

**FINAL
RECREATION AND TRAFFIC SAFETY PLAN**

**Bear River Hydroelectric Project
FERC Project No. 20**



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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
ADAAG	ADA Accessibility Guidelines for Buildings and Facilities
AW	American Whitewater
BLM	U.S. Bureau of Land Management
cfs	cubic feet per second
DUA	Day Use Area
ECC	Environmental Coordination Committee
EIS	Environmental Impact Statement
EMS	Environmental Management System
ESA	Endangered Species Act
FCSO	Franklin County Sheriff's Office
FERC	Federal Energy Regulatory Commission
FS	Forest Service
FWS	U.S. Fish and Wildlife Service
GYC	Greater Yellowstone Coalition
IDEQ	Idaho Department of Environmental Quality
IDFG	Idaho Department of Fish and Game
IDPR	Idaho Department of Parks and Recreation
IRU	Idaho Rivers United
ITU	Idaho Council of Trout Unlimited
LMP	Land Management Plan
MOU	Memorandum of Understanding
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPS	National Park Service
O&M	operation and maintenance
OHV	off-highway vehicle
PM&E	protection, mitigation, and enhancement measure
Project	Bear River Hydroelectric Project (FERC Project No. 20)
RD	recreation day
RMP	Resource Management Plan
RTSP	Recreation and Traffic Safety Plan
SA	Settlement Agreement
SRMA	Special Recreation Management Area
Tribes	Shoshone-Bannock Tribes

1.0 INTRODUCTION

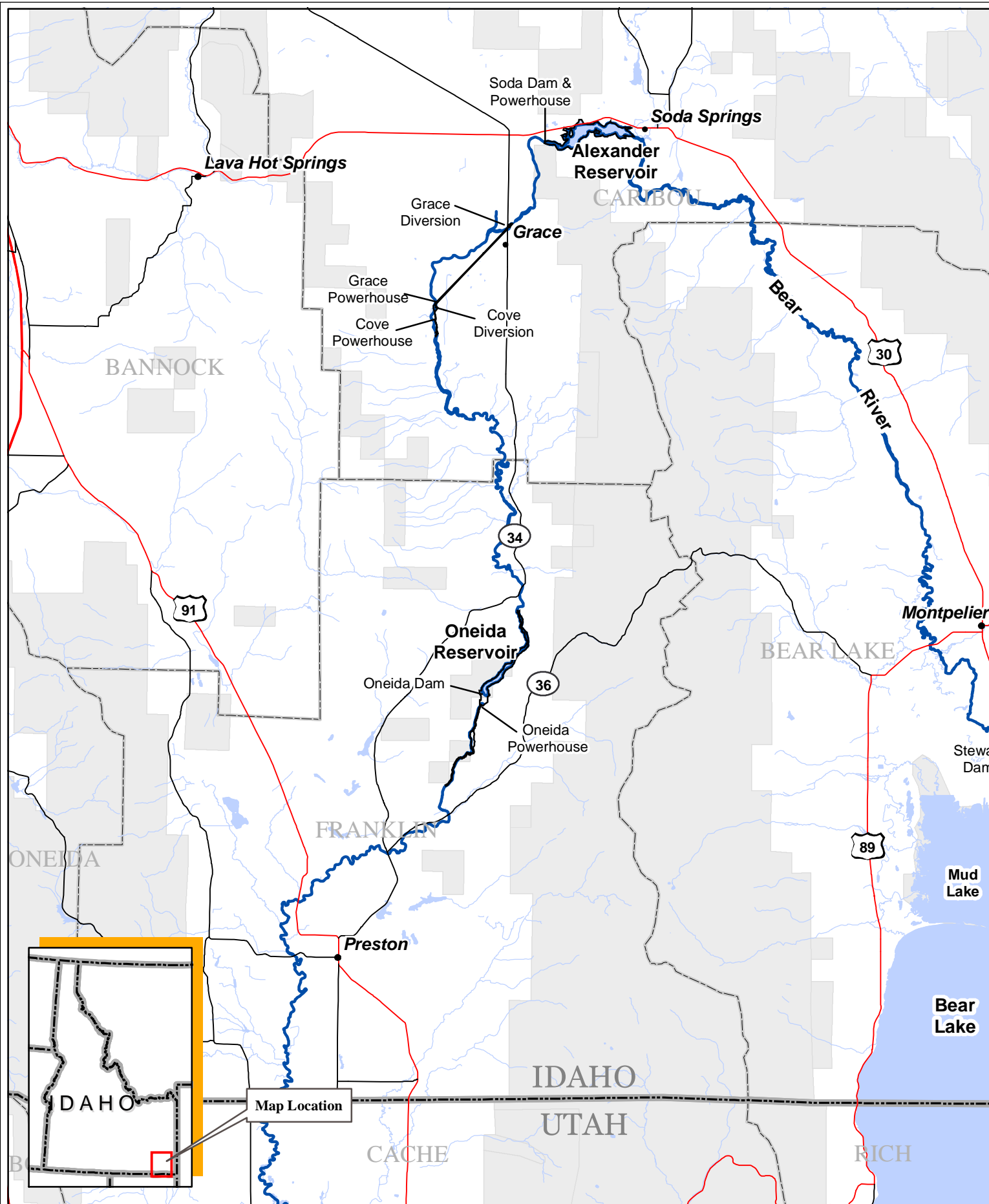
The Bear River Hydroelectric Project (Project) is owned and operated by PacifiCorp, a U.S. Division of Scottish Power. Located on the Bear River in southeastern Idaho, the Project consists of four developments – Soda, Grace, Cove, and Oneida – which are hydrologically and electrically connected (Figure 1.0-1). The four developments were relicensed as a single Project by the Federal Regulatory Energy Commission (FERC) on December 22, 2003 (FERC 2003). In their Order issuing the new license, the FERC also approved the Settlement Agreement (SA) for the Bear River Hydroelectric Project (FERC Project No. 20). This SA was the outcome of a relicensing process between PacifiCorp and 16 stakeholder participants who represented various resource agencies and interest groups. The SA includes a number of protection, mitigation, and enhancement measures (PM&Es) designed to address the effects of Project operations and maintenance on natural and cultural resources, safety, and recreation in the vicinity of the Project. Most of these measures were incorporated as articles into the new FERC license order with little or no modification.



Photo 1. Oneida Reservoir and dam.

As stipulated in the SA and by FERC License Article 416 for the Project (FERC 2003) (Appendix A), PacifiCorp is required to prepare a Recreation Plan for PacifiCorp-owned lands within the FERC Project boundary (including additional lands added per Article 427). The FERC requires that the Recreation Plan include the following information:

- A description of the type and location of all existing recreation facilities and use areas in the Project area (Figure 1.0-2);
- A description of the type and location of all new recreation facilities, including the following sites (Figure 1.0-2):
 - The boater put-in and take-out sites in the Grace bypassed reach (Black Canyon reach);
 - The boater put-in and take-out sites in the Oneida reach;
- A description of Americans with Disabilities Act (ADA) recreation site facilities;
- A description of measures for minimizing potential construction-related impacts associated with new recreation facilities;



Bear River Recreation and Traffic Safety Plan

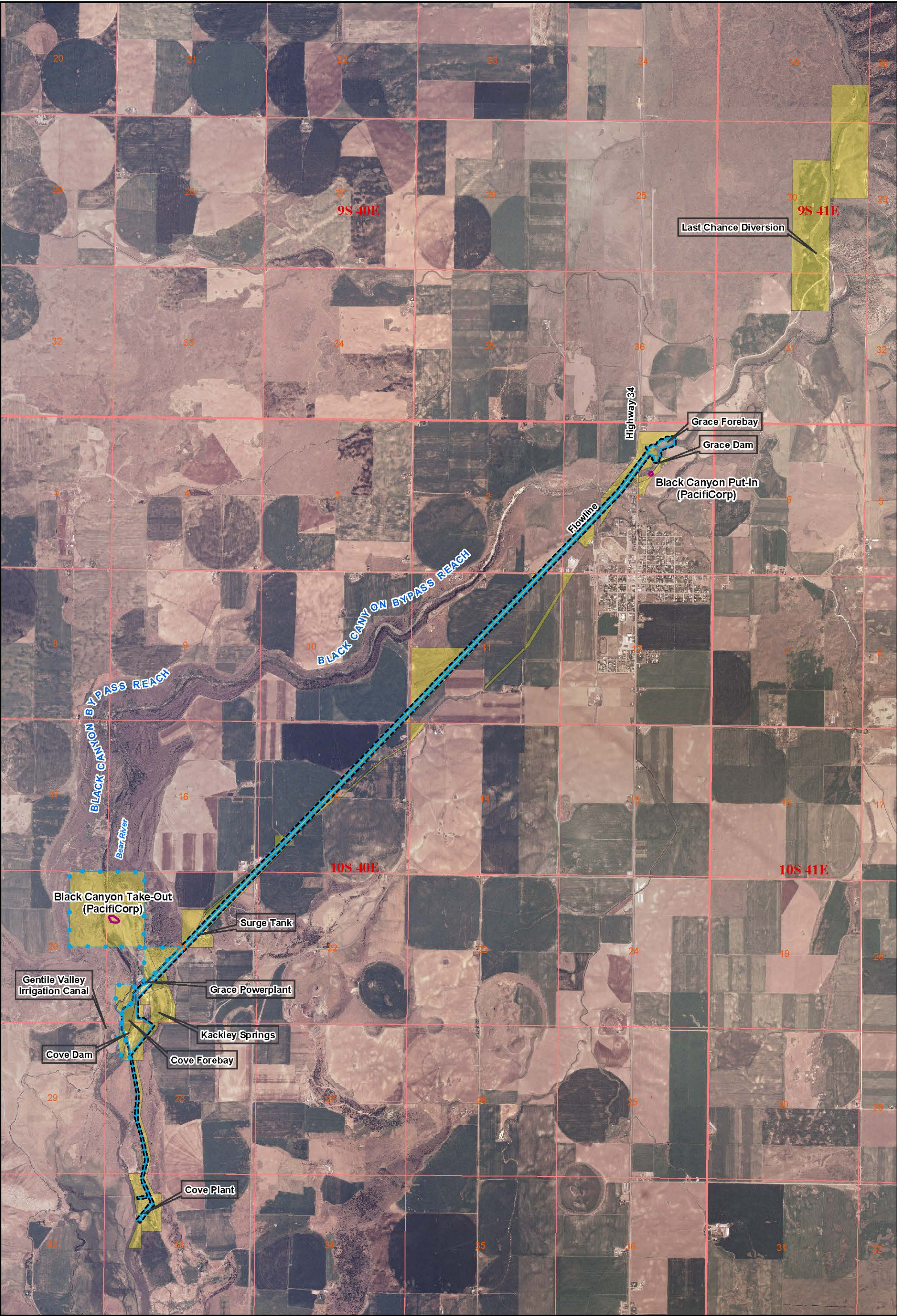
Figure 1.0-1: Bear River Project Region

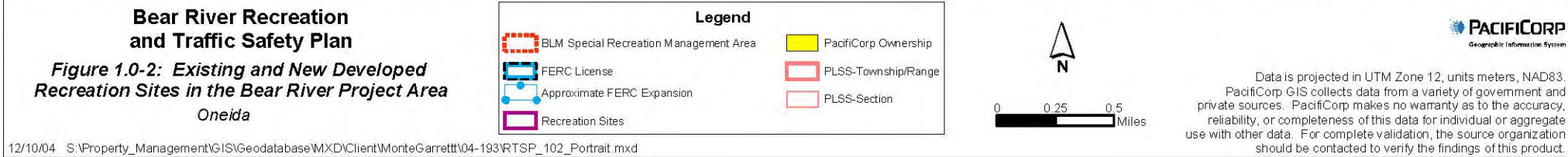
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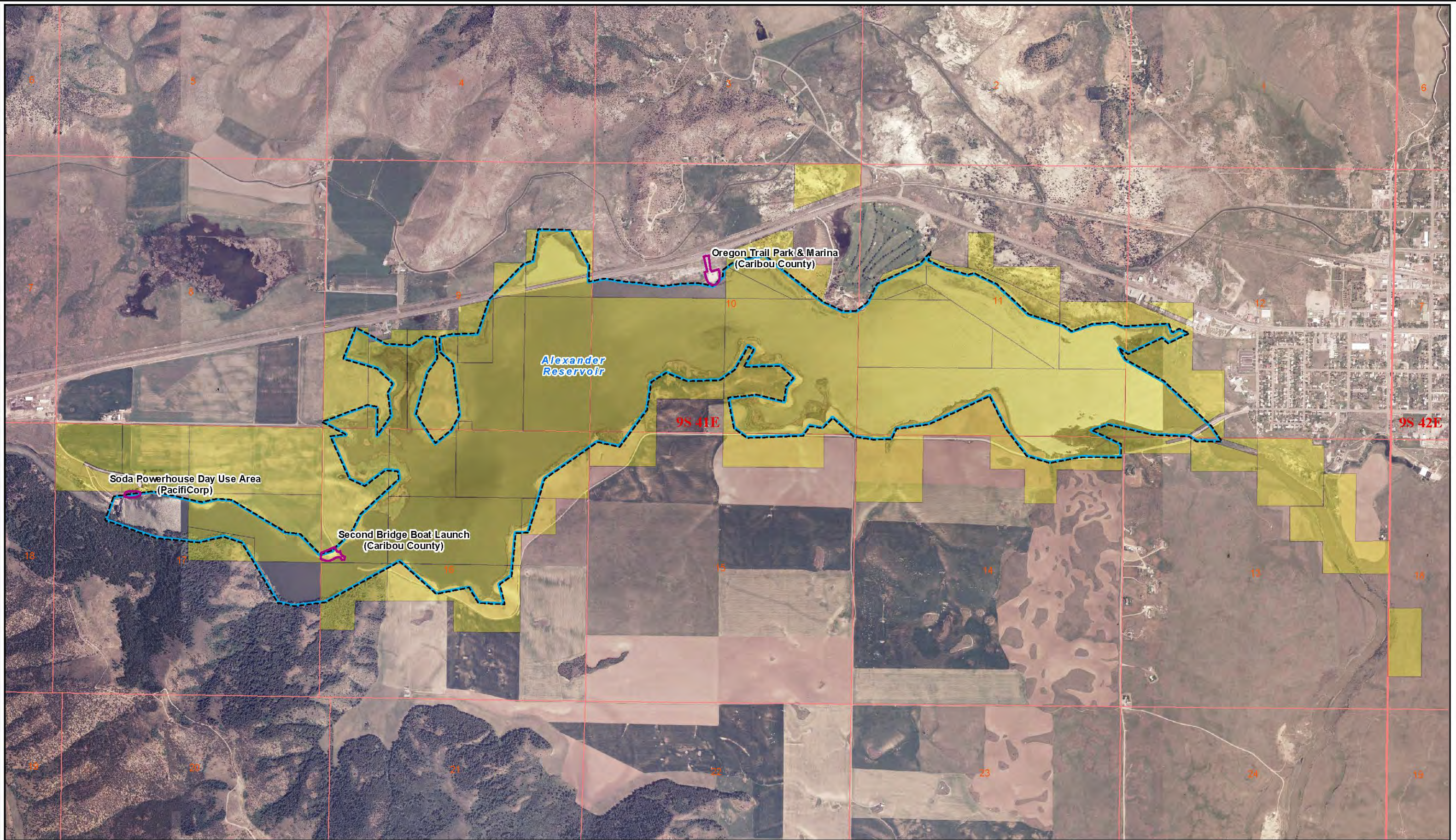
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PACIFICORP
Geographic Information System

Data is projected in UTM Zone 12, units meters, NAD83. PacificCorp GIS collects data from a variety of government and private sources. PacificCorp makes no warranty as to the accuracy, reliability, or completeness of this data for individual or aggregate use with other data. For complete validation, the source organization should be contacted to verify the findings of this product.

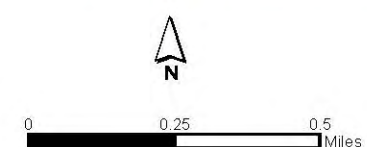






Bear River Recreation and Traffic Safety Plan

**Figure 1.0-2: Existing and New Developed
Recreation Sites in the Bear River Project Area
Soda Springs**



Data is projected in UTM Zone 12, units meters, NAD83.
PacifiCorp GIS collects data from a variety of government and private sources. PacifiCorp makes no warranty as to the accuracy, reliability, or completeness of this data for individual or aggregate use with other data. For complete validation, the source organization should be contacted to verify the findings of this product.

- Identification of the entity or entities responsible for constructing, operating, and maintaining the existing and new recreation facilities in the Project area;
- A description of the operation and maintenance (O&M) schedule at existing and new recreation facilities in the Project area;
- A schedule for implementing funding measures related to recreation facility improvements and enhancements described in the Recreation Plan, including:
 - PacifiCorp to provide annual funding (up to \$10,000 annually) to the Bureau of Land Management (BLM) for O&M at Redpoint and Maple Grove Campgrounds;
 - PacifiCorp to provide a one-time payment (\$50,000) to the BLM to upgrade and improve recreation facilities at Redpoint and Maple Grove Campgrounds;
 - PacifiCorp to provide annual funding (not to exceed \$3,000) to Caribou County for O&M of recreation sites at Soda Reservoir (also known as Alexander Reservoir); and
- Conceptual drawings showing the type and location of existing and new recreation facilities in the Project area.

In addition to a Recreation Plan and as stipulated in the SA and by FERC License Article 416 for the Project (FERC 2003) (Appendix A), PacifiCorp is also required to prepare a Traffic Safety Plan for Oneida Project Road (Figure 1.0-2), per FERC License Article 417 (Appendix A). The FERC requires that the Traffic Safety Plan include the following information:

- A description of Oneida Project Road;
- Maps and/or drawings of the road; and
- A schedule and implementation plan for the following traffic safety-related measures:
 - PacifiCorp to provide annual maintenance (up to \$1,000) for traffic signs along Oneida Project Road;
 - PacifiCorp to construct a turn-around loop near the Oneida Day Use Area to improve safety and maneuverability for vehicles using Oneida Project Road;
 - PacifiCorp to provide annual funding (not to exceed \$3,000) to the Franklin County Sheriff's Office (FCSO) for law enforcement services along Oneida Project Road from May 1 through October 1; and
 - PacifiCorp to implement dust abatement measures (as necessary) along Oneida Project Road adjacent to and up to 100 feet on either side of Redpoint and Maple Grove Campgrounds.

This Recreation and Traffic Safety Plan (RTSP) presents the combined information regarding License Articles 416 and 417, along with additional whitewater boating and river flow-related requirements in License Articles 412, 418, 419, 420, 421, and 422 (FERC 2003) (Appendix A). This comprehensive RTSP provides overall management guidance related to Project area recreation, including whitewater boating and traffic safety along Oneida Project Road. As required by the FERC, this RTSP was prepared in consultation with the Environmental Coordination Committee (ECC) (Section 2.2) and will be finalized upon FERC approval.

1.1 Project Area

The Project includes (from upstream to downstream) four FERC-licensed hydroelectric developments – Soda, Grace, Cove, and Oneida (Figure 1.0-1). The License Applications (PacifiCorp 1999a, b, c) provide a complete description of each of the separate developments. The new FERC Project boundary will encompass all Project facilities, as well as certain PacifiCorp and BLM-managed lands in the vicinity of Oneida Reservoir and Narrows and PacifiCorp-owned lands along the Bear River upstream of the



Photo 2. Soda Powerhouse and Alexander Reservoir.

Grace Powerhouse in the lower portion of Black Canyon (FERC Article 427).

The Soda Development is located in Caribou County, Idaho, approximately 44 miles north of the Utah border and 5 mile west of Soda Springs (Figure 1.0-1). The Development consists of Soda Dam, Alexander Reservoir, Soda Powerhouse, and other related operations and maintenance buildings. Several recreation facilities are also located within or adjacent to the Soda Development (Figure 1.0-2).

Alexander Reservoir has a surface area of 1,100 acres and approximately 12 miles of shoreline at normal pool elevation. Most recreational use associated with the Soda Development occurs on the reservoir and includes fishing, boating, and picnicking, among other activities (PacifiCorp 1999a).

The Grace/Cove Developments are located in Caribou County, Idaho, approximately 6 miles downstream of the Soda Development and 38 miles north of the Utah border near the town of Grace (Figure 1.0-1). The Developments include two small impoundments and bypassed sections of the Bear River. The Grace Forebay has a surface area of 38 acres, while the Cove Forebay has a surface area of 10 acres. A 26,000-ft-long flowline carries water from the Grace Diversion to the Grace Powerhouse, and a 6,125-ft-long flume and 500-ft-long penstock deliver water from the Cove Diversion to the Cove Powerhouse. The Grace bypass river reach (Black Canyon reach) is approximately 6 miles long, while the Cove bypass reach is approximately 1.9 miles long. The Grace Development includes an angler access site immediately upstream of the powerhouse

(Black Canyon Take-Out). There are no other existing developed recreation facilities associated with the Grace/Cove Developments, though dispersed shoreline fishing does occur along the bypassed reaches and impoundments, as well as occasional whitewater boating in the Grace bypass reach when water is available (PacifiCorp 1999b).



Photo 3. Cove Forebay.

The Oneida Development is located in Franklin County, Idaho, approximately 20 miles north of the Utah border near the town of Preston (Figure 1.0-1). The 22 miles (35.4 km) of river separating the Cove Powerhouse and Oneida Reservoir are not included in the FERC Project boundary. Oneida Reservoir, formed by Oneida Dam, has a surface area of 480 acres. There are two existing developed recreation facilities on the shoreline of Oneida Reservoir – Maple Grove Campground (managed by the BLM) and Oneida Day Use Area (DUA) (Figure 1.0-2). A third existing recreation facility, Redpoint Campground (managed by the BLM), is located on the Bear River downstream of the Oneida Dam, although it is outside of the previous FERC Project boundary (a new expanded FERC Project boundary, which includes this site, is described in License Article 427). Camping, fishing, swimming, boating, and tubing are the most popular recreational activities currently associated with the Oneida Development (PacifiCorp 1999c).

1.2 Existing Developed Recreation Facilities in the Project Area

This section describes existing recreational facilities in the Project area. The location of each existing developed recreation facility is depicted on Figure 1.0-2. New recreation facilities in the Project area are described in Section 1.3. Identified dispersed recreation sites and use areas are described in the Land Management Plan (LMP).

1.2.1 Oregon Trail Park and Marina

Oregon Trail Park and Marina is located on the northern shoreline of Alexander Reservoir near Soda Springs (Figure 1.0-2). Caribou County owns and manages the site, except for 0.5 acres along the shoreline, which it leases from PacifiCorp. The site has a boat ramp,



Photo 4. Oregon Trail Park and Marina.

floating dock, picnic tables, picnic shelters, trash receptacles, playground equipment, parking for approximately 30 vehicles, and a vault toilet building (PacifiCorp 1999a).

1.2.2 Second Bridge Boat Launch

Second Bridge Boat Launch is located on the northern shoreline of Alexander Reservoir, adjacent to an old bridge abutment and approximately 1 mile upstream of the Soda Dam (Figure 1.0-2). The site consists of a boat ramp, floating dock, trash receptacles, a portable toilet, and a large gravel parking area. Caribou County leases the site from PacifiCorp and is responsible for routine O&M (PacifiCorp 1999a).



Photo 5. Soda Powerhouse DUA.

1.2.3 Soda Powerhouse Day Use Area

Soda Powerhouse DUA is also located on the northern shoreline of Alexander Reservoir, adjacent to the Soda Dam and Powerhouse (Figure 1.0-2). The site consists of a concrete hand-launch boat ramp, a floating dock, a small sand beach, picnic tables, a picnic shelter, trash receptacles, a drinking fountain, and a large irrigated lawn. A restroom is provided in one of the vacant PacifiCorp employee houses adjacent to the DUA. Parking is available along the access road to the site. Large groups can reserve the park. PacifiCorp owns and maintains this site (PacifiCorp 1999a).

1.2.4 Maple Grove Campground

Maple Grove Campground is located on the southeastern shoreline of Oneida Reservoir, approximately 1 mile upstream from the Oneida Dam (Figure 1.0-2). This campground is managed by the BLM. The site consists of 13 campsites, each with a picnic table, fire pit, and grill, and two vault toilet buildings. The vault toilets and two of the campsites are ADA-accessible. The Maple Grove Campground also has a small day use area with a boat ramp, floating dock, and gravel parking area for approximately 4 vehicles (PacifiCorp 1999c). There is a \$5 per night user fee at this site (BLM 2004).



Photo 6. Entrance sign at Maple Grove Campground.

1.2.5 Oneida Day Use Area

The Oneida DUA is located on the southeastern shoreline of Oneida Reservoir, immediately upstream of Oneida Dam. The site consists of a boat ramp, floating dock, 10 picnic sites (each site with a picnic table, grill, and fire pit), a double-vault toilet building, and parking for approximately 20 vehicles (PacifiCorp 1999c).



Photo 7. Oneida Day Use Area.

1.2.6 Redpoint Campground

Redpoint Campground is located along the Bear River, approximately 2 miles downstream of Oneida Dam and outside of the previous FERC Project boundary (Figure 1.0-2). This campground is managed by the BLM. The site consists of 10 primitive campsites, several picnic tables, and a vault toilet building (PacifiCorp 1999c). There is no fee associated with use of this site (BLM 2004).

1.3 **New Recreation Facilities in the Project Area**

This section describes new recreational facilities in the Project area, as required by the SA and FERC license order. The location of each new developed recreation facility is depicted on Figure 1.0-2. Existing recreation facilities in the Project area are described in Section 1.2. Additional detail regarding each of the new recreation sites described below is provided in Section 4.1 and Appendices B and C.

1.3.1 Black Canyon Put-In

The Black Canyon Put-In is located along the upper portion of the Grace bypass reach, immediately downstream of the Grace Dam near the Highway 34 Bridge (Figure 1.0-2). The site was previously used as an angler access area (PacifiCorp 1999b). The new put-in consists of a hand-launch boat ramp, a gravel parking area for approximately 15 vehicles, and a portable restroom. PacifiCorp owns and is responsible for ongoing O&M at this new site (FERC 2003).

1.3.2 Black Canyon Take-Out

The Black Canyon Take-Out is located along the lower portion of the Grace bypass reach, approximately 0.5 miles upstream of the Grace Powerhouse (Figure 1.0-2). The site was previously used as a dispersed recreation area (PacifiCorp 1999b). The new take-out consists of a hand-launch boat ramp, a gravel parking area for approximately 15 vehicles, and a portable restroom. PacifiCorp owns and is responsible for ongoing O&M at this new site (FERC 2003).

1.3.3 Oneida Narrows Put-In

The Oneida Narrows Put-In is located downstream from the Oneida Dam along Oneida Project Road (Figure 1.0-2). The new site consists of a hand-launch boat ramp, a gravel parking area for approximately 10 vehicles, and a portable restroom. PacifiCorp owns and is responsible for ongoing O&M at this new site (FERC 2003).

1.3.4 Oneida Narrows Take-Out

The Oneida Narrow Take-Out is located downstream of the existing Redpoint Campground along Oneida Project Road (Figure 1.0-2). The new site consists of a hand-launch boat ramp, a portable restroom, and parking for approximately 10 vehicles along the site of the road. PacifiCorp is responsible for ongoing O&M at this new site, which is located on BLM-managed land (FERC 2003).

2.0 OVERVIEW

This section presents an overview of the RTSP. Specifically, it provides a user's guide, describes ECC consultation, discusses the purpose and intent of the RTSP, provides a brief overview of the implementation programs, lists issues and assumptions, and defines key terminology used throughout the RTSP.

2.1 User's Guide

This section is intended to clarify potential future conflicts or ambiguity in implementing the RTSP during the term of the new license. If the authority or action is unclear or contradictory, the following prioritized list of agreements, plans, or documents will guide decision-makers. The priority is as follows:

1. FERC license terms and conditions (including the SA).
2. Project management plans, including the RTSP (after FERC approval) and associated detailed sections and appendices (e.g., Section 4.0, Appendix B, etc.).
3. Project management plans, including the RTSP and associated broader purpose and intent statements (e.g., Sections 2.3, etc.).

Potential conflicts or ambiguity in implementing the RTSP may be discussed and addressed during periodic ECC meetings (Sections 3.0) and during periodic RTSP review (Section 4.6), and will be summarized in the Annual Report to the FERC (Article 401; Appendix A). Revisions, if necessary, to the RTSP to help clarify potential conflicts or ambiguity may occur as necessary at the discretion of the licensee or at least every 10-15 years (Section 4.6).

2.2 ECC Consultation

Implementation of the RTSP is the primary responsibility of PacifiCorp as licensee. However, FERC has directed that the RTSP will also be developed and implemented in consultation with the ECC. The ECC is composed of representatives from the U.S. Fish and Wildlife Service (FWS), BLM, National Park Service (NPS), Forest Service (FS), Shoshone-Bannock Tribes (Tribes), Idaho Department of Environmental Quality (IDEQ), Idaho Department of Fish and Game (IDFG), Idaho Department of Parks and Recreation (IDPR), Idaho Council of Trout Unlimited (ITU), Idaho Rivers United (IRU), Greater Yellowstone Coalition (GYC), American Whitewater (AW), and other stakeholders. The ECC is expected to provide consultation on the implementation of the RTSP and other plans (e.g., LMP, etc.) and to help in the administration of post-licensing activities in the Project area. PacifiCorp will conduct ECC meetings to meet the new license consultation requirement throughout the term of the new license.

2.3 BLM Resource Management Plan Coordination

In addition to ongoing ECC consultation, PacifiCorp will also coordinate with the BLM as they develop their Draft Pocatello Resource Management Plan (RMP)/Environmental Impact Statement (EIS), which includes BLM-managed lands within the Project area (Figure 1.0-2). PacifiCorp is committed to working with the BLM to ensure consistency between this RTSP and the BLM's RMP, especially in regards to the following issues:

- OHV Use—continued OHV use in the Project area will be confined to designated roads only;
- Overnight Camping—overnight camping will be allowed only at designated campgrounds in the Project area (Maple Grove and Redpoint campgrounds); and
- River Access Sites—access to the river will be allowed only at existing developed river access sites (e.g., Oneida Narrows Put-In, Oneida Narrows Take-Out).

The Draft Pocatello RMP/EIS is currently in development by the BLM. Preliminary planning suggests the designation of the Oneida Narrows Canyon as a BLM Special Recreation Management Area (SRMA)(pers. comm., B. Newman 2004). SRMAs are BLM administrative units

established to direct recreation program priorities, including the allocation of funding and personnel, to those public lands where a commitment has been made to provide specific recreation activity and experience opportunities on a sustained yield basis. This includes a long-term commitment to manage the physical, social, and managerial settings to sustain these activity and experience opportunities.

Delineation is based on administrative/managerial criteria such as recreation values and uses, land tenure and use patterns, administrative efficiencies, resource values, and public concern. These areas usually require a high level of recreation investment and/or management. They include recreation sites, but recreation sites alone do not constitute a SRMA.



Photo 8. Redpoint Campground (BLM).

Through development of the Draft Pocatello RMP/EIS, including the potential Oneida Narrows Canyon SRMA, the BLM and PacifiCorp will coordinate recreation-related management actions and measures to ensure consistency between the BLM's plan and this RTSP on lands within the Project area. The two plans should complement each other, especially in regard to OHV use, overnight camping, river access sites, and

dispersed recreation management policies, actions, and measures on Project lands within the Oneida Narrows Canyon. Some flexibility is intentionally built into the RTSP to address the fact that the BLM's Draft Pocatello RMP/EIS is still in development. Section 4.6 provides additional detail about the RTSP review and update process.

2.4 Purpose and Intent

The purpose of the RTSP is to define PacifiCorp's involvement, role, and responsibilities in implementing recreation resource and traffic safety components of the FERC license terms and conditions (Appendix A). PacifiCorp's responsibilities include managing and operating certain existing and new recreation facilities, public use areas, and specific roadways associated with the Project, including site-specific and programmatic measures.

Taken as a whole, the RTSP represents a single "umbrella" PM&E for recreation resources and traffic safety. More specifically, the RTSP is an implementation tool to be used to plan, design, construct, fund, operate, and maintain existing and proposed developed public recreation facilities and programs in the Project area for the term of the new license. The RTSP is intended to be specific to PacifiCorp's recreation resource and traffic safety roles and responsibilities in the Project area. The RTSP does not make management or resource commitments for other entities, such as the BLM or other state and federal agencies.

The RTSP presents six programs that are intended to implement site-specific and programmatic recreation and traffic safety measures, as described in and required by the new FERC license. These measures were first developed in the SA and were agreed upon by PacifiCorp and other stakeholders (i.e., members of the ECC). Recreation resource technical studies conducted by PacifiCorp for relicensing were also used as a basis for decision-making and development of the RSTP.

2.5 Overview of Implementation Programs

This section provides an overview of the RTSP's six programs. These programs include PacifiCorp's responsibilities for implementing actions to address recreation resources and traffic safety needs, as outlined in the new FERC license, in the Project area. The six RTSP programs include:

- **Recreation Facility Development/Capital Improvement Program** (Section 4.1) – defines PacifiCorp's construction-related responsibilities, identifies proposed recreation development projects, provides estimated costs for recreation measures (Appendix B), identifies locations and conceptual layouts of the development measures (Appendix C), and discusses general facility development standards and criteria to be used. In some cases, partnerships with the BLM and Caribou County are identified.
- **Recreation Operations and Maintenance Program** (Section 4.2) – defines PacifiCorp's O&M responsibilities, provides estimated costs for O&M (Appendix B), and discusses general facility and use area maintenance standards to be

followed. In some cases, partnerships with the BLM and Caribou County are identified.

- **Recreation Monitoring Program** (Section 4.3) – defines PacifiCorp’s responsibilities related to periodic monitoring of recreation use in the Project area, specifically as they relate to completion of FERC Form 80 every 6 years (Appendix D).
- **Whitewater Boating Program** (Section 4.4) – defines PacifiCorp’s requirement to provide whitewater boating flows, discusses boater facility development/capital improvement and O&M in the Project area related to whitewater boating, and details other programmatic whitewater boating proposals.
- **Traffic Safety Program** (Section 4.5) – defines PacifiCorp’s proposed roadway capital improvements (Appendix B), O&M, and safety measures along Oneida Project Road. A proposed law enforcement agreement with the FCSO is also identified.
- **Plan Review and Update Program** (Section 4.6) – defines how and when the RTSP will be updated or revised, if necessary, over the term of the new license.

2.6 Issues and Assumptions

Based on the relicensing process, as well as ECC consultation, several issues and assumptions were identified regarding the management of recreation resources in the Project area. These issues and assumptions are important to consider if revisions or modifications are needed in the future to the RTSP and include the following:

- The Project has resulted in public outdoor recreation opportunities and needs along the shorelines of Project reservoirs and river reaches. These opportunities and needs are located principally within or directly adjacent to the FERC Project boundary.
- PacifiCorp and the agencies provide both developed and dispersed public recreation opportunities in the region and share areas of responsibility.
- To satisfy public outdoor recreation needs, several recreation providers, including PacifiCorp, have developed, operated, and maintained various recreation facilities, principally within or adjacent to the FERC Project boundary.
- New recreation facility development by PacifiCorp will be concentrated in suitable areas where it is compatible with the land uses and natural and cultural resources.
- No additional recreation facility construction is planned in the future within or adjacent to the FERC Project boundary by PacifiCorp, beyond those

developments described in this RTSP. The BLM will be responsible for all future recreation development that may be needed due to increased visitor use beyond the current capacity in the Oneida Narrows area over the term of the new license.

- PacifiCorp and the other recreation providers within and adjacent to the FERC Project boundary are responsible for operating, maintaining, renovating, and upgrading existing as well as new recreation facilities over the term of the new license.
- Recreation providers within and adjacent to the FERC Project boundary, including PacifiCorp, must comply with current ADA regulations, including ADA Accessibility Guidelines for Buildings and Facilities (ADAAG), as amended. ADAAG, as amended, may define the upgrade of some existing recreation facilities over the term of the new license when facilities receive major maintenance or are replaced.
- Partnerships and/or cost sharing between PacifiCorp and other recreation providers is planned for cooperatively funding some measures in the Project area that will benefit the general public and improve the overall recreation experience in the Project area.
- Over the term of the new license, PacifiCorp will continue to allow dispersed public recreational use of lands within the FERC Project boundary, except where public safety, security, or resource concerns have been identified. While dispersed recreational use (e.g., hunting, fishing, hiking, etc.) of Project area lands will be allowed, overnight use (i.e., camping) will be prohibited on PacifiCorp-managed lands within the FERC Project boundary, except at designated campgrounds. Additionally, OHV use is restricted to existing roads on PacifiCorp lands within the Project boundary.

2.7 Explanation of Terms

Key terms and concepts used throughout the RTSP that are relevant to recreation planning and traffic safety in the Project area include:

- Environmental Coordination Committee (ECC) – A work group established by the SA and new FERC License Order to provide consultation on the development of implementation and monitoring plans for various resource areas and to help in the administration of post-licensing activities in the Project area. Group members include representatives from each of the SA signatories.
- License – The new FERC license for the Bear River Hydroelectric Project, FERC Project No. 20.
- PacifiCorp – Project licensee and a U.S. Division of Scottish Power.

- Project – The Bear River Hydroelectric Project, including the Oneida, Grace, Cove, and Soda Developments.
- Project area – The Project area includes all waters and lands within the FERC Project boundary, including Project reservoir and river reach recreation sites.
- Project boundary – The FERC Project boundary, as amended in the new FERC license.
- Recreation-related needs – Recreation needs, as stated in the new license, which are associated with the development and operation of the Project for the new license term.
- Term of the new license – Thirty years, as ordered by the FERC in the new license.
- Traffic safety-related needs – Traffic safety needs along Oneida Project Road, as stated in the new license, which are associated with the development and operation of the Project for the new license term.

3.0 ROLES, PLANNING, AND COORDINATION

An important part of the RTSP over the term of the new license is planning and coordination and the roles various entities will perform relative to recreation resources in the Project area and traffic safety along Oneida Project Road. This section describes the roles and responsibilities of PacifiCorp and others, coordination activities including potential environmental compliance and permitting, and periodic reporting associated with implementation of the RTSP and its associated programs.

3.1 PacifiCorp and Agency Roles and Responsibilities

Implementation of the RTSP is the responsibility of PacifiCorp. PacifiCorp's expectations of the basic roles of the primary recreation resource and traffic safety entities involved in RTSP implementation are listed below. These entities include the BLM, FCSO, and Caribou County. It is acknowledged that PacifiCorp, through the RTSP, cannot assign funding, staffing, or other resource allocation responsibilities to other entities, such as the BLM, unless specified in an Outline Agreement or other legal contract. Implementation of the RTSP will involve the following anticipated roles and responsibilities:

PacifiCorp: Roles and responsibilities over the term of the new license include:

- Implementation of the RTSP.
- Coordination of proposed recreation and traffic safety actions with other Project-related resource management plans.
- Preparation of periodic reporting to the ECC and FERC (annual reports and FERC Form 80).
- Preparation of periodic updates, if necessary, to the RTSP and tracking any changes over time (Section 3.2).
- Participation in ECC meetings.
- Support continued partnerships among PacifiCorp and tribal, federal, state, and local governments and other recreation interest groups in the Project vicinity.

BLM: Roles and responsibilities over the term of the new license include:

- Participation in ECC meetings.
- Lead agency for implementing actions related to the forthcoming Draft Pocatello RMP/ EIS, when adopted (the Oneida Development is located within the BLM's Pocatello Resource Area).

- Upgrade of Maple Grove and Redpoint campgrounds, with a one-time assistance payment from PacifiCorp.
- Lead agency for National Environmental Policy Act (NEPA) and other environmental and cultural resource compliance within BLM-managed lands.
- Continue to operate and maintain Maple Grove and Redpoint Campgrounds (with annual funding assistance from PacifiCorp).
- Construction and O&M of a potential future recreation site in the Oneida Narrows, if needed.

Caribou County: Roles and responsibilities over the term of the new license include:

- Continue to operate and maintain Oregon Trail Park and Marina and Second Bridge Boat Launch (with annual funding assistance from PacifiCorp).

Franklin County Sheriff's Office: Roles and responsibilities over the term of the new license include:

- Provide seasonal law enforcement services along Oneida Project Road per a future agreement with PacifiCorp (to be developed).

ECC Members: Roles and responsibilities over the term of the new license include:

- Participation in ECC meetings.
- Provide consultation on PacifiCorp-developed implementation and monitoring plans for resources within the Project area.
- Assist in the administration of post-licensing activities, as described in the new FERC license.

3.2 Periodic Review

Implementation of the proposed recreation and traffic safety measures in the RTSP is expected to occur as detailed in the various programs through the term of the new license. However, some flexibility is built into the RTSP to address unanticipated changes in conditions over time.

At ECC meetings, the parties may consider potential minor adjustments in some specific actions or schedules, if needed and appropriate. However, major revisions to the RTSP are not planned. PacifiCorp will consider these scheduled changes of specific actions as allowed by FERC in the new license. Additional future recreation facility development, except as described in the RTSP and required by the new FERC license, is not an intended result of periodic review of the RTSP. Any agreed-upon adjustments to specific actions or schedules in the RTSP will be documented by PacifiCorp.

On a 10- to 15-year basis during the term of the new license, PacifiCorp will initiate a formal review of the RSTP. This review will also occur in conjunction with scheduled ECC meetings and may result in updates or revisions to the RSTP if needed. Factors that may trigger revisions to the RSTP may include the following:

- Revisions and updates to agency-adopted land and resource management plans;
- Catastrophic natural events, such as major forest fires or natural disasters, and significant effects of social disorder; and
- New federal or state policies, regulations, and laws that significantly affect recreation resources in the Project area for the new license term.

Upon completion of a revised RTSP by PacifiCorp and review by the ECC, the RTSP will be reprinted if major substantive changes are agreed upon during the review period. Recommendations for updates and revisions to the RTSP may be submitted by any party and will be considered by PacifiCorp. Agreed-upon changes to the RTSP will be incorporated into a revised document. The revised RTSP will be submitted to the FERC for final review and approval. Any disagreement on revisions to the RTSP may be resolved using the Alternative Dispute Resolution process, as described in Section 5.0 of the Bear River Project SA. Additionally, revisions or updates to the RTSP will not increase the overall financial obligation to PacifiCorp as shown in Exhibit B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs.

3.3 Environmental Compliance and Permitting

PacifiCorp will coordinate with the BLM and ECC regarding any necessary federal environmental analyses, compliance, and permitting for Project recreation- and traffic safety related construction projects that will be located on BLM-managed lands, as identified in Exhibit B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs, and Exhibit C – Conceptual Site Plans and Drawings.

Environmental analysis, compliance, and permitting activities may include, but are not limited to, the following:

- Federal NEPA compliance
- U.S. Army Corps of Engineers administered Clean Water Act—Section 404 wetland permitting
- State stream alteration permits
- National Historic Preservation Act (NHPA) Section 106 compliance for cultural and historical resources
- Endangered Species Act (ESA) compliance

- County zoning and permitting requirements
- Others activities as needed

To the extent possible, planned recreation and traffic safety projects will be grouped together to minimize environmental compliance and permitting needs and to foster review of cumulative effects. Such groupings may be geographical (by reservoir or river reach), temporal (in a block of years), or topical (similar recreation or traffic facilities). NEPA compliance will also be tiered, to the extent possible. NEPA compliance actions may be tiered under the FERC Project relicensing EIS.

If a planned recreation or traffic safety project is found to have potentially significant impacts that cannot be adequately mitigated or avoided, alternative recreation or traffic projects or sites will be considered to help satisfy the intended need of the original project. Alternative sites outside of the FERC Project boundary will not be considered as alternatives unless agreed to by PacifiCorp. These variables will be discussed during ECC meetings.

3.4 Periodic Reporting

PacifiCorp will periodically document progress made in the implementation of the RTSP. Summary reports will be prepared and reviewed during ECC meetings and filed with FERC every 6 years when a FERC Form 80 is also required (Section 4.3). A sample FERC Form 80 is provided in Appendix D. These reports will summarize:

- FERC Form 80, as required every 6 years;
- Progress made on implementation of planned actions per the RTSP and FERC license terms and conditions; and
- Any changes made to the RTSP programs, including recreation and traffic safety projects being implemented and their schedule.

4.0 IMPLEMENTATION PROGRAMS

This section describes the six programs that are intended to meet the RTSP's purpose and intent, as well as FERC license requirements. The six programs include:

- Recreation Facility Development/Capital Improvement Program
- Recreation Operations and Maintenance Program
- Recreation Monitoring Program
- Whitewater Boating Program
- Traffic Safety Program
- Plan Review and Update Program

4.1 Recreation Facility Development/Capital Improvement Program

PacifiCorp will implement identified recreation facility development/capital improvements that are intended to help meet many of the existing and future recreation needs identified in the Project area by upgrading existing facilities and/or constructing new facilities where appropriate, as defined in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs. This program identifies funding and construction responsibilities, construction schedules, facility development standards, and ADA compliance. Conceptual recreation development site plans and drawings are also provided in Appendix C – Conceptual Site Plans and Drawings. Seven recreation facility development/capital improvement program elements are discussed below.



Photo 9. Hand boat launch at Soda Powerhouse DUA.

4.1.1 Recreation Facility Developments and Upgrades

PacifiCorp will be responsible for funding and construction implementation of the Recreation Facility Development/Capital Improvement Program presented in two RTSP appendices:

- Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs

- Appendix C – Conceptual Site Plans and Drawings

Recreation facility development actions described and displayed in these appendices are consistent with FERC License Articles (Appendix A). PacifiCorp funding for this program is estimated and presented in Appendix B. Budget amounts for the proposed actions are estimates of the funds needed to complete each action. The cost estimates also include any design, engineering, and permitting costs.

PacifiCorp will be responsible for designing, permitting, and constructing the recreation facility projects identified as “capital improvements” in Appendices B and C. PacifiCorp will manage and perform most of the construction-related capital improvement projects described in these appendices, unless noted otherwise. Construction documents will be prepared by PacifiCorp and then submitted to the appropriate agencies for review and approval (if any) prior to construction.

4.1.2 Recreation Development Locations

Recreation facility development and upgrades are identified to help satisfy existing and future Project-related recreation needs in the Project area. These include new and expanded public recreation facilities that will be implemented during the new license term. The location of new and enhanced developed recreation sites are displayed in Figure 1.0-2. Recreation development conceptual site plans for these improvements are included in Appendix C – Conceptual Site Plans and Drawings. These plans provide conceptual design guidance for recreation projects contained in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs. Detailed design and construction drawings will be completed for each capital development project.

4.1.3 Recreation Facility Design Guidelines

The following facility design and setting guidelines will be used by PacifiCorp to help site, construct, and upgrade its recreation facilities identified in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs, and Appendix C – Conceptual Site Plans and Drawings. Facility design and new facility siting will:

- Comply with current ADA and ADAAG, as amended, at the time major maintenance or renovation is undertaken;
- Comply with all appropriate public health and safety codes and regulations;
- Provide the opportunity for a high quality visitor experience and/or enhance visitor convenience;
- Minimize facility and site deterioration and operations and maintenance costs; and
- Protect natural and cultural resources.

4.1.4 Americans with Disabilities Act Compliance and Facility Upgrades

Any newly constructed or significantly expanded, modified, or renovated facility will conform to the current ADAAG, as amended, that is in effect at the time of design, permitting, and construction. Requirements will vary by site due to topography and other variables and exclusions defined in ADAAG. ADA guidelines (as defined in ADAAG, as amended) provide guidance related to pathways, parking, toilets, and boat docks, as well as campsites, picnic sites, and trails (as proposed in new ADAAG guidelines currently under review by the U.S. Access Board).

4.1.5 Environmental Project Review

New recreation facility development/capital improvement projects will be coordinated and permitted, as needed, with the appropriate approving jurisdiction, such as the BLM. If needed, PacifiCorp will acquire permits, certifications, and/or approvals, as defined in Section 3.3 – Environmental Compliance and Permitting, to construct or renovate recreation facility development/capital improvement projects identified in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs, and Appendix C – Conceptual Site Plans.

4.1.6 Agency and Public Review

Proposed recreation facility development/capital improvement projects will be reviewed at ECC meetings.

4.1.7 Facility Construction Coordination and Schedule

All of the recreation facility development/capital improvement projects described in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs will be completed in the first 2 years of the new license. Updates to this schedule, if needed, will be discussed and revisions agreed upon at ECC meetings.

4.2 Recreation Operations and Maintenance Program

This program defines PacifiCorp's developed recreation facility O&M responsibilities, as well as O&M standards and frequencies to be used by PacifiCorp at Project recreation facilities. Periodic O&M of existing and new recreation facilities is a required element of any recreation plan.

As defined in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs, PacifiCorp will perform annual O&M of identified PacifiCorp-managed recreation facilities using the



Photo 10. Picnic site at Oneida Day Use Area.

standards and frequencies described in this section. O&M will generally be performed by PacifiCorp or contractor staff, unless otherwise specified in a separate O&M agreement with another agency. For its recreation facilities and use areas, PacifiCorp will schedule and/or perform necessary O&M by providing necessary personnel, equipment, materials, and management, as appropriate.

If agreed upon by all parties involved, PacifiCorp and other agencies, such as BLM and Caribou County, may engage in future O&M cost sharing and fund leveraging if this will provide added efficiency and cost reduction to the Project and/or enhance the experience of Project area visitors.

For non-PacifiCorp-managed recreation facilities, PacifiCorp's annual funding of O&M at specific BLM (Maple Grove and Redpoint campgrounds) and Caribou County (Oregon Trail Park and Marina and Second Bridge Boat Launch) managed recreation facilities is required by the new FERC license (Appendix A). An accounting of this funding will be included in the Annual Report reviewed by the ECC.

4.2.1 Recreation Facility Operations Schedule

Recreation facilities within the Project area, including those operated by PacifiCorp, the BLM, and Caribou County, will be open and available for public use within the Project area from April 1 through October 31, weather permitting (BLM 2004, FERC 2003). This schedule was developed to accommodate recreation visitors within the Project area, consistent with Project operations and other resource restrictions. Changes to this schedule may be made in consultation with the ECC, if needed.

4.2.2 Recreation Facility Maintenance Standards and Frequency

Adequate maintenance of all recreation facilities within the Project area will be performed in accordance with recommended facility maintenance standards and frequencies defined in Table 4.2-2. All recreation providers in the Project area are urged to follow these recommendations. PacifiCorp-funding for O&M activities by other recreation providers (e.g., BLM, Caribou County) may be contingent upon compliance with these recommendations. The actual frequency needed to maintain the maintenance standards will vary based upon site-specific variables, such as park location, season, number of park visitors, and other factors. These recreation facility maintenance standards and frequencies may be revised, if needed, as conditions change over time. Any changes will be reviewed as appropriate in consultation with the ECC.

While dispersed recreation day use areas are not scheduled for routine maintenance, these areas should be monitored for excessive litter and new user built site "improvements." Dispersed day use area monitoring and potential maintenance will occur in accordance with protocols set forth in the LMP.

Table 4.2-2. Developed recreation site maintenance standards and frequency recommendations.

Maintenance Standard	Recommended Frequency
Boat Ramps: Surface may be asphalt-concrete (A-C), concrete, or gravel. Surfaces are to be in good condition. Ramps are to be kept free of debris. Areas are to be free of overhanging brush; adequate sight distance is to be maintained.	Monthly (in season): Inspect boat launches and remove debris. Immediately correct or report all deficiencies and hazards. Bi-annually (pre- and post-season): Inspect boat launches and docks; remove debris.
Buildings: Including restrooms, picnic shelters, etc. Structures and associated fixtures are maintained in good repair, in safe, clean, and sanitary condition at all times. All buildings receive an annual structural maintenance inspection. Items needing repair are corrected immediately or reported for scheduling.	Weekly: Inspect buildings and fixtures for repair needs; sweep or mop floors; clean sinks, windows, counters, seats, and displays with appropriate methods; empty waste containers. As required: Replace light bulbs; remove spider webs.
Camp/Picnic Site Grills/Fire Pits: Inspect for cleanliness and safety, vandalism, and natural resource conditions. Grills/fire pits should be free of unburned litter; grates should be intact, hinges working properly.	Weekly (minimum in season): Remove litter from grills/fire pits. Remove cold ashes when fireplace is over ½ full.
Camp/Picnic Site Tables: Inspect for cleanliness and safety, vandalism, and natural resource conditions. Tables should be sturdy, clean, free from food debris and graffiti.	Monthly (in season) or when dirty: Wash picnic tables. Sand rough spots, tighten loose bolts, and replace damaged boards immediately.
Culverts and Ditches: Associated with park roads, parking lots, and campgrounds. Culverts and ditches will be kept open and repaired so they function as intended.	Yearly Pre-Winter (September/October): Perform inspections of culverts and ditches. After severe weather events, additional inspections may be warranted. Items needing repair are corrected immediately or reported for scheduling.
Garbage/Litter Collection: All park areas are litter-free. Garbage cans are routinely emptied kept in good condition and free from odors.	Weekly: Litter is removed from open spaces, camp and picnic sites, footpaths, and parking areas as soon as it is seen. Garbage can liners are removed as soon as they are full, and are replaced with new liners.
Gravel Surfaced Areas: Including roads, parking areas, and campsites. Surfaces are to be in good condition. Areas are to be free of overhanging brush; adequate sight distance is to be maintained.	Semi-Annually: Inspect all areas; remove overhanging vegetation; correct minor surface deficiencies; schedule major repair needs such as grading or resurfacing. Inspect immediately after severe weather events. Items needing repair are corrected immediately or reported for scheduling.
Boat Docks and Fishing Piers: Decking and shoreline connection points are sound. Cleats, buoys, and markers are visible and correctly located. Hazards, litter, and unwanted vegetation are removed near boat docks and fishing piers.	Weekly (in season): Inspect all areas; immediately correct or report all deficiencies and hazards. Inspect immediately following severe weather or high water events. Pre and Post Season: Put docks in prior to and remove after primary recreation season. Inspect, repair, and or replace as needed.
Natural Occurrences: Including snow, heavy rain, wind, and floods. Public and employee safety is established immediately.	Variable: Inspect park areas as soon as possible after the occurrence. Items needing repair are corrected immediately or reported for scheduling.

Table 4.2-2. Developed recreation site maintenance standards and frequency recommendations.

Maintenance Standard	Recommended Frequency
Other Facilities and Activities: Including maintenance services, ADA (barrier-free) campsites, areas of primary protection for cultural and natural resources and hazard trees. Items needing repair are corrected immediately or reported for scheduling.	Monthly: Inspect ADA (barrier-free) campsites. Inspect service contracts (refuse hauling, portable toilets, etc.). Annually: Inspect hazard trees.
Paved Areas: Including roads, parking lots, campsite hardstands, pavement surface may be A-C, concrete or paver block. Surfaces are to be in good condition. Striping is to be clearly visible. Areas are to be free of overhanging brush; adequate sight distance is to be maintained.	Semi Annually: Inspect paved areas; correct minor repair needs such as potholes; remove debris and overhanging brush; schedule major repair needs such as striping, overlay, or chip-seal. Items needing repair are corrected immediately or reported for scheduling.
Restrooms: Including pit and vault toilets, and restrooms inside other public buildings. Structures and fixtures are maintained in good repair, in clean and sanitary condition at all times. Items needing repair are corrected immediately or reported for scheduling.	Weekly: Inspect building and fixtures for repair needs; sweep floors, dispose of floor sweepings in waste containers; mop floors with disinfectant solution; clean sinks, urinals, toilets, mirrors, and counters with disinfectant solution, use scouring powder when necessary; dry sinks and toilet seats; empty waste containers. Monthly: Wash restroom walls with disinfectant; open and clean floor drains; clean the pipe chase and inventory maintenance supplies. As required: Replace light bulbs, replace paper products; remove spider webs; inspect and clean eave troughs.
Signs: Signs should be clean, legible, and damage-free; signposts should be straight.	Monthly: Inspect signs. Replace signs that are missing or damaged within 5 days (in season). Traffic control signs must be replaced immediately.
Trails and Footpaths: Surfaces may be A-C, concrete, gravel, wood chip, or native soil. Surfaces are to be in good condition. Footbridges are to be sound; stringers and decking are to be rot-free. Areas are to be free of overhanging brush; adequate sight distance is to be maintained.	Quarterly: Inspect all areas; remove overhanging vegetation; correct minor surface deficiencies; schedule major repair needs such as overlay, grading, or resurfacing. During season of operation inspect immediately after severe weather events. Monitor for excessive erosion or other cultural or natural resource damage.
Turf Areas: All turf and grass areas should be healthy and vigorous. Specific treatments such as irrigation, verti-slicing, fertilization, and pesticide application should be undertaken when necessary and appropriate. If parks are open, entry points to areas receiving fertilizer and pesticide applications will be posted for an appropriate time before, during, and after the treatment.	Variable: Grass within 50 ft of a building and in campsites should be mowed when its height exceeds 4". Roadsides should be mowed when grass exceeds 6" in height. Fields and open area meadows should be mowed when grass exceeds 12" in height. <i>This standard does not apply to habitat areas.</i>

Source: Developed by EDAW, Inc. 2004.

4.3 Recreation Monitoring Program

A component of the RTSP will be tracking visitor use levels and the implementation of management actions at each Project Development. PacifiCorp will document the status and effectiveness of management actions via Annual Reports in consultation with the ECC and filed with the FERC. These reports will allow the ECC and PacifiCorp to

assess whether management should be adapted to changing conditions and to prioritize management actions each year. Recreation facility conditions will be monitored during routine O&M, as described in Table 4.2-2.

Broad recreation-related monitoring will be integrated with PacifiCorp's corporate Environmental Management System (EMS) for the Project. The EMS provides Project personnel with a standard approach to address "nonconformance issues" and specifically addresses public use, recreation safety, and road maintenance issues, among others. The EMS requires PacifiCorp to address each nonconformance issue with appropriate preventive/corrective actions. For each incident documented, PacifiCorp will complete a tracking form that is reviewed by the Management Review Team and will be available for ECC review. The EMS Project Representative will ensure that the corrective action is implemented and that the problem is corrected in the manner prescribed. The EMS process is further described as a monitoring component in the LMP.

In addition to EMS-related monitoring, recreational use level monitoring is also required over the term of the new license by FERC, per Form 80 reporting requirements. PacifiCorp's FERC Form 80 recreational use level reporting requirements are described in Section 4.3.1. Potential dispersed recreation and public use impacts will be monitored as a component of the LMP.

4.3.1 Reporting Requirements—FERC Form 80

Every 6 years, PacifiCorp will complete and file a FERC Form 80, summarizing recreational use levels in the Project area. A sample FERC Form 80 is provided in Appendix D. ECC members will have the opportunity to review and comment on the draft FERC Form 80 prior to filing the form with FERC. Recreational use in the Project area will be estimated on the Form 80 in recreation days (RD), FERC's preferred unit of recreation measurement. An RD is defined as a visit by a person to a recreation facility for any length of time during a 24-hour period.

4.4 Whitewater Boating Program

This program defines PacifiCorp's responsibilities, per License Articles 418, 419, 420, 421, and 422 (Appendix A), for providing whitewater boating flows in the Black Canyon reach and the Oneida Narrows reach, as well as new whitewater boater facility development at both river reaches (Figure 1.0-2). These enhancements and other whitewater boating-related measures are further defined below.



Photo 11. Black Canyon bypass reach.

4.4.1 Whitewater Boating Flows

PacifiCorp will enhance whitewater boating opportunities in the Project area by providing for and/or enhancing identified Project recreation facilities used by whitewater boaters, operating and maintaining these Project facilities and access sites, and providing for Project flow releases that allow for whitewater boating in the Project area, consistent with the availability of flows and other considerations defined by FERC in the new license (see PacifiCorp's Black Canyon Monitoring Plan, FERC License Article 407).

Per License Article 419 (as revised by the Order on Rehearing; Appendix A), PacifiCorp will provide flows in the Black Canyon reach in accordance with the schedule and flows listed in Table 4.4-1.

Table 4.4-1. Whitewater boating schedule and flows in the Black Canyon reach.

License Years	Flow Level	Schedule
2 – 4	Up to 900 cubic feet per second (cfs), when spill is at least 500 cfs into the reach; no limits on ramping rates.	Up to 96 hours during 16 separate occasions between April 1 and July 15 each year.
5 – 7	Between 700 and 1,500 cfs, if available.	Total of 96 hours of flows averaging 1,050 cfs in 16 separate releases of 6 hours in length on weekend days between April 1 and July 15 each year.
8 – 30	Between 700 and 1,500 cfs, if available and no significant adverse effects on ecological attributes in Black Canyon reach (License Article 407).	Total of 96 hours of flows averaging 1,050 cfs in 16 separate releases of 6 hours in length on weekend days between April 1 and July 15 each year.

Source: FERC 2003, 2004.

Per License Article 420 (Appendix A), PacifiCorp will also provide flows below the Oneida Powerhouse, if available for recreation, that minimize the frequency of river level fluctuations. If available, PacifiCorp will provide flows of at least 900 cfs between Memorial Day and Labor Day each year below the Oneida Powerhouse (Figure 1.0-2). The specific flow regime will be developed reported annually to the IDEQ in consultation with the ECC.

4.4.2 Whitewater Boating Facility Development/Capital Improvements

PacifiCorp will enhance whitewater boater access in the Project area by developing four new river access sites (Figure 1.0-2). These boater river access sites are also described in the Recreation Facility Development/Capital Improvement Program (Section 4.1). Each of the new boater access sites is described in detail in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs, and Appendix C – Conceptual Site Plans and Drawings and include:

- Oneida Narrows Take-Out
- Oneida Narrows Put-In
- Black Canyon Take-Out

- Black Canyon Put-In

4.4.3 Whitewater Boating Operations and Maintenance

PacifiCorp will provide for adequate O&M of each boater access site, as defined in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs. O&M for each boater access site should be provided in accordance with the developed recreation site standards and frequencies described in Section 4.2.2.

In addition to routine O&M at boater access sites, PacifiCorp will also operate a flow information website (<http://www.pacificorp.com/Article/Article40779.html>) and toll-free flow phone (1-800-547-1501) per License Article 422 (Appendix A). The website flow calendar will be updated on a weekly basis between April 1 and July 15 of each year, while flow data from existing stream gages will be maintained on the website from March 1 to November 30 of each year. The message on the toll-free phone will be updated each day and include recorded information regarding data from the existing stream gauges and scheduled release dates.

4.5 Traffic Safety Program

This program defines PacifiCorp's responsibilities, per License Article 417 (Appendix A), for the development of a Traffic Safety Plan (or program) for the Oneida Project Road (Figure 1.0-2). Traffic Safety Program components are defined below.

4.5.1 Oneida Project Road

The Oneida Project Road is the primary access route to Oneida Reservoir, including public recreation sites and Project facilities located at the reservoir and along the Oneida Narrows river reach (Figure 4.5-1). The road is accessed from Highway 36 and is



Photo 12. Oneida Project Road.

approximately 8 miles long to its terminus at Maple Grove Campground. The first mile of Oneida Project Road is paved and maintained by Franklin County. PacifiCorp maintains the remaining 7 miles of road. The PacifiCorp-maintained portion of Oneida Project Road is graded and graveled. The portion of the road from the Oneida Day Use Area to the Maple Grove Campground is currently maintained by PacifiCorp in a condition suitable for passenger car use from mid-May through mid-September, as was required by the previous FERC license.

Access from the north to the Maple Grove Campground and Oneida Day Use Area is provided via Maple Grove Road, an approximate 5-mile long county (from Highway 34 to the hot springs) and private (from the hot springs to Maple Grove Campground) gravel

road off of Highway 34. Franklin County and private landowners seasonally maintain most of this road. However, the portion of Maple Grove Road from the hot springs to Maple Grove Campground is not regularly maintained (PacifiCorp 1999c).

For purposes of developing the Traffic Safety Program, Oneida Project Road was divided into six roadway segments (A through F) (Figure 4.5-1). Qualitative inventory and condition information for each road segment is provided in Table 4.5-1. In general, most of Oneida Project Road is in good condition, though minor improvements (e.g., additional gravel, blading, etc.) have been identified in most segments that PacifiCorp is responsible for maintaining. Most of these potential improvements fall under routine O&M of the road (Section 4.5.4). Multiple larger-scale roadway improvements were identified along Segment E of Oneida Project Road that are considered beyond routine O&M. These potential improvements are further described in Section 4.5.3. PacifiCorp, in consultation with the BLM, will prioritize potential roadway improvements along all segments of the road (License Article 417 specifies that up to \$100,000 [one-time] will be earmarked for roadway improvements along Oneida Project Road).

4.5.2 Traffic Safety Management Roles and Coordination

Due to historical Project use of the road, PacifiCorp is the primary entity responsible for the continued management and maintenance of the Oneida Project Road. PacifiCorp's specific responsibilities along Oneida Project Road include the following:

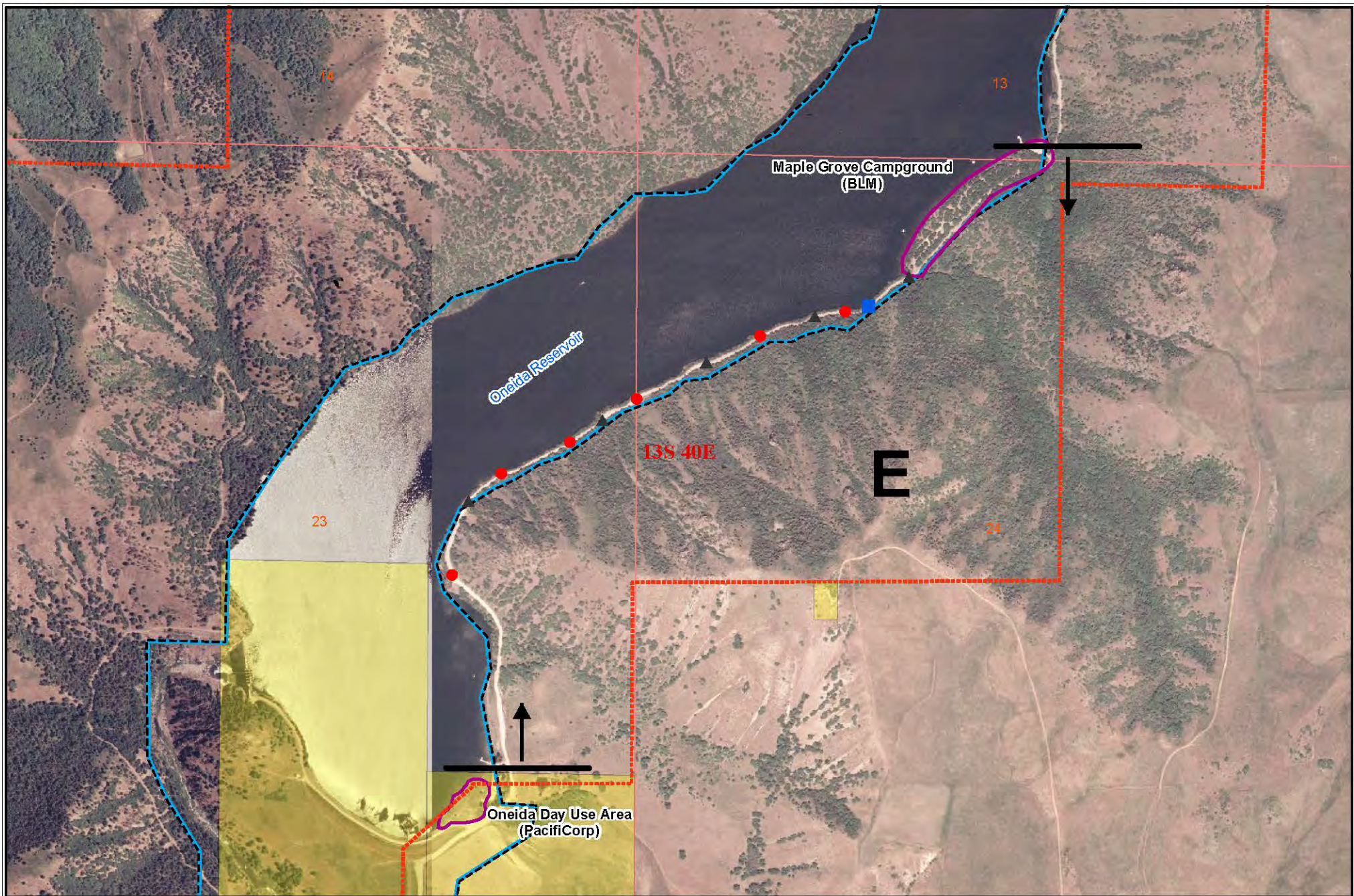
- Implementation of traffic safety-related actions, per License Article 417 requirements; and
- Coordination of traffic safety-related actions with other Project area management plans (e.g., LMP, etc.).

Law enforcement roles and responsibilities along Oneida Project Road are discussed in Section 4.5.5 – Local Law Enforcement—Franklin County Sheriff's Office.

4.5.3 Proposed Traffic Safety Improvements and Capital Development

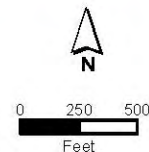
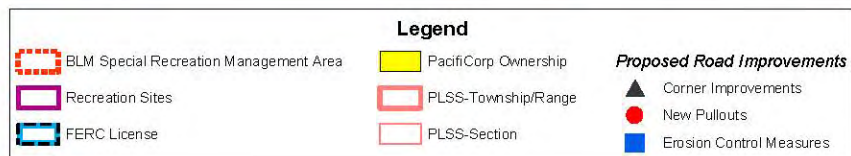
PacifiCorp will implement identified traffic safety improvements and capital developments along Oneida Project Road as identified in License Article 417 (Appendix A). Identified actions include maintaining traffic safety signs, constructing a turn-around loop, funding law enforcement patrols along the road from May 1 through October 1 annually, and implementing dust abatement measures (per suggested application practices described in Appendix E) adjacent to Maple Grove and Redpoint campgrounds. These actions are included in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs. A conceptual site plan for the proposed vehicle turn-around is also provided in Appendix C – Conceptual Site Plans and Drawings.

In addition to these identified actions, specific improvements within Segment E of Oneida Project Road are also recommended to improve traffic safety. Figure 4.5-2



Bear River Recreation and Traffic Safety Plan

Figure 4.5-2: Oneida Project Road - Segment E



Data is projected in UTM Zone 12, units meters, NAD83. PacifiCorp GIS collects data from a variety of government and private sources. PacifiCorp makes no warranty as to the accuracy, reliability, or completeness of this data for individual or aggregate use with other data. For complete validation, the source organization should be contacted to verify the findings of this product.

Table 4.5-1. Oneida Project Road inventory and condition.

Road Segment	Inventory ¹			Condition ²				Comments
	Bridges	Cattle Guards	2 Veh. Width	Pullouts	Gravel/Grade	Potholes	Washboard	
A	1	2	Yes	0	Good	A few	Yes	Several areas of washboard.
B	0	0	Yes	0	Fair	Several	None	Area adjacent to Redpoint Campground (100 ft in either direction) needs dust abatement.
C	0	1	Yes	0	Fair	A few	Yes	Several areas of washboard.
D	0	0	Yes	0	Poor	A few	None	Area of road near surge tank (on slope) needs to be bladed and graveled.
E	0	0	No	0	Poor	Several	None	Various potential needs to improve traffic safety (see Figure 4.6-2).
F	0	3	Yes	0	Fair	Many	None	Mix of private and county road; not regularly maintained. This segment of road is not part of Oneida Project Road, but is included here for analysis purposes only.

¹ Roadway inventory items reported in terms of number (e.g., 1 bridge), except 2 Veh. Width (Yes = 2 vehicles can safely pass each other; No = 2 vehicles cannot safely pass each other).

² Roadway condition items reported in qualitative terms.

Source: Developed by EDAW, Inc. 2004

displays the approximate location of proposed road improvements including corner improvements, new pullouts, and erosion control measures, as funding allows. These traffic safety improvements are also included in Appendix B – Recreation and Traffic Safety Measures, Schedule, and Estimated Costs. PacifiCorp, in consultation with the BLM, will prioritize potential road improvements in Segment E, as well as other improvements along Oneida Project Road, within the available funding of road improvements (\$100,000 per License Article 417).

4.5.4 Traffic Safety Maintenance Activities

PacifiCorp is and will be the prime maintainer of the Oneida Project Road. PacifiCorp's traffic safety maintenance activities along this road include both traffic-generated and non-traffic-generated requirements. Traffic-generated road maintenance includes roadway maintenance work, except repair of major damage, that is made necessary as a direct result of, or to minimize the effect of, use and wear by general traffic. Non-traffic-generated road maintenance includes roadway maintenance work that is made necessary as a direct result of general weathering processes or uncontrollable influences that cannot be attributed to traffic use. The following are considered traffic-generated and/or non-traffic generated road maintenance activities:

- Surface blading
- Dust abatement
- Snow removal
- Minor structure replacement
- Brush removal
- Slide debris removal
- Culvert cleaning
- Hazard tree removal

During the term of the new license, emergency road maintenance may also be necessary due to unanticipated natural causes, occasional high levels of road use, or potential major damage. Emergency road maintenance may include repair of roads due to major damage caused by unusual natural events and situations that are not repairable by the periodic maintenance activities listed above.

In general, PacifiCorp will schedule required road maintenance on Oneida Project Road on an annual basis, as needed. The majority of road maintenance work would include activities that may be planned well in advance. Normal maintenance activities will include both recurrent and deferred maintenance activities. Recurrent maintenance will include all work that is needed on a continuing basis with accomplishment annually or more frequently. Deferred maintenance includes work that is deferred 1 or more years until it can be economically or efficiently performed.

4.5.5 Local Law Enforcement—Franklin County Sheriff's Office

License Article 417 calls for the funding of seasonal law enforcement along Oneida Project Road (Appendix A). This funding will help enhance visitor safety along Oneida Project Road in accordance with a future Law Enforcement Memorandum of Understanding (MOU) between PacifiCorp and the FCSO (to be developed).

PacifiCorp will provide funding assistance to the FCSO in the amount of \$3,000 annually (2004 dollars) for the term of the new license. This funding will be used to help patrol Oneida Project Road and to respond to calls in the Project area from May 1 to October 1 annually. Additionally, PacifiCorp will provide use of its radio frequency between Memorial Day and Labor Day to the FCSO to facilitate communications and law enforcement patrols along Oneida Project Road.

Annual FCSO law enforcement activities during the May 1 to October 1 timeframe along Oneida Project Road will be summarized in the Annual Report to the FERC (Article 401; Appendix A). Law enforcement patrols are expected to vary over the May 1 to October 1 timeframe, but will likely focus on periods when visitor use levels are greatest and when visitor management is needed most along Oneida Project Road (e.g., summer weekends and holidays). Revisions to the annual FCSO patrol schedule along Oneida Project Road will be discussed at ECC meetings, if needed.

The FCSO will provide annual summaries of patrols along Oneida Project Road to PacifiCorp. If reviews of these summaries reveal that anticipated FCSO patrols are not being conducted as planned, PacifiCorp reserves the right to terminate or redirect funding for law enforcement and will seek an alternative law enforcement provider for patrols on Oneida Project Road. Annual patrol summaries and potential issues will be discussed at ECC meetings, if needed.

4.6 Plan Review and Update Program

Implementation of the recreation and traffic safety measures in the RTSP is expected to occur as detailed in the various programs through the term of the new license. However, some flexibility is built into the RTSP to address unanticipated changes in conditions over time. Factors that may potentially result in major changes to the RTSP include revisions and updates to regional resource management plans, catastrophic natural events, new federal and state policies, regulations, and laws, and other events that may affect recreation and traffic safety management in the Project area. Future recreation facility development, unless currently included in the RTSP, is not anticipated to result from revisions and updates to the RTSP.

On an as-needed basis, recreation and traffic safety issues and concerns will be discussed at scheduled ECC meetings. Annual revisions to the RTSP are not anticipated; however, minor revisions may be made if agreed upon by all parties. The entire RTSP will be reviewed and updated, if necessary, by PacifiCorp every 10 to 15 years during the term of the new license. The ECC will be given an opportunity to review and recommend changes to the RTSP during PacifiCorp's review. PacifiCorp will consider suggested

revisions from ECC members, and agreed-upon changes to the RTSP will be incorporated into the revised document. The document will be reprinted only if major substantive changes are made. Additionally, the revised RTSP will be submitted to FERC for final review and approval. Any disagreements on revisions to the RTSP may be resolved using the dispute resolution process defined in the SA.

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5.0 REFERENCES AND LITERATURE CITED

- FERC (Federal Energy Regulatory Commission). 2003. Order Approving Settlement Agreement and Issuing New License. December 2003.
- FERC. 2004. Order on Rehearing regarding Order Approving Settlement Agreement and Issuing New License. 2004.
- Newman, Blaine, BLM. Pers. comm., phone conversation with Sergio Capozzi, EDAW, Inc. October 21, 2004.
- PacifiCorp. 1999a. Soda Hydroelectric Project (FERC Project No. 20) License Application. September 1999.
- PacifiCorp. 1999b. Grace/Cove Hydroelectric Project (FERC Project No. 2401) License Application. September 1999.
- PacifiCorp. 1999c. Oneida Hydroelectric Project (FERC Project No. 472) License Application. September 1999.
- BLM (U.S. Bureau of Land Management). 2004. Idaho BLM Outdoor Recreation (Southeast Idaho) website: <http://www.id.blm.gov/recreation/regions/southeast.html>. Accessed October 19, 2004.

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Appendix A FERC Recreation- and Traffic Safety-Related License Terms and Conditions

FERC license articles (FERC 2003) related to recreation and traffic safety measures are provided in this appendix, including:

- *Article 401*
- *Article 412*
- *Article 416*
- *Article 417*
- *Article 418*
- *Article 419*
- *Article 420*
- *Article 421*
- *Article 422*

FERC Recreation- and Traffic Safety-Related License Articles

Article 401. The licensee shall prepare a project implementation plan that sets forth a schedule for implementing the measures set forth in this license and shall file annual reports documenting the licensee's progress in implementing the requirements of this license.

The licensee shall develop a schedule for filing the plans and related documents set forth in license Articles 402 through 427 as well as Conditions 1 through 9 of the Water Quality Certification attached as Appendix A. The schedule shall be filed for Commission approval no later than six months from the date of issuance of this license.

The licensee shall also file, for Commission approval, detailed annual progress reports on or before March 1 throughout the term of the license, with the first report due on or before March 1, 2005. These detailed annual progress reports shall include: (1) a description of activities, including final reports of any studies or monitoring, including data, analysis, and conclusions, that the licensee undertook or prepared pursuant to the requirements of this license during the previous year; (2) a description of anticipated activities to be under taken during the upcoming year pursuant to the requirements of this license; and (3) a report of all funding accounts, including funds spent, balances of accounts, and available remaining funds. The licensee shall prepare these reports in consultation with the ECC (as developed pursuant to Article 402 and Section 4.1 of the Settlement Agreement dated August 28, 2002).

The licensee shall include, with the proposed schedule and each annual report, documentation of consultation with the ECC, copies of comments and recommendations on these documents after it has been prepared, and specific descriptions of how the ECC's comments are accommodated by the proposed schedule and activities proposed in the annual reports. The licensee shall allow a minimum of 30 days for the ECC to comment and to make recommendations before filing the plan with the Commission. If the licensee does not adopt a recommendation, the filing shall include the licensee's reasons, based on project-specific information.

The Commission reserves the right to make changes to the proposed schedule. The Commission also reserves the right to make changes to project structures and operation as well as the measures set forth in this license, after opportunity for notice and hearing, based upon information provided in the reports. Upon Commission approval, the licensee shall implement the schedule, including any changes required by the Commission.

Article 412. The licensee shall implement the following maximum ramping rates, associated with hydroelectric generation at the Bear River Project developments:

- (a) 1.2 feet per hour downstream of the Soda development, ascending and descending, as measured at USGS Gage No. 10075000; and

(b) 3.0 inches every 15 minutes on the descending arm of the ramp downstream of the Oneida powerhouse, as measured at USGS Gage No. 10086500.

Restrictions on ramping rates shall begin within six months of the issuance of the license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401. The licensee shall consult with the ECC regarding scheduling annual maintenance, and shall schedule and implement annual maintenance to minimize, to the extent practicable, effects to aquatic resources including spawning, incubation of trout eggs, and rearing. The licensee may increase the ramping rates described in this article in case of the following:

- (i) emergency or to avoid damage to life or property;
- (ii) compliance with historic practices, water rights and flood control responsibilities that are memorialized in water contracts and agreements, an interstate compact and its subsequent amendments, state water rights, and judicial decrees and opinions, as described in section 5.10 and Appendix C of the August 28, 2002 Settlement Agreement;
- (iii) utilization of spinning reserve for the PacifiCorp Eastern System control area, in compliance with the Northern Energy Reliability Council guidelines; or
- (iv) compliance with Article 401 of the Commission's license for the Cutler Project (Project No. 2420-001).

If the ramping rates are modified in accordance with this article, the licensee shall notify the Commission as soon as possible, but not later than 10 days after each such incident, and shall provide the reason for the modified ramping rate. Based upon the frequency and magnitude of deviations, the Commission reserves the right to modify the required ramping rates set forth in this article.

Article 416. The licensee shall prepare a revised recreation plan, in consultation with the ECC. The plan shall be filed for Commission approval, within six months of the date of issuance of this license, or pursuant to an alternative schedule as determined by the Project Implementation Plan required under Article 401. The plan shall address upgrading, construction, operation, and maintenance of existing and proposed recreation facilities at the project.

The plan shall include, at a minimum, the following information: (1) a description of the type and location of all existing recreation facilities and areas at the project; (2) a description of the type and location of all proposed recreation facilities, including but not limited to those included below, and improvements, including its proposed design, construction materials and methods, and schedule for implementation; (3) a description of how the needs of people with disabilities were considered in the design of the proposed facilities; (4) a description of any specific proposed measures for minimizing potential construction impacts associated with the proposed facilities; (5) identification of the entity or entities responsible for constructing, operating, and maintaining the project's

existing and proposed recreation facilities and areas; (6) a description of the operation and maintenance schedule for the project's existing and proposed recreation facilities and areas; (7) a schedule for implementing the funding measures identified in items (a) and (b) below; and (8) drawings showing the type and location of the project's existing and proposed recreation facilities.

In addition, the plan shall include provisions to implement the following specific measures:

(a) provide an annual reimbursement of up to \$10,000 to the Bureau of Land Management (BLM) for the management and maintenance of Maple Grove and Redpoint Campgrounds, located at the Oneida development. To the extent that \$10,000 is not expended in one year, any remaining funds shall not be carried over to the next license year.

(b) provide funding to the BLM to upgrade and improve facilities at the Maple Grove and Redpoint Campgrounds. The licensee shall provide a total of \$50,000 to the BLM for this purpose.

(c) make improvements to the put-in and take-out access points in the Grace bypassed reach. The put-in access at the Highway 34 Bridge downstream of the Grace Dam shall be improved by developing a gravel parking lot for 15 vehicles, one portable or permanent restroom, at the licensee's option, and providing graveled access to Bear River. Weather permitting, the licensee shall open and maintain the restroom between April 1 and October 31 of each year. The licensee shall provide a staff gage to indicate flow level, and a rating table to translate flow level to cfs, near the put-in. The parking lot at the take-out shall be improved by graveling.

(d) make improvements to the put-in and take-out access points in the Oneida reach below the powerhouse. The put-in access at the bridge downstream of Oneida powerhouse shall be improved by adding a gravel parking area for 10 vehicles, one portable or permanent restroom, at the licensee's option, and providing graveled access to the river. The licensee shall provide a staff gage to indicate flow level, and a rating table to translate flow level to cfs, near the put-in. The take-out access at the cattle guard in Oneida Canyon shall be improved by adding gravel parking for 10 vehicles, one portable or permanent restroom, at the licensee's option, and providing graveled access to the river. Weather permitting, the licensee shall open and maintain the restrooms between April 1 to October 31 of each year.

(e). funding not to exceed \$3,000 annually to Caribou County for operation and maintenance of recreation sites at Soda reservoir. To the extent that \$3,000 is not expended in one year, any remaining funds shall not be carried over to the next license year.

The licensee shall include with the plan documentation of consultation with the above entities, copies of comments and recommendations on the completed plan after it has

been prepared and provided to the entities and specific descriptions of how the entities' comments are accommodated by the plan. The licensee shall allow a minimum of 30 days for the entities to comment and to make recommendations before filing the plan with the Commission. If the licensee does not adopt a recommendation, the filing shall include the licensee's reasons, based on project-specific information.

The Commission reserves the right to require changes to the plan. Annual updates on the activities required in this article shall be file with the Commission as provided for in Article 401. Upon Commission approval, the licensee shall implement the plan, including any changes required by the Commission.

Article 417. The licensee shall prepare a traffic safety plan for the Oneida Project Road, in consultation with the ECC, and file the proposed plan for Commission approval within six months of the date of issuance of the license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401. The cost to the licensee is not expected to exceed \$100,000 for this purpose. The plan shall include, at a minimum, a detailed description of the Oneida Project road; including its use and present condition, location, proximity to project features, and existing signage or other associated features; appropriate drawings and/or maps of the road; and a schedule and plan to implement the following measures:

(a) maintain traffic signs along the Oneida Project road at a cost to the licensee not to exceed \$1,000 annually. Annual funding for maintenance will not carry over to subsequent license years.

(b) construct one turn-around loop at or near the day use area to improve safety and maneuverability for vehicles along the Oneida Project road. The licensee shall provide a sign to indicate vacancy availability at the Maple Grove Campground to be located at the day use area. The cost of this action to the licensee is not expected to exceed \$10,000.

(c) provide annual funding to a local governmental law enforcement agency for law enforcement from May 1 through October 1 along the Oneida Project road. Annual funding by the licensee is expected not to exceed \$3,000. Further, the licensee shall provide the use of the company's radio frequency between Memorial Day and Labor Day each year to federal, state, or county law enforcement officers to facilitate law enforcement activities along the Oneida Project road. To the extent that \$3,000 is not expended in one year, any remaining funds shall not be carried over to the next license year.

(d) implement dust abatement measures along the Oneida Project road adjacent to and up to 100 feet on either side of the Maple Grove and Redpoint Campgrounds from Memorial Day to Labor Day. Dust abatement measures shall be implemented as necessary, but no more frequently than twice annually.

The licensee shall include with the plan documentation of consultation with the above entities, copies of comments and recommendations on the completed plan after it has

been prepared and provided to the agencies and specific descriptions of how the agencies' comments are accommodated by the plan. The licensee shall allow a minimum of 30 days for the agencies to comment and to make recommendations before filing the plan with the Commission. If the licensee does not adopt a recommendation, the filing shall include the licensee's reasons, based on project-specific information.

The Commission reserves the right to require changes to the plan. Upon Commission approval, the licensee shall implement the plan, including any changes required by the Commission. Annual updates on the progress of activities identified in this article shall be filed with the Commission as provided for in Article 401. The licensee's financial responsibility for implementing the measures in this article shall not be limited by the funds specified herein.

Article 418. The licensee, in consultation with the ECC, shall develop a plan to release whitewater boating flows from the Grace Dam (*Note: In 2004, PacifiCorp requested and FERC ordered that additional whitewater releases required by Articles 418 and 419 begin in year 2 of the new license instead of year 1, as described below*). The flow release plan shall be filed with the Commission for approval within six months after the issuance of the license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401. The plan shall include, at a minimum, a description of the modification to the dam or additional structures that are proposed to facilitate the whitewater release flows. Included in the plan must be the necessary calculations and analyses needed to demonstrate the facilities have sufficient capacity to release the maximum flow provided for in Article 419.

The licensee shall include, with the plan, documentation of agency consultation, copies of comments and recommendations on the completed plan after it had been prepared and provided to the parties, and specific descriptions of how the agencies' comments are accommodated by the plan. The licensee shall allow a minimum of 30 days for the agencies to comment and to make recommendations before filing the plan with the Commission. If the licensee does not adopt a recommendation, the filing shall include the licensee's reasons, based on site-specific information.

The Commission reserves the right to make changes to the plan. Upon Commission approval, the licensee shall implement the plan, including any changes required by the Commission.

Article 419. The licensee shall discharge whitewater boating flows in accordance with the schedule identified below (*Note: In 2004, PacifiCorp requested and FERC ordered that additional whitewater releases required by Articles 418 and 419 begin in year 2 of the new license instead of year 1, as described below*). Such releases shall occur between April 1 and July 15 each year, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401. For the purposes of this article, inflow to Grace shall be equal to inflow to Soda Reservoir on that day minus irrigation deliveries to Last Chance Canal Company and Bench B, and minus leakage from the Grace facilities. Daily mean flow from tributaries into Soda Reservoir shall be estimated and

included as inflow to Grace. All such inflows shall be deemed to be "available" for whitewater boating flows, as that term is defined herein and used in this article. Inflows to Soda Reservoir shall be determined at USGS Gage No. 1007500.

(a) During years 1-3 of the issuance of the new license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401, when available inflow results in at least 500 cfs spill into the Grace bypassed reach, the licensee shall release additional flow into the bypassed reach, as approved in Article 415, such that the total flow in the bypassed reach is up to but does not exceed a total of 900 cfs. This release shall be provided on up to 16 separate occasions in any one year, if flows are available (opportunistic releases). No limits on ramping rates shall be imposed during this time period.

(b) During years 4 - 6 after the issuance of the license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401, the licensee shall release flows into the Grace bypassed reach of between 700 and 1,500 cfs, if available as inflow (scheduled releases). Such flows will total no more than 96 hours of foregone generation at 1,050 cfs in any year, during specified time periods between April 1 and July 15. Such flows will be provided, if available, in 16 separate releases of six hours in length on weekend days. The Grace development will not operate during such releases unless available inflow is greater than the scheduled whitewater boating flow, and then the development will operate with that portion of the inflow that exceeds the scheduled whitewater boating flows. The licensee will implement the ramping rates for releasing the flows as required in Article 412.

(c) In year 7 and subsequently after the issuance of the license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401, the licensee shall release whitewater boating flows between 700 and 1,500 cfs for 96 hours per year between April 1 and July 15 each year, if available as inflow, unless monitoring results (required under Article 407) show significant adverse effects on ecological attributes in Black Canyon. The required ramping rates determined in Article 412 shall also be implemented during this period. For the purposes of this section, "significant adverse effect" is defined as a measured change that materially degrades ecological attributes including, without limitation, water quality, native fish and macroinvertebrate habitat, and riparian habitat, to the extent that the ability to achieve the management objectives of the final BCT Restoration Plan, the RCAS, and the CTMAPP is impaired. In no event shall the licensee be obligated to provide more than 96 hours of scheduled whitewater boating flows in any given year at an average of 1,050 cfs.

Nothing in this article shall require the licensee to violate its obligations under, or permit or require any action inconsistent with, the water contracts and agreements, interstate compact, judicial decrees, state water rights, and flood control responsibilities described in section 5.10 and Appendix C of the August 28, 2002, Settlement Agreement

Article 420. The licensee, in consultation with the ECC, shall develop an operational regime that minimizes the frequency of river level fluctuations below the Oneida

powerhouse. Pursuant to this goal flows below the powerhouse shall be greater than 900 cfs between Memorial Day and Labor Day, if available. This operational regime shall be filed with the Commission for approval within six months of license issuance, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401.

Nothing in this article shall require the licensee to violate its obligations under, or permit or require any action inconsistent with, the water contracts and agreements, interstate compact, judicial decrees, state water rights, and flood control responsibilities described in section 5.10 and Appendix C of the August 28, 2002, Settlement Agreement.

The licensee shall include with the operational regime documentation of consultation with the above entities, copies of comments and recommendations on the completed plan after it has been prepared and provided to the agencies and specific descriptions of how the agencies' comments are accommodated by the operational regime. The licensee shall allow a minimum of 30 days for the agencies to comment and to make recommendations before filing the operational regime with the Commission. If the licensee does not adopt a recommendation, the filing shall include the licensee's reasons, based on project-specific information.

The Commission reserves the right to require changes to the operational regime. Upon Commission approval, the licensee shall implement the operational regime, including any changes required by the Commission.

Article 421. The licensee, in consultation with the ECC, shall develop a plan to forecast and announce whitewater boating flows for each year. This forecast and announcement plan shall be filed with the Commission for approval within six months of license issuance, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401.

The plan shall include provisions for: (1) forecasting the availability of inflow for whitewater boating flows on or about March 1 of each year after the issuance of the license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401, consistent with the obligations stated in section 5.10 and Appendix C of the August 28, 2002 Settlement Agreement; (2) announcing the initial water year forecast; (3) consulting with American Whitewater on the distribution of whitewater releases; (4) consulting with the ECC in developing a mutually agreeable flow regime and filing a report with the Commission detailing the schedule. If the forecast is such that flows may be conducive to whitewater boating flows for a total of more than 96 hours, then the ECC will recommend the days upon which such flows will be released. In the event the licensee and the ECC cannot mutually agree on a schedule for releasing the whitewater flows stipulated in Article 419 and 420, the licensee shall, no later than March 20, of each year, file recommendations for a flow regime for Commission approval.

The licensee shall include, with the plan, documentation of agency consultation, copies of comments and recommendations on the completed plan after it had been prepared and

provided to the parties, and specific descriptions of how the agencies' comments are accommodated by the plan. The licensee shall allow a minimum of 30 days for the agencies to comment and to make recommendations before filing the plan with the Commission. If the licensee does not adopt a recommendation, the filing shall include the licensee's reasons, based on site-specific information.

The Commission reserves the right to make changes to the plan. Upon Commission approval, the licensee shall implement the plan, including any changes required by the Commission.

Article 422. The licensee shall provide a flow information website and a toll-free flow phone number, within four months after the issuance of the license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401.

The website shall present, in monthly calendar, format the scheduled dates for flow releases into Black Canyon, identified by the ECC and approved by the Commission, after the licensee announces the annual irrigation allocation to the Bear River irrigators, and updated weekly between April 1 and July 15 each year. The website shall provide current and past flow conditions for locations between the Bear Lake Outlet Canal and the Bear River below the Oneida development, including the Bear River above Soda dam (USGS Gage No. 10075000), the Bear River below Grace dam (USGS Gage No. 10080000), and the Bear River below the Oneida powerhouse (USGS Gage No. 10086500). The gages shall provide a telephone uplink with existing equipment to a website, provided and maintained by the licensee from March 1 to November 30 each year, and flow data shall be expressed in hourly averages (cfs) for the current and prior six days. The website shall present data from the gages graphically and such data shall be updated every 4 hours. The website shall include seven-day forecasts of Project flows in the Black Canyon and below the Oneida powerhouse. The website shall include disclaimers for accuracy and predictability.

The toll-free flow phone shall include the last recorded flow for the three gages each day. The flow phone will also list the next four scheduled release dates, identified by the ECC after the licensee announces the annual irrigation allocation to the Bear River irrigators, and including any updates since March 1. The recorded message shall indicate that releases into the Black Canyon occur, based on available flow, when inflow into Soda Reservoir less irrigation withdrawals between Soda Dam and Grace Dam plus leakage from the Grace flowline is equal to or greater than 700 cfs, and that releases into Black Canyon will not exceed 1,500 cfs.

A report documenting the creation of the website and the toll-free number shall be filed with the Commission no later than six months from the date of issuance of the license, or on an alternative schedule as determined by the Project Implementation Plan required under Article 401.

Appendix B Recreation and Traffic Safety Measures, Schedule, and Estimated Costs

RECREATION AND TRAFFIC SAFETY MEASURES, SCHEDULE, AND ESTIMATED COSTS

Development/Site	Ownership and Operations	Capital Improvements, Programmatic, and O&M Measures	Phasing (H, M, L) ¹	Estimated 30-Year Costs ²
ONEIDA DEVELOPMENT				
Oneida Narrows Take-Out (New)	PacifiCorp	Capital Improvements: <ul style="list-style-type: none"> PacifiCorp to provide an improved gravel boater take-out, roadside parking for 10 vehicles, and a portable toilet at this site. Programmatic and O&M: <ul style="list-style-type: none"> PacifiCorp to provide annual O&M. 	H H M L	\$15,000 \$2,000/yr = \$60,000
Redpoint Campground (Existing)	BLM	Capital Improvements: <ul style="list-style-type: none"> PacifiCorp to provide one-time funding to the BLM for capital improvements at Redpoint Campground. Programmatic and O&M: <ul style="list-style-type: none"> PacifiCorp to provide annual funding to the BLM for O&M at Redpoint Campground. 	H H M L	\$10,000 \$3,000/yr = \$90,000
Oneida Narrows Put-In (New)	PacifiCorp	Capital Improvements: <ul style="list-style-type: none"> PacifiCorp to provide an improved gravel boater put-in, gravel parking area for 10 vehicles, and a portable toilet at this site. Programmatic and O&M: <ul style="list-style-type: none"> PacifiCorp to provide annual O&M. 	H H M L	\$15,000 \$2,000/yr = \$60,000
Oneida Day Use Area (Existing)	PacifiCorp	Capital Improvements: <ul style="list-style-type: none"> None. Programmatic and O&M: <ul style="list-style-type: none"> PacifiCorp to provide annual O&M. 	- H M L	- \$2,500/yr = \$75,000
Maple Grove Campground (Existing)	BLM	Capital Improvements: <ul style="list-style-type: none"> PacifiCorp to provide one-time funding to the BLM for capital improvements at Maple Grove Campground. Programmatic and O&M: <ul style="list-style-type: none"> PacifiCorp to provide annual funding to the BLM for O&M at Maple Grove Campground. 	H H M L	\$40,000 \$7,000/yr = \$210,000

RECREATION AND TRAFFIC SAFETY MEASURES, SCHEDULE, AND ESTIMATED COSTS

Development/Site	Ownership and Operations	Capital Improvements, Programmatic, and O&M Measures	Phasing (H, M, L) ¹	Estimated 30-Year Costs ²
Oneida Project Road (Existing)	PacifiCorp	Capital Improvements:	H	\$10,000
		<ul style="list-style-type: none"> PacifiCorp to construct a vehicle turn-around loop near the Oneida Day Use Area, including new informational signs. 		
		<ul style="list-style-type: none"> PacifiCorp to provide traffic safety improvements along Segment E (see RTSP Figure 4.5-2) of Oneida Project Road, including new pullouts, corner improvements, and erosion control measures. 	H	\$100,000
		Programmatic and O&M:		
		<ul style="list-style-type: none"> PacifiCorp to provide and maintain traffic signs along Oneida Project Road. 	H M L	\$1,000/yr = \$30,000
		<ul style="list-style-type: none"> PacifiCorp to provide annual dust abatement measures adjacent to and up to 100 feet on either side of Maple Grove and Redpoint Campgrounds along Oneida Project Road (up to twice annually from Memorial Day to Labor Day). 	H M L	\$5000/yr = \$150,000
		<ul style="list-style-type: none"> PacifiCorp to provide annual funding to the Franklin County Sheriff's Office for law enforcement patrols along Oneida Project Road. 	H M L	Up to \$3,000/yr = \$90,000
Subtotal Oneida Development Capital Facility Costs – New Construction				\$190,000
Subtotal Oneida Development Facility Operations Costs – Programmatic/O&M Costs (30 years)				\$765,000
GRACE/COVE DEVELOPMENT				
Black Canyon Take-Out (New)	PacifiCorp	Capital Improvements:	H	\$10,000
		<ul style="list-style-type: none"> PacifiCorp to provide an improved gravel whitewater boater take-out, gravel parking area for 15 vehicles, and a portable toilet at this site. 		
		Programmatic and O&M:		
		<ul style="list-style-type: none"> PacifiCorp to provide annual O&M. 	H M L	\$2,000/yr = \$60,000
Black Canyon Put-In (New)	PacifiCorp	Capital Improvements:	H	\$15,000
		<ul style="list-style-type: none"> PacifiCorp to provide an improved gravel boater put-in, gravel parking area for 15 vehicles, and a portable toilet at this site. 		
		Programmatic and O&M:		
		<ul style="list-style-type: none"> PacifiCorp to provide annual O&M. 	H M L	\$2,000/yr = \$60,000
Subtotal Grace/Cove Development Capital Facility Costs – New Construction				\$25,000
Subtotal Grace/Cove Development Facility Operations Costs – Programmatic/O&M Costs (30 years)				\$120,000

RECREATION AND TRAFFIC SAFETY MEASURES, SCHEDULE, AND ESTIMATED COSTS

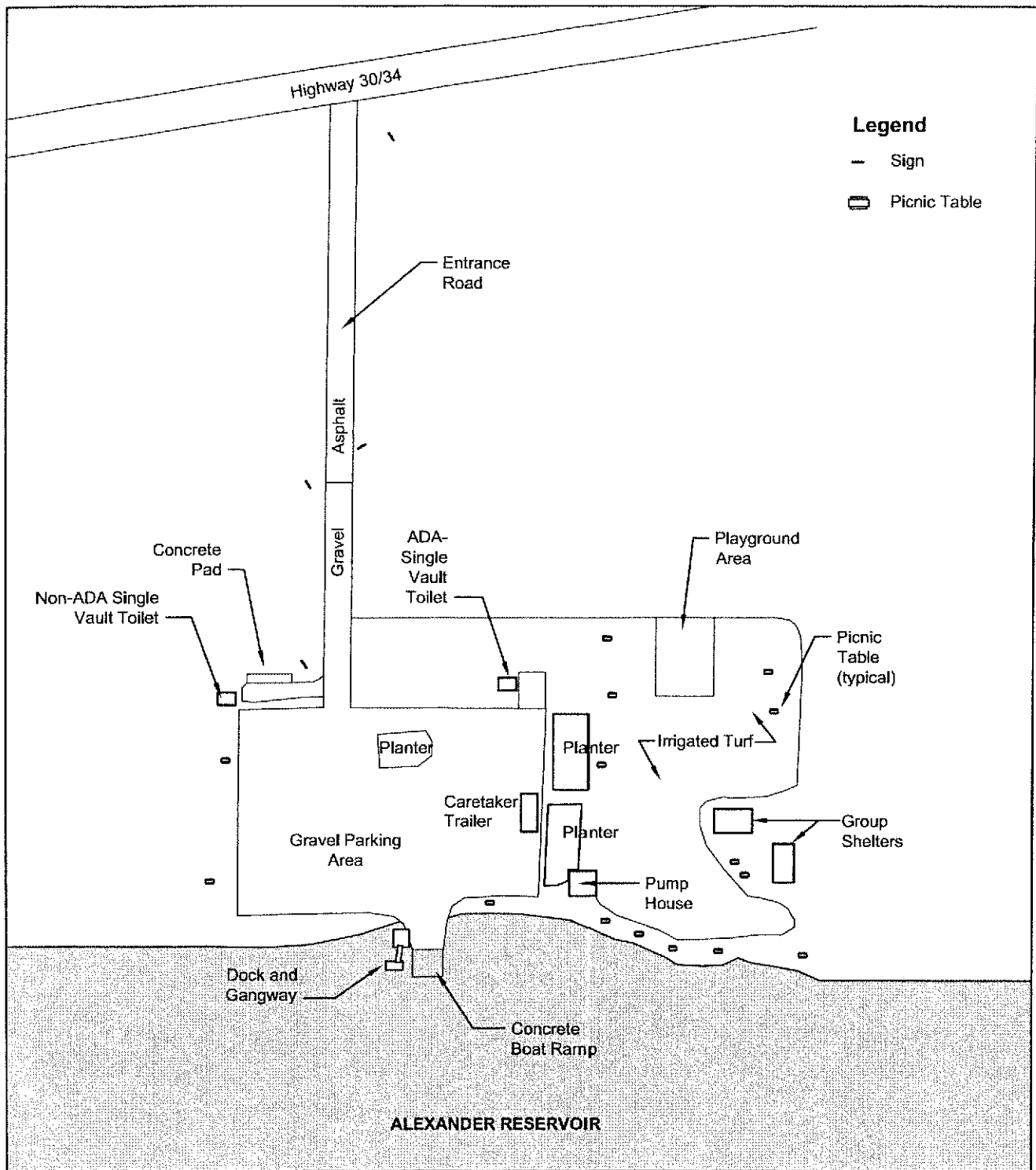
Development/Site	Ownership and Operations	Capital Improvements, Programmatic, and O&M Measures	Phasing (H, M, L) ¹	Estimated 30-Year Costs ²
SODA DEVELOPMENT				
Soda Powerhouse Day Use Area (Existing)	PacifiCorp	Capital Improvements: <ul style="list-style-type: none"> None. Programmatic and O&M: <ul style="list-style-type: none"> PacifiCorp to provide annual O&M. 	- H M L	- \$2,000/yr = \$60,000
Second Bridge Boat Launch (Existing)	Caribou County	Capital Improvements: <ul style="list-style-type: none"> None. Programmatic and O&M: <ul style="list-style-type: none"> PacifiCorp to provide annual funding to Caribou County for O&M at Second Bridge Boat Launch. 	- H M L	- \$1,000/yr = \$30,000
Oregon Trail Park and Marina (Existing)	Caribou County	Capital Improvements: <ul style="list-style-type: none"> None. Programmatic and O&M: <ul style="list-style-type: none"> PacifiCorp to provide annual funding to Caribou County for O&M at Oregon Trail Park and Marina. 	- H M L	- \$2,000/yr = \$60,000
Subtotal Soda Development Capital Facility Costs – New Construction				\$0
Subtotal Soda Development Facility Operations Costs – Programmatic/O&M Costs (30 years)				\$150,000
TOTAL RTSP DEVELOPMENT CAPITAL FACILITY COSTS – NEW CONSTRUCTION				\$215,000
TOTAL RTSP DEVELOPMENT FACILITY OPERATIONS COSTS – PROGRAMMATIC/O&M (30 YEARS)				\$1,035,000
TOTAL RTSP COSTS (CAPITAL FACILITY AND FACILITY OPERATIONS)				\$1,250,000

¹ Phasing (based on 30-year license term): High (H) – Measure will be completed in the first 10 years of the new license; Moderate (M) – Measure will be completed in the second 10 years of the new license; and Low (L) – Measure will be completed in the third 10 years of the new license. Note, completion of all capital facility development projects is planned by the end of the second year of the new license.

² All costs are reported in 2004 dollars.

Appendix C Conceptual Site Plans and Drawings

See Figure 1.0-2 for location of all existing and new developed recreation sites in the Project area.



SOURCE: EDAW Inc., 2004



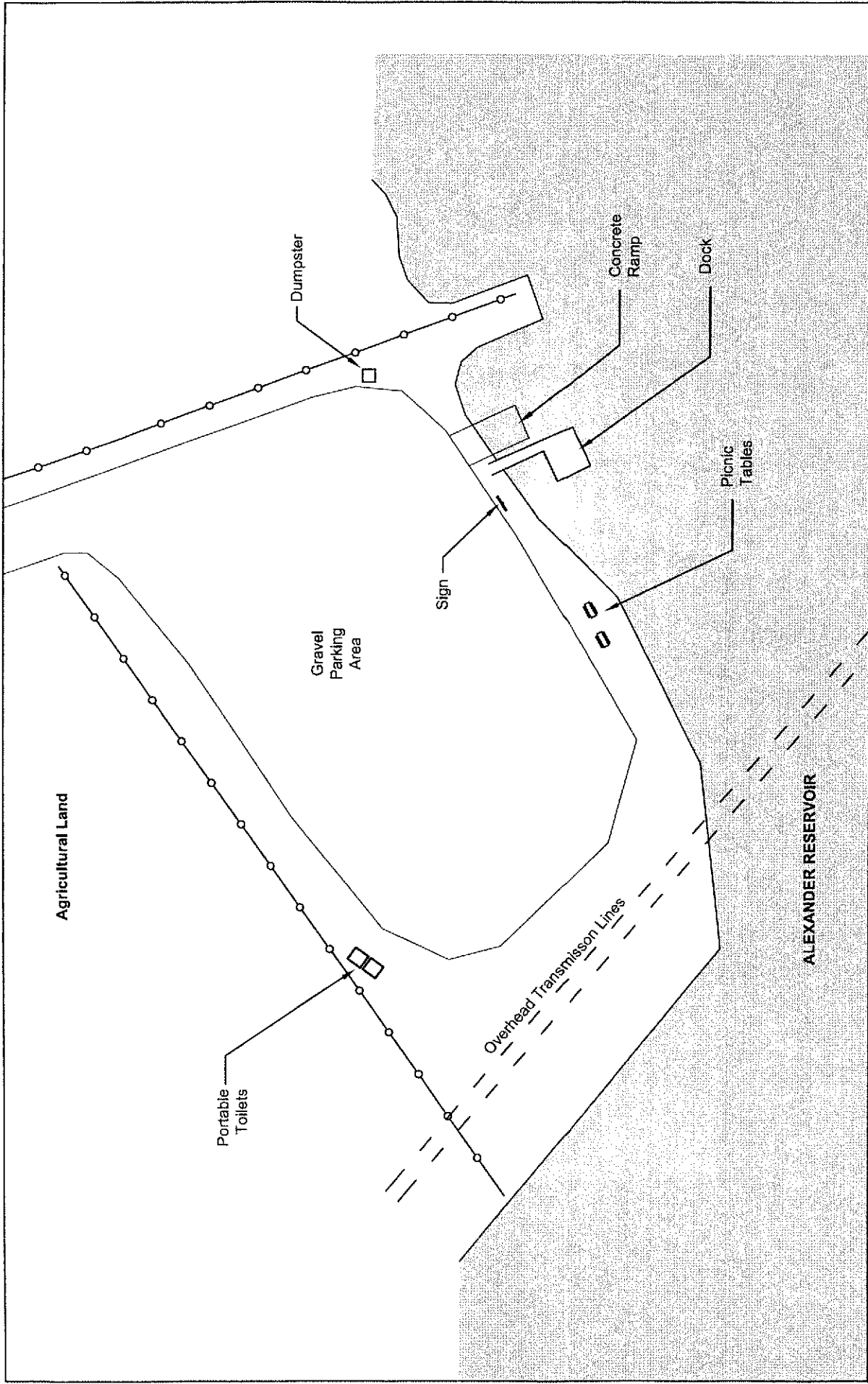
North

Not to Scale

Appendix C
Conceptual Site Plans and Drawings
Bear River Hydroelectric Project
PacifiCorp

Site Plan # 1
Oregon Trail Park and Marina

January 2005

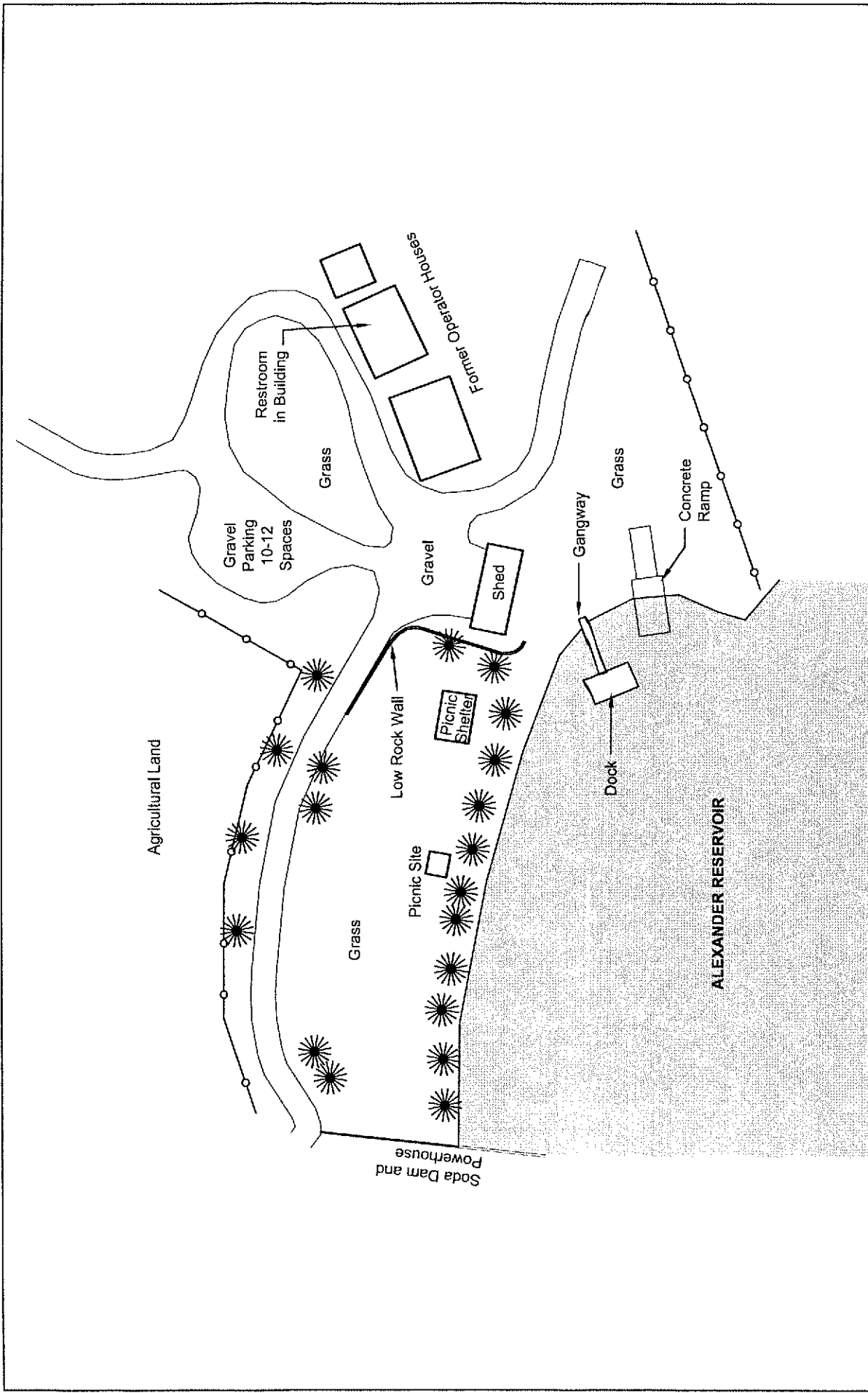


SOURCE: ED&AW, INC., 2004

<p>Appendix C</p> <p>Conceptual Site Plans and Drawings</p> <p>Bear River Hydroelectric Project</p> <p>PacifiCorp</p>	<p>Site Plan #2</p> <p>Second Bridge Boat Launch</p> <p>January 2005</p>
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North
Not to Scale



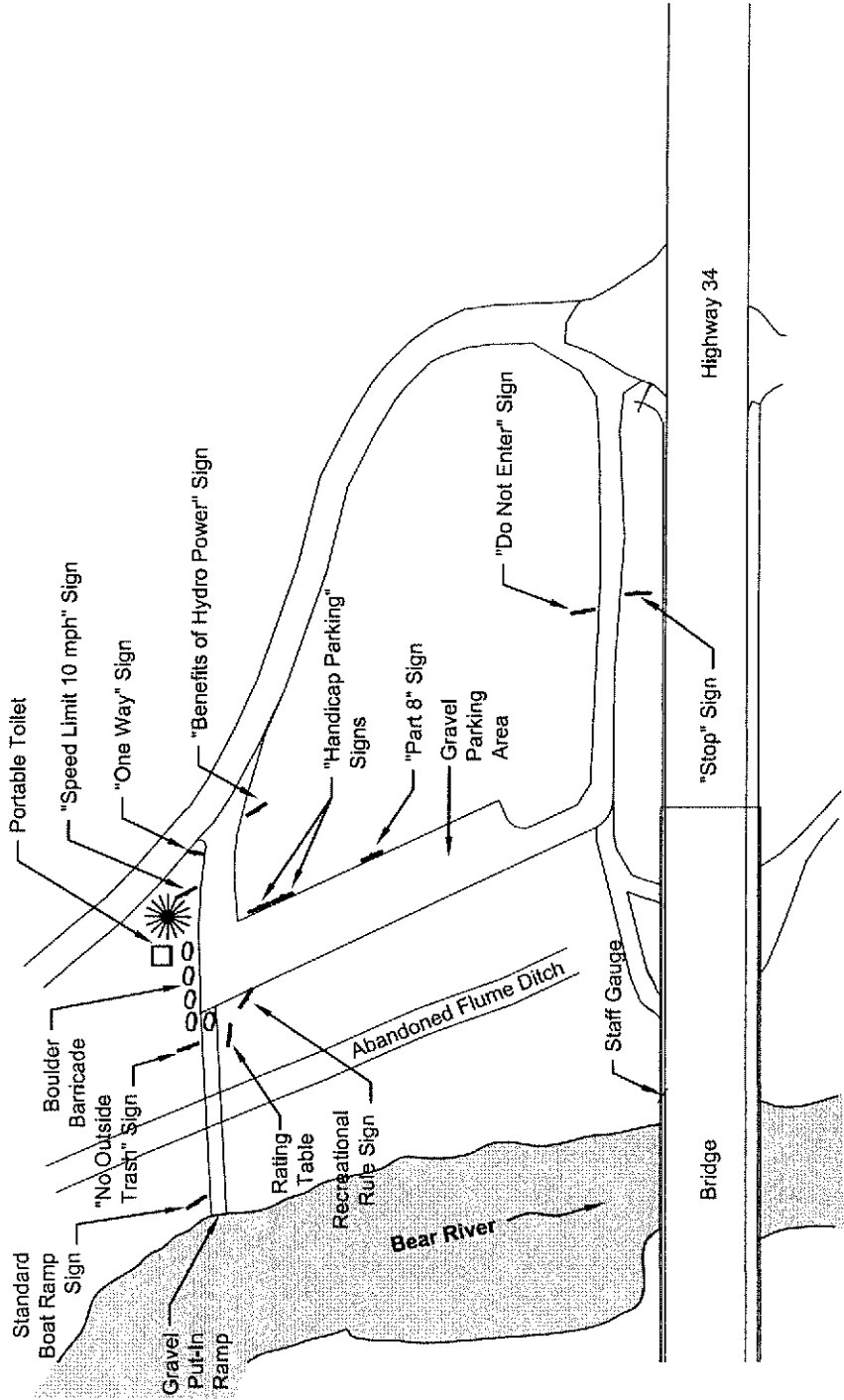
SOURCE: ED&W, Inc., 2004

Appendix C	
Conceptual Site Plans and Drawings	
Bear River Hydroelectric Project	
PacifiCorp	
Site Plan #3	
Soda Powerhouse Day Use Area	
January 2005	



North

Not to Scale



SOURCE: PACIFICORP, 2004

Appendix C

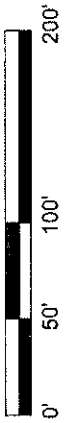
Conceptual Site Plans and Drawings Bear River Hydroelectric Project

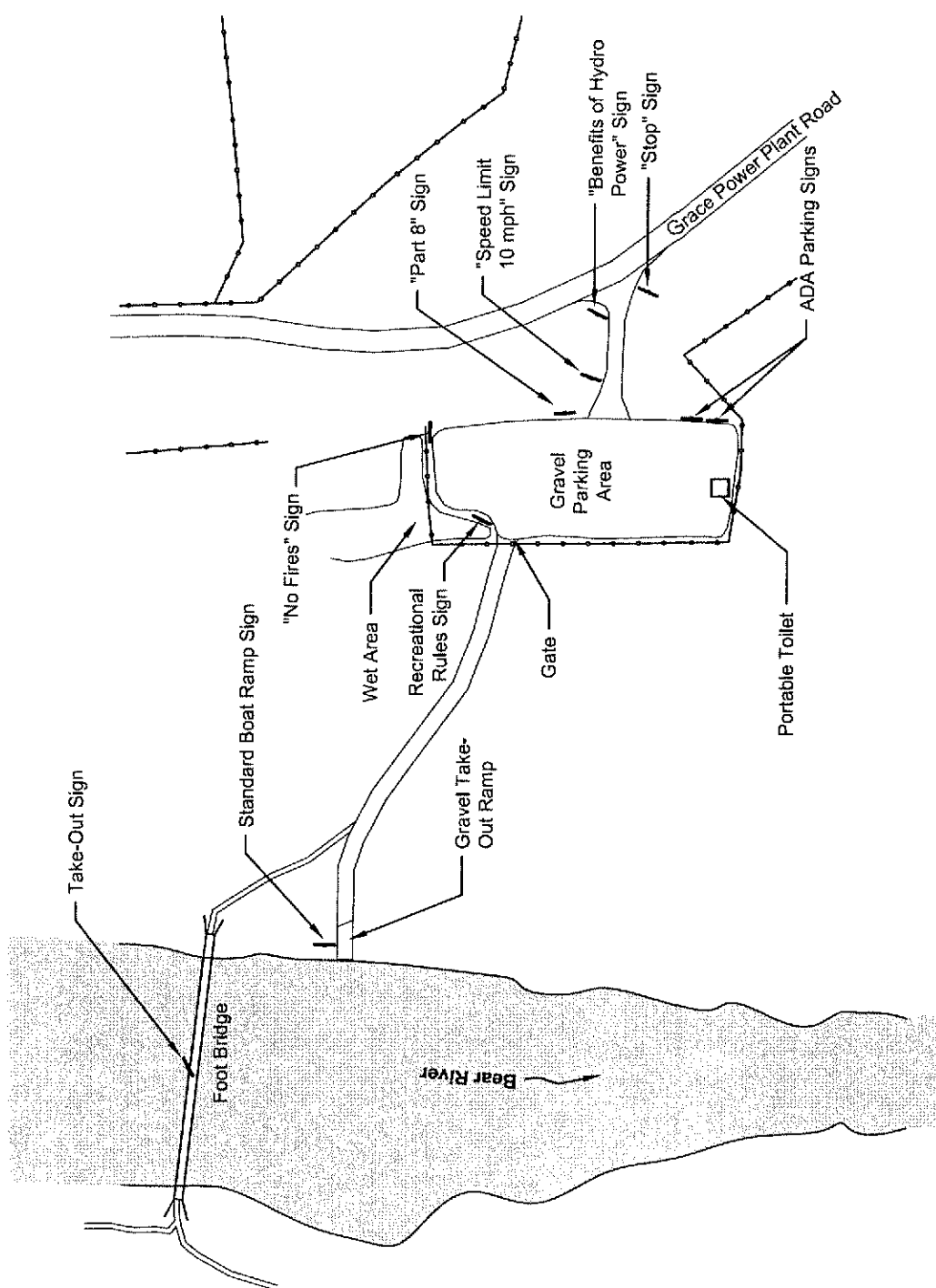
PacifiCorp

Site Plan #4

Black Canyon Put-In

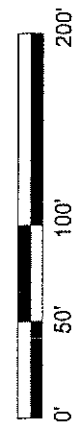
January 2005

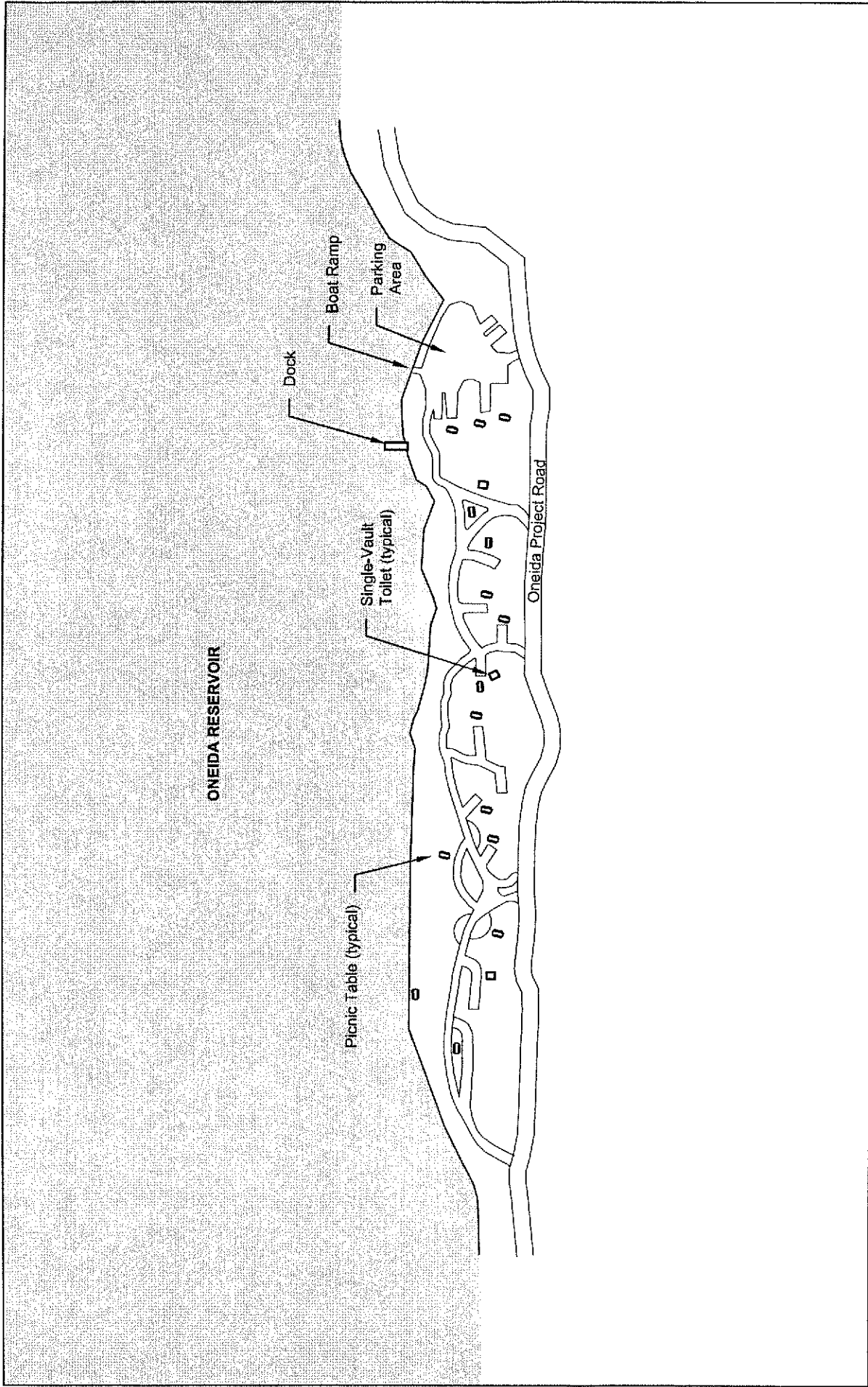




SOURCE: PACIFICORP, 2004

Appendix C Conceptual Site Plans and Drawings Bear River Hydroelectric Project PacifiCorp	
Site Plan #5 Black Canyon Take-Out	January 2005





SOURCE: BLM, 2004

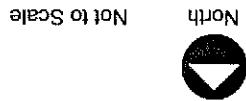
Appendix C	
Conceptual Site Plans and Drawings	
Bear River Hydroelectric Project	
PacifiCorp	
Site Plan #6	
Maple Grove Campground	
January 2005	



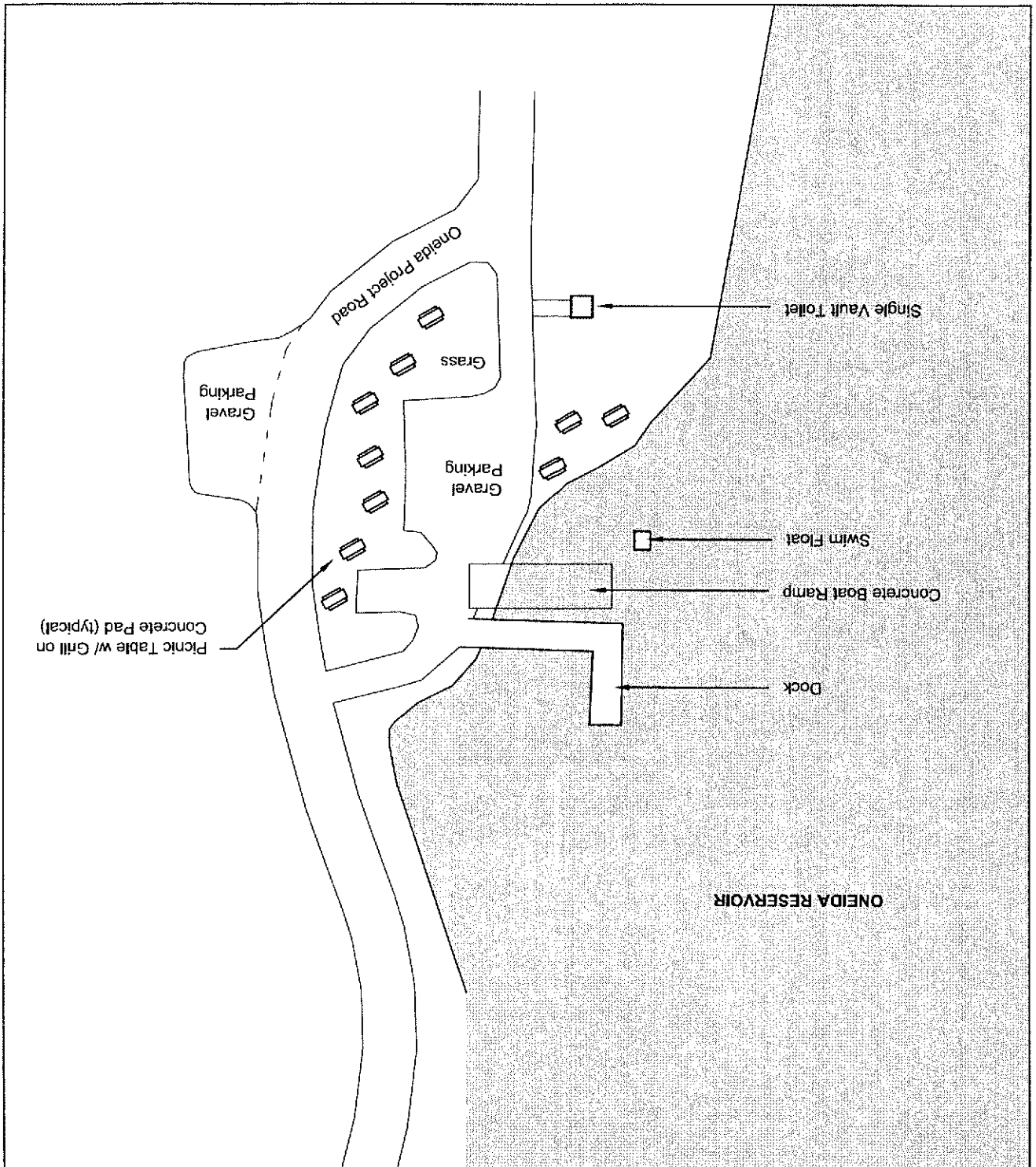
North

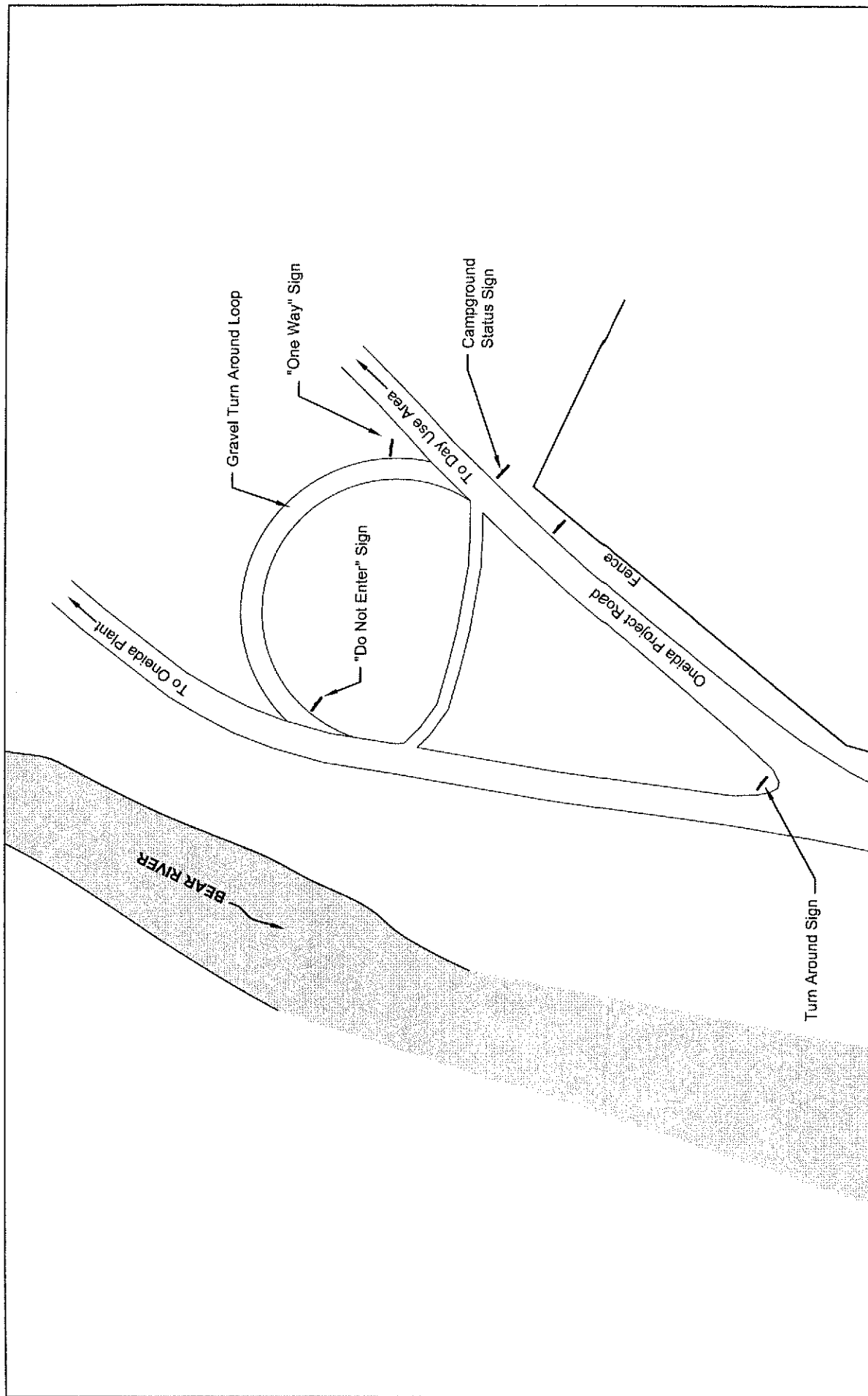


Appendix C Conceptual Site Plans and Drawings Bear River Hydroelectric Project PacifiCorp	Site Plan #7 Oneida Day Use Area January 2005
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SOURCE: EDAW Inc., 2004





SOURCE: PACIFICORP, 2004

Appendix C

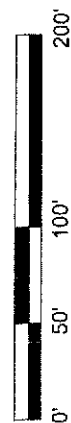
Conceptual Site Plans and Drawings Bear River Hydroelectric Project

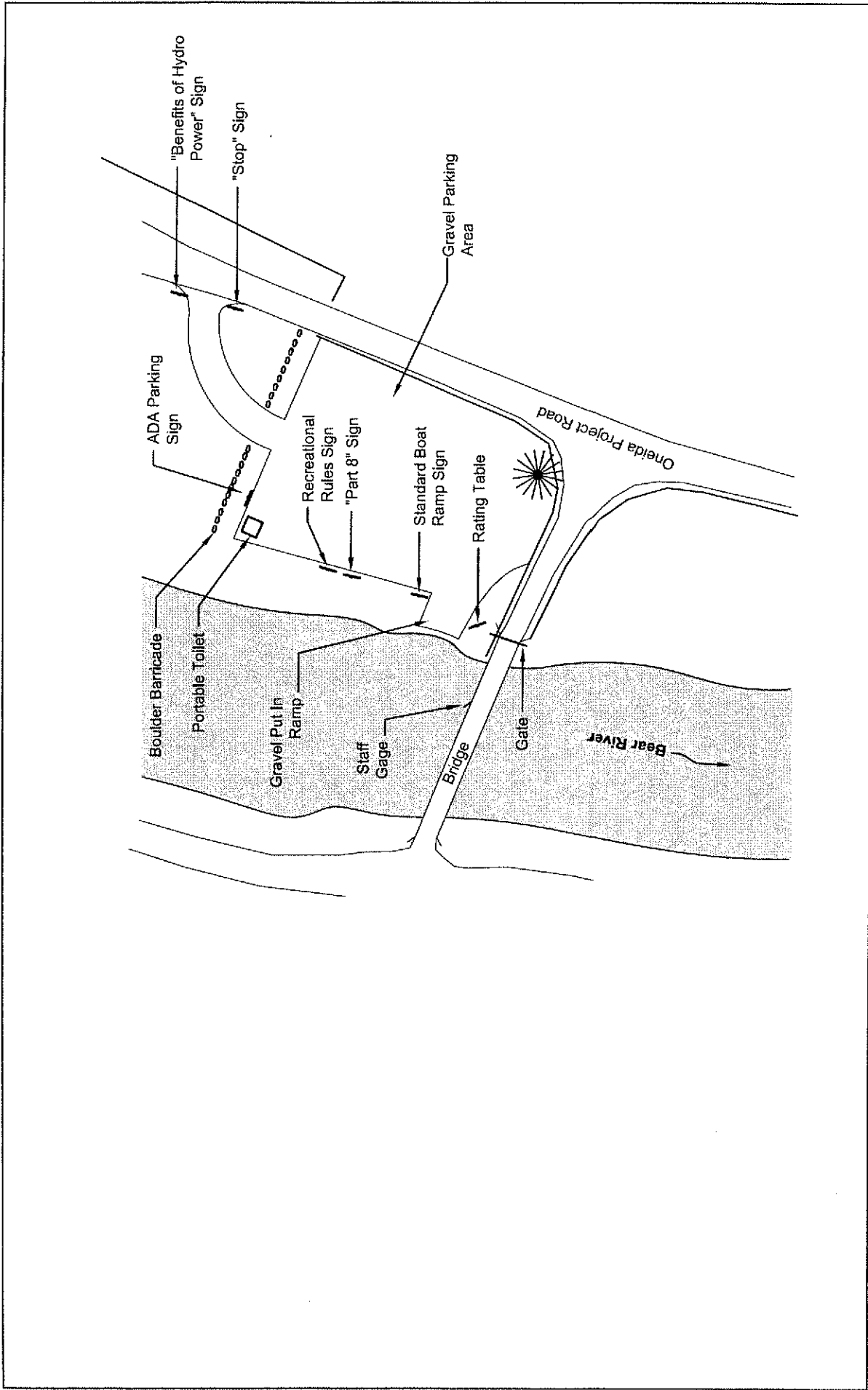
PacifiCorp

Site Plan #8

Oneida Turn Around

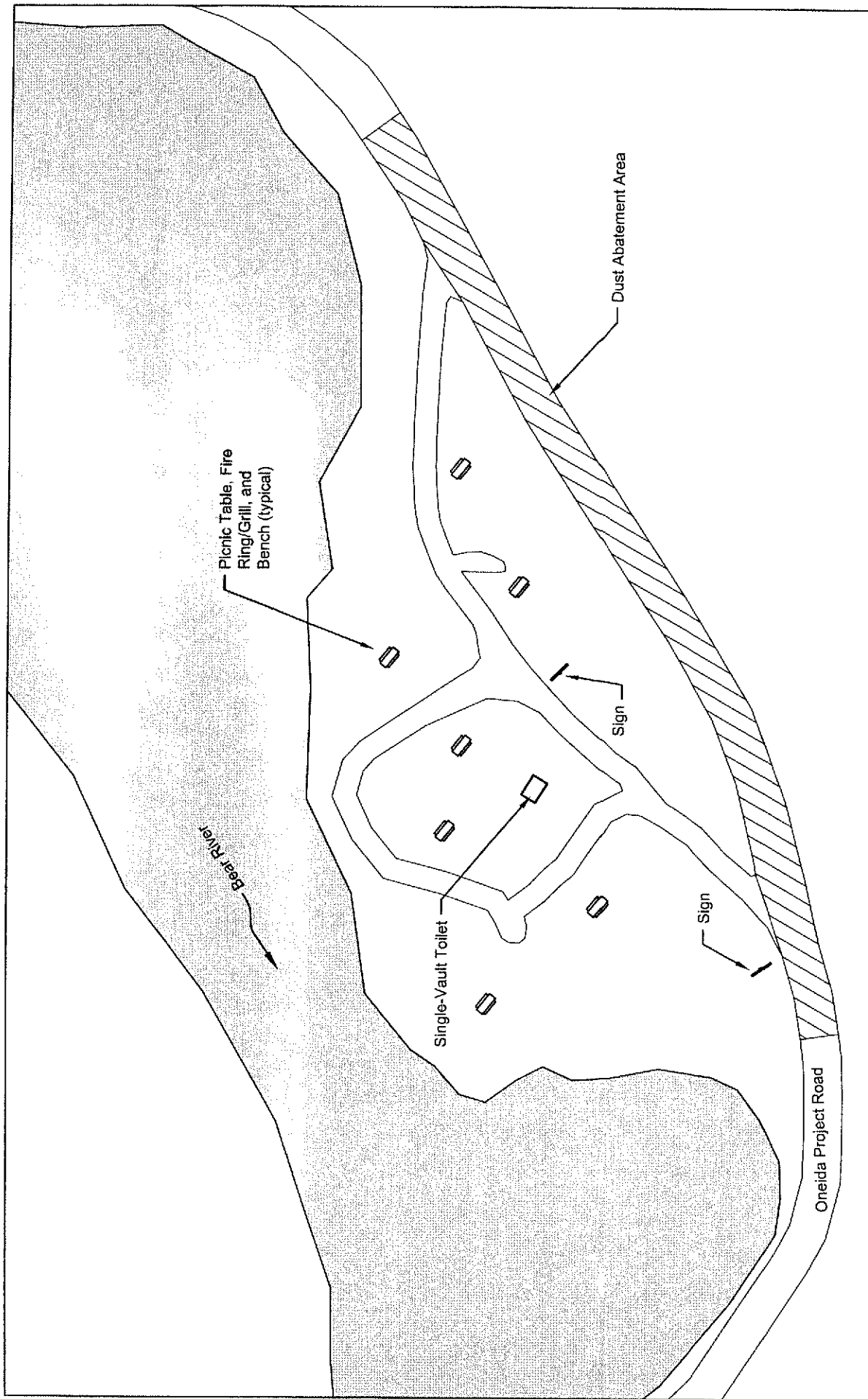
January 2005





SOURCE: PACIFICORP, 2004

<p>Appendix C</p> <p>Conceptual Site Plans and Drawings</p> <p>Bear River Hydroelectric Project</p> <p>PacifiCorp</p>	<p>Site Plan #9</p> <p>Oneida Narrows Put-In</p> <p>January 2005</p>
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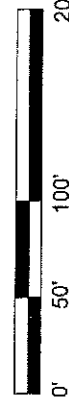


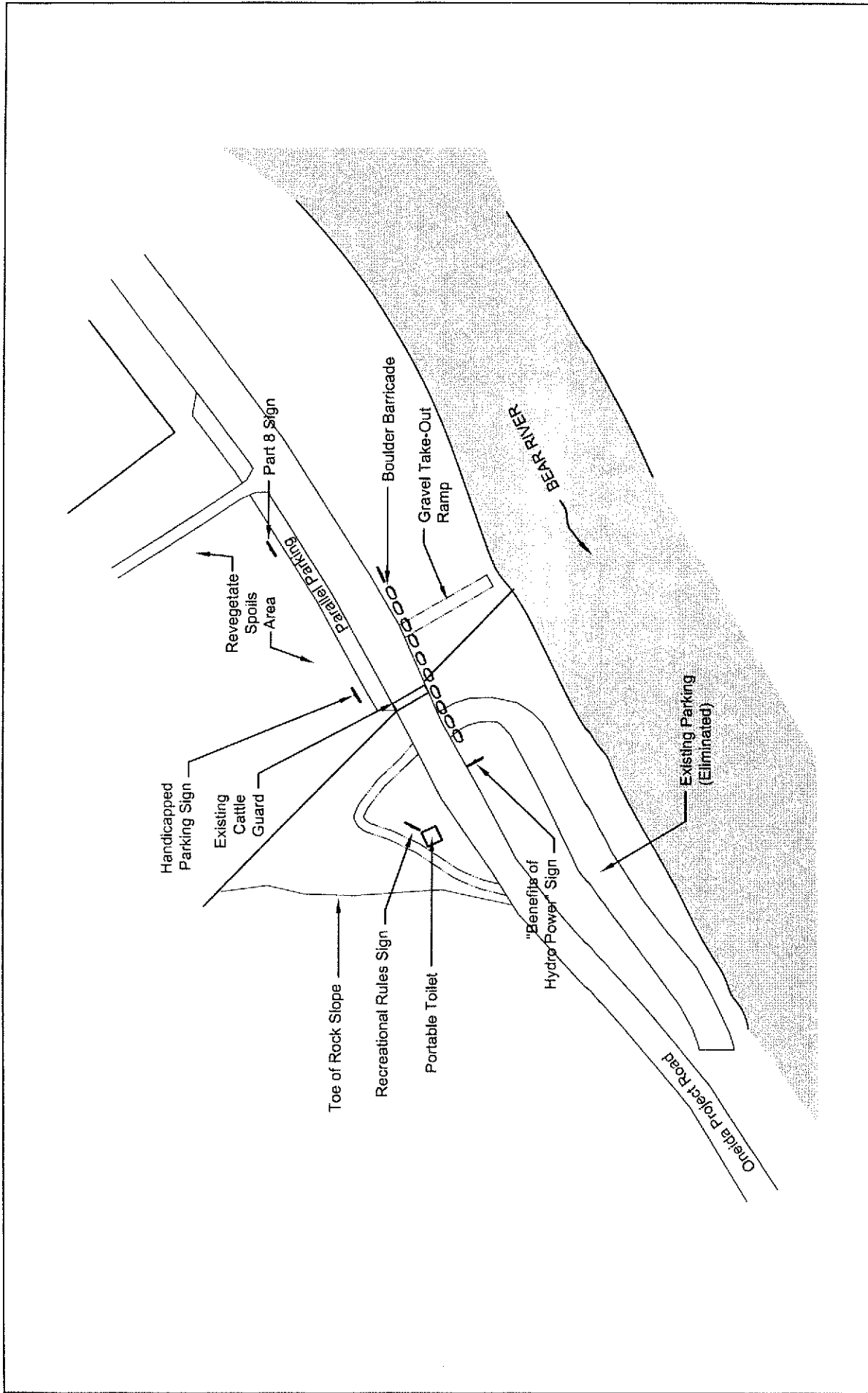
SOURCE: BLM, 2004

<p>Appendix C</p> <p>Conceptual Site Plans and Drawings</p> <p>Bear River Hydroelectric Project</p> <p>PacifiCorp</p>	<p>Site Plan #10</p> <p>Redpoint Campground</p> <p>January 2005</p>
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North





SOURCE: PACIFICORP, 2004

<p>Appendix C</p> <p>Conceptual Site Plans and Drawings</p> <p>Bear River Hydroelectric Project</p> <p>PacifiCorp</p>	<p>Site Plan #11</p> <p>Onida Narrows Take-Out</p> <p>January 2005</p>
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Appendix D Sample FERC Form 80

Licensed Hydropower Development Recreation Report

This form collects data on recreational facilities at projects licensed by the Federal Energy Regulatory Commission under the Federal Power Act (16 USC 791a-825r). This form must be submitted by licensees of all projects except those specifically exempted under 18 CFR 8.11 (c). Submit this form on or before April 1, 2003. Submit subsequent filings of this form on or before April 1, every 6th year thereafter (for example, 2009, 2015, etc.). Submit an original and three copies of the form to the Commission's Regional Office (specified in the cover letter to this form). The public burden estimated for this form is three hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing the collection of information. Please send your comments about this burden estimate, or any other aspect of this collection of information, including suggestions to reduce the burden, to: Director, Division of Hydropower Administration and Compliance, Federal Energy Regulatory Commission, 888 First Street NE, Washington, D.C. 20426 and the Office of Information and Regulatory Affairs, Desk Officer-FERC, Office of Management and Budget, Washington, D.C. 20503.

Failure to comply with this collection of information will not result in a penalty, if you were unaware that a valid control number assigned by the Office of Management and Budget must be displayed on this collection of information.

Schedule 1. Public Use Information: Please read the instructions and glossary before completing this form

1. Instructions:

- 1.1 All data reported on this form must represent recreational facilities and services located within the development boundary.
- 1.2 To insure a common understanding of terms, please refer to the Glossary on page 3.
- 1.3 Report actual data for each item. If actual data are unavailable, then please estimate.

2.1 Licensee Name: _____

2.2 Project Name: _____

2.21 Project Number: _____

2.3 Development Name: _____

2.4 States Project Traverses (abbreviated):

2.41 State #1: _____ (List State(s) with largest
to smallest area within the
Development boundary)

2.42 State #2: _____

2.5 Type of Project License: Major _____
(Check One) Minor _____

3.1 Name of Stream: _____

3.2 Reservoir Surface Acres: _____

3.3 Shoreline Miles at Normal Pool Elevation: _____

3.4 Name of Nearest City with a Population of 40,000 or
More: _____

3.41 Distance: From This City to the Dam: _____

3.42 Population of This City: _____

3.5 Estimated Population Within 100 mile Radius from the
Dam _____

3.6 Percent of Shoreline Safely Accessible to the General
Public by Land Travel Without Trespassing: _____ %

For the previous calendar year, enter only the licensee's annual recreational construction, operation, and maintenance costs for the development (project). Also enter the corresponding annual recreation revenues in whole dollars.

Item	Licensee's Annual Recreation Costs and Revenues (In Whole Dollars)	
	Construction, Operation and Maintenance Costs	Recreation Revenues for Calendar Year
4. Dollar Values:		

5. Length of Recreation Season

Summer: From (MM/DD): ____ / ____ To: ____ / ____ Winter: From (MM/DD): ____ / ____ To: ____ / ____

Enter the number of visits to all recreational areas at development (in Recreation Days)

Period	Number of Recreation days	
	Annual Total	Peak Weekend Average
6.1 Daytime		
6.2 Nighttime		

Licensed Hydropower Development Recreation Report

Schedule 2. Inventory of Recreational Resources

7. Enter data for each Recreational Resource Type (a). For Facility Capacity (e), compare the amount of weekend use for this season reported on Schedule 1, Item (5) with the facility's capacity to handle such use and enter a percentage that indicates overuse, underuse, or ideal use. Do not consider peak weekend use (see Glossary). For example, if Boat Ramps are used to half capacity during a non-peak weekend day, enter 50%. For Boat Ramps that are used beyond their capacity, enter the appropriate percentage above 100.

Recreational Resource Type (a)		No. Rec. Resources		Total Miles/Acres (d)	Facility Capacity (Percent) (e)
		User Free (b)	User Fee (c)		
BOATING	Access Areas. (No Facilities). Unimproved but well-known/popular sites which can be used to reach development waters (including waters below a dam) without trespassing on other property. Such waters are used for launching boats, fishing, swimming, or other water recreational purposes.			N/A	
	Boat Ramps. Improved areas having one or more boat launching lanes, and which (a) are usually marked with signs, (b) have compacted gravel or concrete surfaces, and (c) usually have adjacent parking lots.			N/A	
	Boat Launching Lanes. The area at the boat ramp from which boats may be launched into the development water. The number of lanes at a boat ramp are determined by the number of boats that can be launched safely at the boat ramp at one time.			N/A	
	Marinas. Public or private facilities provided on or adjacent to development waters for the docking, fueling, repair, and storage of boats, and which may rent boats and equipment, or sell bait or food. Facilities may be private or public.			Acres	
	White Water Boating. Access areas below a dam that can be used for rafting/kayaking.			N/A	
	Canoe Portages. Sites located above or below a dam, diversion or other obstruction where persons can launch canoes, and the improved, designated, and maintained trails connecting such sites.			Miles	
FISH- ING	Tailwater Fishing Facilities. Ramps, walkways, or similar structures to facilitate below-dam fishing.			N/A	
	Fishing Piers. Structures abutting or extending into development waters which are constructed and maintained specifically for fishing. (This code excludes Tailwater Fishing).			N/A	
PARKS	Parks. Designated areas which usually contain multiple use facilities (picnic sites, playgrounds, swimming beaches, and boat ramps). Individual facilities within each park shall be reported using the appropriate resource type (e.g., playground areas, swimming areas, picnic areas, etc.).			Acres	
	Playground Areas. Have playground equipment, game courts/fields, jogging tracks, etc.			Acres	
	Trails. Improved pathways used for non-automobile recreational travel which (a) can be located on a reference map, and (b) are designated according to type of use (hiking, bridle, trailbikes, snowmobiles, cross-country skiing). This category excludes Canoe Portages.			Miles	
	Swimming Areas. Sites providing access to development waters where swimming facilities (bath houses, designated swimming areas, parking, and sanitation facilities) are located.			Acres	
	Picnic Areas. Areas designated and maintained for picnicing and which contain one or more picnic sites, each of which includes a picnic table and in some cases a cooking grill, trash receptacles, and a parking area.			Acres	
	Wildlife Areas. Natural areas and reserves specifically created and managed for the protection and propagation of wildlife and the viewing of wildlife in their habitat.			Acres	
	Visitor Centers. Facilities located in a kiosk, pavilion or similar structure from which persons may obtain information about the development, its operation, recreational facilities, and related items of interest.			N/A	
	Interpretive Displays. Historic or prehistoric objects, structures, sites and areas, including associated facilities (exhibits and museums) which describe or preserve archeological, historic or prehistoric activities, artifacts and materials.			N/A	
	Overlooks. Public areas to see natural areas/project features (e.g., pull-offs, vistas)			Acres	
	Hunting Areas. Public or private areas open to the general public for hunting purposes.			Acres	
	Golf Courses. All types of golf areas, except miniature golf.			Acres	
CAMPS	Cottage/Cabin Sites. Recreational dwellings which are seasonally rented by the public for recreational purposes.			N/A	
	Camping Areas. (Campgrounds). Areas containing two or more campsites, tent sites, or trailer/recreational vehicle (RV) sites which accommodate overnight camping equipment.			Acres	
	Tent/Trailer/RV Sites. The total number of sites within Camping Areas that have been specifically developed for tent, trailer, or RV use. Such sites do not include Group Camps.			Acres	
	Organizational Camps. Camping areas that are maintained and operated by a specific entity but which may be used by other persons or groups (scout camps, military base recreation camps, church camps, handicapped children's camps).			Acres	
	Group Camps. Camping areas which are equipped with facilities to accommodate use by the general public. Such areas usually require registration or advance reservation.			Acres	
	Winter Sports. Any facility providing sports like skiing, sledding, ice skating or ice fishing.			N/A	
	Other (Specify):			N/A	

Respondent Certification: The undersigned certifies that he/she has examined the accompanying data; and that to the best of his/her knowledge, information and belief, all historical and estimated data provided herein and appended hereto are true, complete, and accurate.

Legal Name Title Area Code/Phone No.

Signature Date Signed Reporting Year Ending

Licensed Hydropower Development Recreation Report

Glossary of FERC Form 80 Terms

1. **Development.** The portion of a project which includes:
 - (a) a reservoir, or
 - (b) a generating station and its specifically-related waterways.
2. **Exemption.** Exemption from the filing of this form granted upon Commission approval of an application by a licensee pursuant to the provisions of 18 CFR 8.11(c).
3. **General Public.** Those persons who do not have special privileges to use the shoreline for recreational purposes, such as waterfront property ownership, water-privileged community rights, or renters with such privileges.
4. **Licensee.** Any person, state, or municipality licensed under the provisions of Section 4 of the Federal Power Act, and any assignee or successor in interest. For the purposes of this form, the terms licensee, owner, and respondent are interchangeable *except where*:
 - (a) the owner or licensee is a subsidiary of a parent company which has been or is required to file this form; or
 - (b) there is more than one owner or licensee, of whom only one is responsible for filing this form. Enter the name of the entity that is responsible for filing this report in Schedule 1, Item 2.1.
5. **Peak Use Weekend.** Weekends when recreational use is at its peak for the season (July 4th weekend and other holiday weekends). On these weekends, recreational use may exceed the capacity of the area to handle such use.
6. **Major License.** A license for a project of more than 2,000 horsepower (1.5 megawatts) installed capacity.
7. **Minor License.** A license for a project of 2,000 horsepower (1.5 megawatts) or less installed capacity.
8. **No. Rec. Resources.** Quantify the supply of natural or man-made property or facilities that are available for given recreational resource type.
9. **Recreation Day.** Each visit by a person to a development for recreational purposes during any portion of a 24-hour period.
10. **Revenues:** Income generated from recreation facilities at project development. Includes fees for access or use of area.

Appendix E Dust Abatement (Magnesium Chloride) Application Practices

The USDA Forest Service (Salmon-Challis National Forest) uses the magnesium chloride application practices provided in this appendix. If PacifiCorp opts to use magnesium chloride as their dust abatement treatment on Oneida Project Road, these application practices are recommended to maximize the efficacy of the treatment and to minimize any potential environmental impacts.

Overview of Forest Service Use of Magnesium Chloride

Approximately 60 miles of road are treated with dust palliatives on an annual basis on the Salmon-Challis National Forest. Project specific or onetime treatments may also occur on an as needed basis and are usually associated with timber haul, mining, fire suppression or other activities that generate a need for dust control. The treatments are implemented for the purposes of public safety, user comfort, resource protection and economic efficiencies associated with reduced maintenance (blading) and extended gravel life.

One of two products is generally used on any given segment of road. These products are chosen over other products because of their relatively low cost, low toxicity, ease of application and the ability to retain effectiveness through one or two maintenance cycles following application.

Most roads are treated with a 30-33% solution of Magnesium Chloride ($MgCl_2$) in water. $MgCl_2$ performs satisfactorily on most soil type found on the Forest, however, performance in porous soils is somewhat less than satisfactory due to leaching or rinsing of the salt from the uppermost portion of the road surface. To minimize the loss of salt that results from either leaching or rinsing, a second product, calcium ligninsulfonate (lignin) is added to the $MgCl_2$ at a blending rate of 20%. The adhesive qualities of the product help develop a cap of aggregate material that will shed water to some degree and reduce the loss of the salt product.

Forest Service Application Practices

In order to optimize both the performance of the product and reduce associated environmental risk as well as cost, the Salmon-Challis National Forest has developed the following practices and application procedures.

- Good preparation is essential-best absorption occurs on newly bladed but moderately compact soils that have been well wetted at the time of application. Re-prepare the road if these conditions cannot be maintained.
- Apply the product at the minimum rate that will provide acceptable performance on the road. For most roads this will mean an initial application rate of approx. 0.5 gallon /square yard for either product. Follow up applications can take advantage of residual product and most often are reduced to a rate of approx. 0.35 gallon /square yard.
- Apply the product at less than the full road width. Usually, little if any traffic will use the road edges and resulting loss of surface material is not considered a problem. By leaving approximately two to four feet on either edge of a road untreated, a considerable savings in product is realized without adversely affecting the performance of the treatment. The untreated edges will also provide a small buffer in which many of the “drips, dribbles and runs” might be caught prior to the product leaving the road. Over time, the treated and untreated

material will also be blended together resulting in some stabilization even on the untreated edges.

- Monitor absorption and adjust the number of passes required to apply the product to prevent excessive loss of product from the road surface. At low application rates on flat grades, it might be possible to spread the product in a single pass. Higher application rates, steeper grades or very tight soils may require two or more passes with absorption time between to keep the product on the road without excessive runoff.
- Out-slopes, in-slopes, and curve super-elevation can all cause the product to migrate away from the target location on the road. In general, if the road has one of these features product should be placed on the “high” side of the traffic pattern.

Appendix F Environmental Coordination Committee Comments on Draft Recreation and Traffic Safety Plan.

Section 1: ECC Comment/PacifiCorp Response Matrix

Section 2: ECC Comment Letters

SECTION 1: ECC COMMENT/PACIFICORP RESPONSE MATRIX

BEAR RIVER HYDROELECTRIC PROJECT
RECREATION AND TRAFFIC SAFETY PLAN ECC COMMENT/RESPONSE MATRIX

No.	Comment	Response/Action
Greater Yellowstone Coalition		
1	The plans and timeframes laid out in the draft plan appear to be appropriate and relevant to the Settlement Agreement requirements. GYC feels that the most important aspect of this plan is the monitoring that will take place at each site. As specified in Table 4.2-2, regular monitoring and evaluation of impacts to natural resources are an integral part of the plan over the long term. Trails, footpaths and OHV use spots in particular will require frequent monitoring, along with the surrounding natural areas. Regularly scheduled reports to both the ECC and FERC will allow the parties to assess current conditions and make necessary changes.	Comment noted. PacifiCorp anticipates that the ECC meetings will provide an appropriate forum for consultation with interested parties regarding observed impacts from recreation activities on surrounding resources. The Plan will be revised as needed.
2	Overall, the draft plan does a good job of laying out the implementation and management policies of the recreation and traffic sites located within the PacifiCorp license area.	Comment noted.
U.S.D.I. Bureau of Land Management		
3	Last ½ of second paragraph. Remove existing description of a Special Recreation Management Area (SRMA) and replace with the following: SRMA's are BLM administrative units established to direct recreation program priorities, including the allocation of funding and personnel, to those public lands where a commitment has been made to provide specific recreation activity and experience opportunities on a sustained yield basis. This includes a long-term commitment to manage the physical, social, and managerial settings to sustain these activity and experience opportunities. Delineation is based on administrative/managerial criteria such as recreation values and uses, land tenure and use patterns, administrative efficiencies, resource values, and public concern. These areas usually require a higher level of recreation investment and/or management. They include recreation sites, but recreation sites alone do not constitute a SRMA.	Suggested revision made to text. Additionally, a new section (2.3 BLM Resource Management Plan Coordination) was added to the RTSP. The new section includes BLM-related information that was previously discussed under Section 2.2 ECC Coordination, including the suggested revision concerning the SRMA.
4	2.5 Issues and Assumptions Add to end of bullet #5: BLM would consider developing additional recreational facilities to accommodate increasing use. OHV's management is not addressed. BLM and PacifiCorp should both designate specific routes where motorized travel is allowed.	Issues and Assumptions list was revised to incorporate both comments (future development and OHV use).

**BEAR RIVER HYDROELECTRIC PROJECT
RECREATION AND TRAFFIC SAFETY PLAN ECC COMMENT/RESPONSE MATRIX**

No.	Comment	Response/Action
5	<p>3.1 PacifiCorp and Agency Roles and Responsibilities</p> <p>Who would have the lead for NEPA and other environmental and cultural resource compliance on the Oneida Project Road?</p>	<p>NEPA for the Bear River Project was addressed by the FERC in the process of issuing the new license. This NEPA process was inclusive of all actions required by the new license, including improvements on the Oneida Project Road.</p> <p>Cultural resource protection and compliance is addressed through the implementation of the Programmatic Agreement that was signed as a component of the FERC licensing process. Additionally, an Historic Properties Management Plan (HPMP) is being prepared to guide cultural resource protection and compliance through the term of the new license.</p>
6	<p>Table 4.2-1 Seasons of Operation of Project area recreation sites.</p> <p>Change Maple Grove and Redpoint to April 1 – October 31.</p>	<p>Season of use of Maple Grove and Redpoint campgrounds was changed in the RTSP to April 1 through October 31.</p>
7	<p>4.5.1 Oneida Project Road</p> <p>BLM is primarily concerned with section E and F. To date, the sections of road below the dam have provided safe access for passenger cars. Sections E and F need additional pull-outs and improved surface material (gravel)</p>	<p>Improvements are planned for Section E of Oneida Project Road and are discussed in Section 4.5. PacifiCorp's maintenance of the Oneida Project Road ends approximately 2 miles north of Maple Grove Campground (intersection of private and county road – see Figure 4.5-1).</p>
8	<p>Table 4.5-1. Oneida Project Road Inventory and Condition</p> <p>Section F does not provide 2 vehicle width – additional pull-outs are needed</p>	<p>See previous response.</p>
9	<p align="center">U.S.D.I. Fish and Wildlife Service</p> <p>I do have concerns regarding maintenance of the Oneida Road and application of magnesium chloride. One of the pictures in the Plan showed the road with bare banks to the water. Is there anything that can be done to stabilize the banks/reduce sediment input to the river/lake? Also, attached is a summary of the methods used by the Salmon/Challis National Forest to minimize mag/cl input into streams. We found "not likely to adversely affect" listed aquatic species based upon the methods they use.</p>	<p>The magnesium chloride application practices provided have been incorporated into the RTSP as a new appendix.</p>
10	<p align="center">Jeff Seamons (Franklin County Fish and Game Association)</p> <p>There are areas in the Oneida canyon when substantial precipitation accumulates, especially in the spring of the year that recreational access is limited to one lane of traffic, or is blocked all together at Red Point.</p> <p>PacifiCorp will close the road at Red Point Campground due to the mud holes that make the road unpassable, except to their vehicles during the spring. I have been invited to leave the area at the power plant bridge while I was fishing by a PacifiCorp employee</p>	<p>Comments noted. Per the new license and as described in the RTSP, PacifiCorp will implement several traffic safety-related measures on Oneida Project Road. Planned improvements to Segment E (see Figures 4.5-1 and 4.5-2), between Oneida Day Use Area and Maple Grove Campground will help improve safety. Note, the road approximately 2 miles north of Maple Grove Campground is a private and county road that PacifiCorp does not maintain.</p>

**BEAR RIVER HYDROELECTRIC PROJECT
RECREATION AND TRAFFIC SAFETY PLAN ECC COMMENT/RESPONSE MATRIX**

No.	Comment	Response/Action
	<p>after traversing the road beyond the sign. Other times I was told that it was up to me, but if damage occurred to my vehicle they were not liable. The closure limits access to the boater put-in adjacent to the power plant and the Day Use Area at Oneida Reservoir to some people and not others.</p> <p>The most vulnerable areas are above and below the Oneida power plant, a section just above Red Point, and at the boater take-out area midway within the canyon.</p> <p>The section above the power plant is below the dam along the flow line in this lower elevation area of the road.</p> <p>The section below the power plant is at the cattle guard down stream approximately one-half mile.</p> <p>The section above Red Point is around the bend to the north ending approximately at Smith's corrals. This is usually during run-off in the spring.</p> <p>The section at the boater take-out is usually limited to one lane during the spring.</p> <p>The road along the reservoir is an accident waiting to happen, wet or dry. It would require a monumental undertaking to widen the road and stabilize the hillside to allow timely and safe passage to Maple Grove campground.</p>	
11	<p>Maple Grove Campground can be accessed from three different approaches: 1) via US 36 through Mink Creek and onto Maple Grove Road, a total of approximately 9 miles from the Oneida Narrows road intersection on US 36; 2) via US 34 to the Cleveland bridge and then south along the river to the campground; and 3) and of course via the canyon. May I submit this for review. To reduce traffic within the canyon and around the narrow reservoir road utilize the State highways to access Maple Grove for campers, trailers, and boaters traveling to the Maple Grove facilities. The time element using these alternative routes would be about the same as creeping along the river through the canyon and then around the reservoir.</p> <p>US 36 would be the quickest route, and has a steep decent into the canyon. Upon reaching the bottom and intersecting the reservoir road that comes from US 34 there is a less hazardous road to the camp. Road etiquette requires up-hill traffic to yield or back away allowing the down-hill vehicle passage.</p>	<p>Access comments noted. Additional road signs and other safety improvements are a condition of the new FERC license and are described in the RTSP.</p>

**BEAR RIVER HYDROELECTRIC PROJECT
 RECREATION AND TRAFFIC SAFETY PLAN ECC COMMENT/RESPONSE MATRIX**

No.	Comment	Response/Action
	<p>US 34 would be the safest and most efficient access and egress from the Maple Grove facilities. The problem lies in posting the campground full signs to allow an alternate camping spot at Red Point or dispersed areas in the canyon.</p> <p>Using US 36 would pull traffic toward Red Point and Maple Grove and allow signs to be placed to inform campers of the Maple Grove exit 9 miles with vacancy status before the Oneida Narrows Red Point Campground and Oneida Reservoir Day Use Area turn and, at the Maple Grove road turn-off for individuals driving from the north, or those that missed the sign before the Oneida turn-off. The campground host could probably make the trip to the Oneida turn-off and back to the campground in the same amount of time, or less, than traversing the reservoir road to and from the power plant to post the sign at the turn-around loop. At the exit of Maple Grove camp a sign could direct campers north past the intersection they entered and back along the river to join US 34. This would allow an easier pull for the vehicle rather than retracing their path to US 36.</p> <p>The turn-around loop could be utilized by campers whose destination was Maple Grove, but were diverted to Red Point and dispersed camping within the canyon and didn't find a camping spot. A sign could also be posted at this point alerting individuals that overnight camping and boating at Maple Grove cannot be accessed from this point – turn around here. This may help mitigate concerns of widening the road due to RV's, campers, towed trailers or boaters using this solely for primary access to Maple Grove. Usually after people arrive an alternate form of transportation is used that isn't so cumbersome for them to maneuver on the roads. Explicit signing could then be posted warning of the potential hazards to pick-ups or automobiles along with the restrictions and use of the road while prohibiting use by the RV's, etc. . . . between the day-use area and Maple Grove. On the Maple Grove side the same would hold true for the day-use area, that it could not be accessed by RV's campers, towed trailers or boats – turn around here. This sounds complicated, but signs are a whole bunch cheaper than moving dirt. There may also require some bush-wacking along the Maple Grove Road, too.</p>	
12	<p>With the recreational flows being stabilized at or near 900 cfs, I foresee that individuals will attempt the use of personal watercraft at certain locations along the river. With the number of people that float the river by boat or float tube a potential for serious conflict may arise. Prohibiting motorized vessels access to the river would mitigate this potential problem.</p>	<p>Comment noted. Per the new FERC license, flows of 900 cfs will only be provided when available. Safety on the river will be monitored and appropriate steps taken as necessary.</p>

**BEAR RIVER HYDROELECTRIC PROJECT
 RECREATION AND TRAFFIC SAFETY PLAN ECC COMMENT/RESPONSE MATRIX**

No.	Comment	Response/Action
13	A potential problem exists downstream from the boater take-out at the proposed dam-site with the pipe casing in the middle of the river. The casing has started to rust and has the potential to lacerate an individual or, of getting hung-up if the pipe is grabbed and a section gives way and their finger is caught inside the pipe. I know of a person that this happened to. With that flow it may be difficult for the individual to free themselves. In addition, if the pipe is just covered by the water a potential for capsizing may occur.	Comment noted.
	Idaho Department of Fish and Game	
14	<p>Second Bridge - request this road be plowed throughout the winter thereby providing road access to an additional ice fishing area on Alexander Reservoir.</p> <p>Alexander Reservoir is listed as 1 of 4 Family Fishing Waters for 7 counties of SE Idaho (IDFG Region 5).</p> <p>Alexander Reservoir was stocked with 10,000 catchable rainbow trout in September, 2004. IDFG will continue to stock fish in this reservoir. Both trout and yellow perch are caught by fishermen through the ice.</p> <p>IDFG would add Sportsman Access Signage off State Highway 30 for Soda Powerhouse Day Use Area, Second Bridge and Oregon Trail Park and Marina. These sites would be added to the statewide Sportsman Access Guidebook.</p> <p>The Second Bridge area of Alexander Reservoir. This area of the reservoir has increased depth and rock substrate providing better winter habitat for fish. In contrast, to the upper end of the reservoir (Oregon Trail Area) has more sediment and the associated poor water clarity making it less likely to hold fish.</p> <p>The road to Soda Power Day Use Area is currently plowed and Second Bridge Road is about ¾ mile down US 30.</p>	<p>Comments noted. Access to the Second Bridge site is provided by a county road, which is maintained by Caribou County. Use by the public to these recreation sites are provided during the recreation season (April through October). Providing access during other times of the year was not required by the FERC license or the settlement agreement, and may compromise public safety and resource protection.</p>
15	<p>Black Canyon Take-Out – modify/upgrade area facilities to create an ADA accessible fishing area.</p> <p>This site is heavily used by people fishing throughout the summer.</p> <p>There is currently a new buck and rail fence around the north, west and south sides of the parking area. There is a walk through in the current fence to get to the river. The</p>	<p>The Black Canyon Take-Out was described in the settlement agreement as an access site for whitewater boaters. Converting it to an ADA-accessible fishing facility is outside the scope of the settlement agreement, and not prescribed in the new license. The design of the Black Canyon Take-Out site was reviewed and approved by the ECC prior to construction.</p> <p>In general, ADA-accessibility upgrades at recreation sites in the Project area</p>

**BEAR RIVER HYDROELECTRIC PROJECT
RECREATION AND TRAFFIC SAFETY PLAN ECC COMMENT/RESPONSE MATRIX**

No.	Comment	Response/Action
	<p>gate is locked and is used for the fish stocking truck.</p> <p>There should also be a fence along the east side of the parking lot with a cattle guard, preferably at the top of the hill.</p> <p>In making this site fully ADA accessible, the ADA parking spaces should be moved closer to the walking path. There must be a hard packed trail from the ADA parking spaces to the portable ADA restroom and to the water.</p> <p>This would be an excellent opportunity for either putting in an ADA accessible fishing pier or doing some minor revisions to the footbridge (at this time, we are unclear as to which option would be best) including:</p> <ul style="list-style-type: none"> • A hard-packed surface from the parking area to the bridge, • Smooth transition from the path to the bridge and a smooth transition from bridge to land on the west side, • Replacing the boards and having them cover the entire surface of the base of the bridge, • Putting railing along the sides of the bridge, preferably 34" or less in height, • These last few steps are not absolutely necessary for ADAAG Compliance, but would make this the second accessible fishing area in the 7 counties of SE Idaho. 	<p>will be constructed as required by the new FERC license and in consultation with the ECC.</p>
16	<p align="center">Franklin County Fish and Game Association</p> <p>The Franklin County Fish and Game Association (FCFGA) is concerned about year-round access to recreational facilities and resources within the Oneida and Black Canyon reaches. The New License Agreement has prioritized recreational access through Article 427 pursuant to 18 C.F.R. § 2.7 (2003), to ensure recreational purposes and access in and for the public interest within the Hydroelectric Project Boundary. Being the term of the license is for 30 years, adequate measures should be implemented to provide year-round access to the resources adjacent to each of the Development facilities through the term of the license.</p>	<p>Per the Settlement Agreement, new FERC License, and the RTSP, the developed recreation sites associated with the Bear River Project will only be maintained from April 1 through October 31. However, from November 1 through March 31, Project area lands, including those adjacent to the Bear River and adjacent to access roads, are open for public use (fishing and other dispersed activities). Access is seasonally limited by snowfall, as a limited number of roads are plowed in the winter months.</p>

**BEAR RIVER HYDROELECTRIC PROJECT
RECREATION AND TRAFFIC SAFETY PLAN ECC COMMENT/RESPONSE MATRIX**

No.	Comment	Response/Action
17	<p>FCFGA would like to point out that the Bear River is the only river in the area that is open during the winter to angling. Furthermore, in a IDFG personal communication from Richard Scully referencing a creel survey completed by David Teuscher between April and October 2003 concluded, "there were 3.4 times as many angling hours per mile in the upper section (Oneida dam to the siphon at the mouth of the Canyon) than in the lower section (siphon to Highway 91 bridge). Also, a higher percentage of anglers in the upper section (53 %) were Idaho residents than in the lower section (38 %). Almost all the fishing effort (98 %) in the upper section was from bank anglers because there is public access, including a road, along this section. Because of this abundant access, fishing effort was relatively uniform in distribution throughout the upper section." In light of the data collected a conclusion could be drawn to the importance of year-round recreational access. Keep in mind angling is not the only resource draw to these areas during the November through March period, either.</p>	<p>Comment noted.</p>
19	<p>The access roads to these areas are well developed traversable routes capable of supporting year-round travel to each of the facilities. Some augmentation may need to occur to the road to provide year-round passage to all recreational resources. Access for each Development's operations is maintained to, or adjacent to, all developed recreational sites utilized during the November through March time period. As part of the operations maintenance we would request that the Oneida day use and boater put-in parking areas remain accessible year-round, as well as the Black Canyon put-in and take-out parking areas. With the implementation of a minimum flow to the upper reach of the Black Canyon, angler access is requisite to utilize this improvement year-round, also. We are not pursuing year-round access to Maple Grove campground. This is completely out of the scope of operations maintenance and an unrealistic request.</p>	<p>Per the Settlement Agreement, new FERC License, and the RTSP, Project lands are available for public use year-round, though access is seasonally limited by snowfall. Developed recreation sites are maintained for public use during the primary recreation season (April 1 –October 31). During the winter, Project area access roads are plowed, as necessary, to provide access to Project hydroelectric facilities only.</p>
20	<p>During the Delphi process Richard Scully and I met with Kelly Holt's predecessor negotiating resource preservation, improvements, and safety issues at the Oneida facility. As part of this negotiation a graveled parking area with accessibility maintained (snow removal) was agreed upon. I am not aware if this is still occurring at this point in time or not, being a verbal agreement during the Delphi process. This is now the present site of the boater put-in parking area. Richard was also concerned about accessibility to this area, the Oneida power plant, by sedan. We agreed that the road would be passable by sedan April to October which was the proposed angler flow reduction to 500 cfs, 6am to 9am and again at 6pm to 9pm on holidays and weekends through these months contingent on in-flow. I presume this is where the recreational time frame of April to October emerged and requires change. Generally, the river flow is lower through the winter and allows full accessibility to the river by wading anglers.</p>	<p>Comment noted.</p>

**BEAR RIVER HYDROELECTRIC PROJECT
 RECREATION AND TRAFFIC SAFETY PLAN ECC COMMENT/RESPONSE MATRIX**

No.	Comment	Response/Action
21	The Black Canyon along with the Oneida power plant is a very popular location, for in-state and out-of-state anglers, for the dry fly fisherman, as well as anglers at Oneida stalking the walleye holed-up in the tail-race, during the winter months. I'm sure it is equally disheartening for the out-of-state angler as it is for local folks to have a day of fishing planned only to find out that the road is closed to the plant at the Red Point Campground relegating them to look for a unoccupied familiar site to fulfill their expectations for the day.	Comment noted.
22	The FCFGA solicits the ECC, in the public interest, and as an local entity utilizing the resources under the authority of the ECC, to implement our request within the Recreation and Traffic Safety Plan under review at the present time. This would provide recreational access to all of the resources through the year and throughout the term of the license. We feel this is a valid concern with quantitative benefits for recreationists utilizing the resources. We hope the accessibility issue will be discussed and incorporated within the Recreation and Traffic Safety Plan.	Per the Settlement Agreement, new FERC License, and RTSP, the Bear River Project area is open to public use year-round, though the developed recreation sites are only maintained during the recreation season (April 1 – October 31). Additionally, access to the Project area during the winter months is limited by snowfall, as only a limited number of roads are plowed in the winter.

SECTION 2: ECC COMMENT LETTERS

Comment Letters Received:

Greater Yellowstone Coalition	Email and attachment received December 3, 2004
U.S.D.I. Bureau of Land Management	Email and attachment received December 8, 2004
U.S.D.I. Fish and Wildlife Service	Email and attachment received December 3, 2004
Jeff Seamons	Letter dated November 18, 2004
Idaho Department of Fish and Game	Email and attachment received December 9, 2004
Franklin County Fish and Game Association	Letter date January 9, 2005

Greater Yellowstone Coalition

Email

From: Marv Hoyt [mailto:mhoyt@greateryellowstone.org]
Sent: Friday, December 03, 2004 3:05 PM
To: Garrett, Monte
Cc: Scott Christensen
Subject: Transportation-Recreation & Land Use plans

Monte,
Attached are GYC's comments on the two plans

Marv Hoyt
Idaho Director
Greater Yellowstone Coalition
162 North Woodruff Avenue
Idaho Falls, ID 83401-4335
Ph. (208)522-7927
FAX (208)522-1048

www.greateryellowstone.org

Attachment

GYC Comments on the ECC Review Draft Recreation and Traffic Safety Plan dated November 2004.

After a review of the Draft Recreation and Traffic Safety Plan we offer the following comments:

The plans and timeframes laid out in the draft plan appear to be appropriate and relevant to the Settlement Agreement requirements. GYC feels that the most important aspect of this plan is the monitoring that will take place at each site. As specified in Table 4.2-2, regular monitoring and evaluation of impacts to natural resources are an integral part of the plan over the long term. Trails, footpaths and OHV use spots in particular will require frequent monitoring, along with the surrounding natural areas. Regularly scheduled reports to both the ECC and FERC will allow the parties to assess current conditions and make necessary changes.

Overall, the draft plan does a good job of laying out the implementation and management policies of the recreation and traffic sites located within the PacifiCorp license area.

U.S. Bureau of Land Management

Email

From: Blaine_Newman@blm.gov [mailto:Blaine_Newman@blm.gov]
Sent: Wednesday, December 08, 2004 3:21 PM
To: Garrett, Monte; everett@edaw.com
Cc: blaine_newman@blm.gov; charliev@xmission.com;
Debbie_Mignogno@r1.fws.gov; Garrett, Monte;
hosborne@shoshonebannocktribes.com; jcapurso@fs.fed.us;
jenna@idahorivers.org; jmende@idfg.state.id.us;
lvanever@deq.state.id.us; mhoyt@greateryellowstone.org;
mlucachi@idpr.state.id.us; Pratt, Scott; susan_rosebrough@nps.gov
Subject: Comments on Rec/Traffic Plan

Monte/Chuck,

Attached are my comments on the Recreation and Traffic Safety Plan.

(See attached file: Recreation Plan Comments.doc)

Give me a call if you have any questions.

Thanks,
Blaine Newman
(208) 478-6356

Attachment

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Pocatello Field Office
4350 Cliffs Drive
Pocatello, Idaho 83204-2105
(208) 478-6340

In Reply Refer To:
8300

Memorandum

To: Monte Garrett, PacifiCorp
From: Blaine Newman, BLM - Pocatello Field Office
Subject: Comments on Recreation and Traffic Safety Plan & Land Management Plan

Recreation and Traffic Safety Plan

2.2 ECC Consultation, Last ½ of second paragraph. Remove existing description of a Special Recreation management Area (SRMA) and replace with the following:

SRMA's are BLM administrative units established to direct recreation program priorities, including the allocation of funding and personnel, to those public lands where a commitment has been made to provide specific recreation activity and experience opportunities on a sustained yield basis. This includes a long-term commitment to manage the physical, social, and managerial settings to sustain these activity and experience opportunities. Delineation is based on administrative/managerial criteria such as recreation values and uses, land tenure and use patterns, administrative efficiencies, resource values, and public concern. These areas usually require a high level of recreation investment and/or management. They include recreation sites, but recreation sites alone do not constitute a SRMA.

2.5 Issues and Assumptions

- Add to end of bullet #5
BLM would consider developing additional recreational facilities to accommodate increasing use.
- OHV's management is not addressed. BLM & PacifiCorp should both designate specific routes where motorized travel is allowed.

3.1 PacifiCorp and Agency Roles and Responsibilities

Who would have the lead for NEPA and other environmental and cultural resource compliance on the Oneida Project Road?

Table 4.2-1 Seasons of Operation of Project area recreation sites.

Change Maple Grove and Redpoint to April 1 – October 31.

4.5.1 Oneida Project Road

BLM is primarily concerned with section E & F. To date, the sections of road below the dam have provided safe access for passenger cars. Sections E & F need additional pull-outs and improved surface material (gravel)

Table 4.5-1. Oneida Project Road Inventory and Condition

Section F does not provide 2 vehicle width – additional pull-outs are needed.

Land Management and Buffer Zone Plans

No comments.

U.S. Fish and Wildlife Service

Email

From: Debbie Mignogno@r1.fws.gov [mailto:Debbie_Mignogno@r1.fws.gov]
Sent: Friday, December 03, 2004 5:19 PM
To: yazoo@xmission.com; Garrett, Monte
Cc: Blain Newman; Charlie Vincent; Deb Mignogno; Davies, Eve; Hunter Osborne; Jim Capurso; Jenna Borovansky; Jim Mende; Holt, Kelly; Lynn Van Every; Marv Hoyt; Mary Lucachick; Garrett, Monte; Pat Koelsch; Pratt, Scott; Susan Rosebrough; Scott Yates; Warren Colyer
Subject: Comments on Transportation Safety Plan

Monte et.al - I will be out of the office next week and have not had enough time to review the Transportation Safety Plan. If I have time when I return and before the ECC meeting I will put together formal comments. In the meantime, I do have concerns regarding maintenance of the Oneida Road and application of magnesium chloride. One of the pictures in the Plan showed the road with bare banks to the water. Is there anything that can be done to stabilize the banks/reduce sediment input to the river/lake? Also, attached is a summary of the methods used by the Salmon/Challis National Forest to minimize mag/cl input into streams. We found "not likely to adversely affect" listed aquatic species based upon the methods they use.

see you soon!

deb

Deb Mignogno
Supervisor, Eastern Idaho Field Office
4425 Burley Drive, Suite A
Chubbuck, ID 83204
208/237-6975x31
Fax 208/237-8213

Attachment

Application of Dust Palliatives on the Salmon-Challis National Forest

I. Overview

Approximately 60 miles of road are treated with dust palliatives on an annual basis on the Salmon-Challis National Forest. Project specific or onetime treatments may also occur on an as needed basis and are usually associated with timber haul, mining, fire suppression or other activities that generate a need for dust control. The treatments are implemented for the purposes of public safety, user comfort, resource protection and economic efficiencies associated with reduced maintenance (blading) and extended gravel life.

One of two products is generally used on any given segment of road. These products are chosen over other products because of their relatively low cost, low toxicity, ease of application and the ability to retain effectiveness through one or two maintenance cycles following application.

Most roads are treated with a 30-33% solution of Magnesium Chloride ($MgCl_2$) in water. $MgCl_2$ performs satisfactorily on most soil type found on the Forest, however, performance in porous soils is somewhat less than satisfactory due to leaching or rinsing of the salt from the uppermost portion of the road surface. To minimize the loss of salt that results from either leaching or rinsing, a second product, calcium ligninsulfonate (lignin) is added to the $MgCl_2$ at a blending rate of 20%. The adhesive qualities of the product help develop a cap of aggregate material that will shed water to some degree and reduce the loss of the salt product.

II. Application Practices

In order to optimize both the performance of the product and reduce associated environmental risk as well as cost, the Salmon-Challis National Forest has developed the following practices and application procedures.

- Good preparation is essential—best absorption occurs on newly bladed but moderately compact soils that have been well wetted at the time of application. Re-prepare the road if these conditions cannot be maintained.
- Apply the product at the minimum rate that will provide acceptable performance on the road. For most roads this will mean an initial application rate of approx. 0.5 gallon /square yard for either product. Follow up applications can take advantage of residual product and most often are reduced to a rate of approx. 0.35 gallon /square yard.
- Apply the product at less than the full road width. Usually, little if any traffic will use the road edges and resulting loss of surface material is not considered a problem. By leaving approximately two to four feet on either edge of a road untreated, a considerable savings in product is realized without adversely affecting the performance of the treatment. The untreated edges will also provide a small buffer in which many of the “drips, dribbles and runs” might be caught prior to the product leaving the road. Over time, the treated and untreated material will also be blended together resulting in some stabilization even on the untreated edges.
- Monitor absorption and adjust the number of passes required to apply the product to prevent excessive loss of product from the road surface. At low application rates on flat grades, it might be possible to spread the product in a single pass. Higher application rates, steeper grades or very tight soils may require two or more passes with absorption time between to keep the product on the road without excessive runoff.
- Out-slopes, in-slopes, and curve super-elevation can all cause the product to migrate away from the target location on the road. In general, if the road has one of these features product should be placed on the “high” side of the traffic pattern.

Jeff Seamons

DEC-09-2004 11:29 FROM:

TO: 912063439809

P. 2/3

Comments on Recreation/Traffic Safety Plan

Nov. 18, 2004

Monte,

Please review these comments and forward to Chuck.

There are areas in the Oneida canyon when substantial precipitation accumulates, especially in the spring of the year that recreational access is limited to one lane of traffic, or is blocked altogether at Red Point.

PacifiCorp will close the road at Red Point campground due to the mud holes that make the road unpassable, except to their vehicles during spring. I have been invited to leave the area at the power plant bridge while I was fishing by a PacifiCorp employee after traversing the road beyond the sign. Other times I was told that it was up to me, but if damage occurred to my vehicle they were not liable. The closure limits access to the boater put-in adjacent to the power plant and the Day Use area at the Oneida Reservoir to some people and not others.

The most vulnerable areas are above and below the Oneida power plant, a section just above Red Point, and at the boater take-out area midway within the canyon.

The section above the power plant is below the dam along the flow line in this lower elevation area of road.

The section below the power plant is at the cattle guard down stream approximately one half mile.

The section above Red Point is around the bend to the north ending approximately at Smith's corrals. This is usually during run-off in the spring.

The section at the boater take-out is usually limited to one lane during the spring.

The road along the reservoir is an accident waiting to happen wet or dry. It would require a monumental undertaking to widen the road and stabilize the hillside to allow timely and safe passage to Maple Grove campground.

Maple Grove campground can be accessed from three different approaches: 1. via US 36 through Mink Creek and onto Maple Grove road, a total of approx. 9 miles from the Oneida Narrows road intersection on US 36. 2. via US 34 to the Cleveland bridge and then south along the river to the campground. 3. and of course via the canyon. May I submit this for review. To reduce traffic within the canyon and around the narrow reservoir road utilize the State highways to access Maple Grove for campers, trailers, and boaters traveling to the Maple Grove facilities. The time element using these alternate routes would be about the same as creeping along the river through the canyon and then around the reservoir.

US 36 would be the quickest route, and has a steep decent into the canyon. Upon reaching the bottom and intersecting the reservoir road that comes from US 34 there is a less hazardous road to the camp. Road etiquette requires up-hill traffic to yield or back away allowing the down-hill vehicle passage.

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DEC-09-2004 11:29 FROM:

TO: 912063439809

P. 3/3

Using US 36 would pull traffic toward Red Point and Maple Grove and allow signs to be placed to inform campers of the Maple Grove exit 9 miles with vacancy status before the Oneida Narrows Red Point Campground and Oneida Reservoir Day Use Area turn and, at the Maple Grove road turn-off for individuals driving from the north, or those that missed the sign before the Oneida turn-off. The campground host could probably make the trip to the Oneida turn-off and back to the campground in the same amount of time, or less, than traversing the reservoir road to and from the power plant to post the sign at the turn-around loop. At the exit of Maple Grove camp a sign could direct campers north past the intersection they entered and back along the river to join US 34. This would allow an easier pull for the vehicle rather than retracing their path to US 36.

The turn-around loop could be utilized by campers whose destination was Maple Grove, but were diverted to Red Point and dispersed camping within the canyon and didn't find a camping spot. A sign could also be posted at this point alerting individuals that overnight camping and boating at Maple Grove cannot be accessed from this point – turn around here. This may help mitigate concerns of widening the road due to RV's, campers, towed trailers or boaters using this solely for primary access to Maple Grove. Usually after people arrival an alternate form of transportation is used that isn't so cumbersome for them to maneuver on the roads. Explicit signing could then be posted warning of the potential hazards to pick-ups or automobiles along with the restrictions and use of the road while prohibiting use by the RV's, etc... between the Day-use area and Maple Grove. On the Maple Grove side the same would hold true for the Day-use area, that it could not be accessed by RV's, campers, towed trailers or boats – turn around here. This sounds complicated, but signs are a whole bunch cheaper than moving dirt. There may also require some bush-wacking along the Maple Grove road, too.

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A potential problem exists downstream from the boater take-out at the proposed dam-site with the pipe casing in the middle of the river. The casing has started to rust and has the potential to lacerate an individual or, of getting hung-up if the pipe is grabbed and a section gives way and their finger is caught inside the pipe. I know of a person that this has happened to. With that flow it may be difficult for the individual to free themselves. In addition, if the pipe is just covered by the water a potential for capsize may occur.

Thank you for the opportunity to provide additional comment.

Jeff Seamons
Franklin County Fish and Game Association
208-852-0430 Work
208-852-3824 Home
diannejeff@pcu.net

Idaho Department of Fish and Game

Email

From: Mende, Jim [mailto:jmende@IDFG.STATE.ID.US]

Sent: Thursday, December 09, 2004 10:11 PM

To: charliev@xmission.com; debbie_mignogno@fws.gov; Davies, Eve;
gmladenk@deq.state.id.us; Grunder, Scott; Hunter Osborne
(hosborne@shosonebannacktribes.com); jcapurso@fs.fed.us; jenna@idahorivers.org;
jtgangemi@centurytel.net; lvanever@deq.state.id.us; gyc@greateryellowstone.org;
mlucachi@idpr.state.id.us; Miriam Hngentobler (E-mail); Garrett, Monte; Newman, Blaine;
patrick_koelsch@blm.gov; Pratt, Scott; syates@tu.org; skammerdiener@swca.com; Warren
Coyler

Cc: Pitman, Dexter; Grunder, Scott; Scully, Richard; Teuscher, David; Krause, Jenny;
Maeder, Thomas; Rose, Dean; Wackenhut, Paul; Zazweta, Alvaro

Subject: comments

Monte:

If I have this right you need our comments on Drafts of:

1. Operation and Compliance Plan, November 5, 2004,
2. Land Management & Buffer Zone Plans, November 2004.
3. Recreation and Traffic safety Plan, November 2004,

I have no comments on numbers 1 & 2, at this time.

I have attached in outline form Wildlife Habitat staff comments concerning the Recreation and Traffic Safety Plan.

JIM

Jim Mende
Environmental Staff Biologist
Idaho Department of Fish and Game
Southeast Region
1345 Barton Road
Pocatello, Idaho 83204

208-232-4703 phone
208-233-6430 fax
208-251-6186 cell

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Attachment

1. **Second Bridge** - request this road be plowed throughout the winter thereby providing road access to an additional icefishing area on Alexander Reservoir.

- a. Alexander Reservoir is listed as 1 of 4 Family Fishing Waters for 7 counties of SE Idaho (IDFG Region 5)
- b. Alexander Reservoir was stocked with 10,000 catchable rainbow trout in September, 2004. IDFG will continue to stock fish in this reservoir. Both, trout and yellow perch are caught by fishermen through the ice
- c. IDFG would add Sportsman Access Signage off State Highway 30 for Soda Powerhouse Day Use Area, Second Bridge and Oregon Trail Park and Marina. These sites would be added to the statewide Sportsman Access Guidebook.
- d. The Second Bridge area of Alexander Reservoir
 - i. This area of the reservoir has increased depth and rock substrate providing better winter habitat for fish,
 - ii. In contrast, to the upper end of the reservoir (Oregon Trail Area) has more sediment and the associated poor water clarity making it less likely to hold fish.
- e. The road to Soda Power Day Use Area is currently plowed and Second Bridge Road is about ¾ mile down US 30.

2. Black Canyon Take-Out – modify/upgrade area facilities to create an ADA accessible fishing area.

- a. This site is heavily used by people fishing throughout the summer,
- b. There is currently a new buck and rail fence around the north, west and south sides of the parking area. There is a walk through in the current fence to get to the river. The gate is locked and is used for the fish stocking truck,
- c. There should also be fence along the east side of the parking lot with a cattle guard, preferably at the top of the hill,
- d. In making this site fully ADA accessible, the ADA parking spaces should be moved closer to the walking path. There must be a hard packed trail from the ADA parking spaces to the portable ADA restroom and to the water.
- e. This would be an excellent opportunity for either putting in an ADA accessible fishing pier or doing some minor revisions to the footbridge (at this time, we are unclear as to which option would be best) including:
 - i. A hard-packed surface from the parking area to the bridge,
 - ii. Smooth transition from the path to the bridge and a smooth transition from bridge to land on the west side,
 - iii. Replacing the boards and having them cover the entire surface of the base of the bridge,
 - iv. Putting railing along the sides of the bridge, preferably 34" or less in height,
 - v. These last few steps are not absolutely necessary for ADAAG Compliance, but would make this the second accessible fishing area in the 7 counties of SE Idaho.

Franklin County Fish and Game Association

To: Environmental Coordination Committee Members

From: Franklin County Fish and Game Association

Re: Access to Recreational Facilities

Date: January 9, 2005

The Franklin County Fish and Game Association (FCFGA) is concerned about year-round access to recreational facilities and resources within the Oneida and Black Canyon reaches. The New License Agreement has prioritized recreational access through Article 427 pursuant to 18 C.F.R. § 2.7 (2003), to ensure recreational purposes and access in and for the public interest within the Hydroelectric Project Boundary. Being the term of the license is for 30 years, adequate measures should be implemented to provide year-round access to the resources adjacent to each of the Development facilities through the term of the license.

FCFGA would like to point out that the Bear River is the only river in the area that is open during the winter to angling. Furthermore, in a IDFG personal communication from Richard Scully referencing a creel survey completed by David Teucher between April and October 2003 concluded, "there were 3.4 times as many angling hours per mile in the upper section (Oneida dam to the siphon at the mouth of the Canyon) than in the lower section (siphon to Highway 91 bridge). Also, a higher percentage of anglers in the upper section (53 %) were Idaho residents than in the lower section (38 %). Almost all the fishing effort (98 %) in the upper section was from bank anglers because there is public access, including a road, along this section. Because of this abundant access, fishing effort was relatively uniform in distribution throughout the upper section". In light of the data collected a conclusion could be drawn to the importance of year-round recreational access. Keep in mind angling is not the only resource draw to these areas during the November through March period, either.

The access roads to these areas are well developed traversable routes capable of supporting year-round travel to each of the facilities. Some augmentation may need to occur to the road to provide year-round passage to all recreational resources. Access for each Development's operations is maintained to, or adjacent to, all developed recreational sites utilized during the November through March time period. As part of the operations maintenance we would request that the Oneida day use and boater put-in parking areas remain accessible year-round, as well as the Black Canyon put-in and take-out parking areas. With the implementation of a minimum flow to the upper reach of the Black Canyon, angler access is requisite to utilize this improvement year-round, also. We are not pursuing year-round access to Maple Grove campground. This is completely out of the scope of operations maintenance and an unrealistic request.

During the Delphi process Richard Scully and I met with Kelly Holt's predecessor negotiating resource preservation, improvements, and safety issues at the Oneida facility. As part of this negotiation a graveled parking area with accessibility maintained (snow removal) was agreed upon. I am not aware if this is still occurring at this point in time or not, being a verbal agreement during the Delphi process. This is now the present site of the boater put-in parking area. Richard was also concerned about accessibility to this area, the Oneida power plant, by sedan. We agreed that the road would be passable by sedan April to October which was the proposed angler flow reduction to 500 cfs, 6am to 9am and again at 6pm to 9pm on holidays and weekends through these months contingent on in-flow. I presume this is where the recreational time frame of April to October emerged and requires change. Generally, the river flow is lower through the winter and allows full accessibility to the river by wading anglers.

The Black Canyon along with the Oneida power plant is a very popular location, for in-state and out-of-state anglers, for the dry fly fisherman, as well as anglers at Oneida stalking the walleye holed-up in the

tail-race, during the winter months. I'm sure it is equally disheartening for the out-of-state angler as it is for local folks to have a day of fishing planned only to find out that the road is closed to the plant at the Red Point Campground relegating them to look for a unoccupied familiar site to fulfill their expectations for the day.

The FCFGA solicits the ECC, in the public interest, and as an local entity utilizing the resources under the authority of the ECC, to implement our request within the Recreation and Traffic Safety Plan under review at the present time. This would provide recreational access to all of the resources through the year and throughout the term of the license. We feel this is a valid concern with quantitative benefits for recreationists utilizing the resources. We hope the accessibility issue will be discussed and incorporated within the Recreation and Traffic Safety Plan.

Respectfully submitted,

Jeff Seamons, Director
Rodney Pearce, President