

SALUDA HYDROELECTRIC PROJECT RELICENSING

FERC PROJECT NO. 516

Joint Agency and Public Meeting

QUARTERLY PUBLIC MEETING

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**PUBLIC MEETING:**

**MR. ALAN STUART:** Well, I think we can go ahead and get started, doesn't look like any other individuals were planning to show up. I see most familiar faces in here, I see a couple of new faces. For those that don't know me, I am Alan Stuart, I am with Kleinschmidt Associates. I would like to welcome you to our Second Quarterly Public Meeting this year. Tonight we have a relatively short Agenda. The primary focus for tonight's meeting will be Dave Anderson will give a presentation on the Recreational Use Study that we performed this past Spring. So, I am going to turn it over to Dave right now and let him go ahead and get started on the presentation. If you have questions, please ask. He has allotted some time at the end for questions, but I am sure he will answer any as he goes through the presentation. So, Dave, if you would.

One last thing. If you do have questions, we have a mike that Alison will be walking around with. It is a dead mike except for George up there; so, please state your name and who you represent. If you are a private citizen, just say, "I represent myself as a private citizen," or something like that.

**MR. DAVE ANDERSON:** Good evening. Like Alan said, I am Dave Anderson for those of you that don't know me. But I don't know how many people there are in the room that I don't know. I am here to talk to y'all a little bit tonight about the Recreation Assessment Study. If this is the first meeting that you have been to, I will fill you in a little bit here at the beginning of the presentation

on why we did what we did, and then exactly what we did. And then I have most of the results presented here; the report that these are drawn from will be available on the Hydro Relicensing website probably sometime next week.

To refresh your memories, or to let you know the Purpose of the Study, first was to characterize existing recreational use of SCE&G's recreation sites at the project. This was accomplished by an identification of recreation points, an inventory of the services and facilities offered at each site and a general condition of each site, including American With Disabilities Act compliance, or ADA. And then we identified the patterns of use of each site; figured out how many people were using it, when they were using it. Also, the second goal was to identify future recreational needs related to these sites at the project. That was accomplished by estimating future use; identifying user needs and preferences, including perceptions of crowding at the sites and identification of any future needs that came out of the results, whether the sites needed to be upgraded or additional facilities offered.

There were 15 sites on the Lake included in the study. All of these are SCE&G owned. One of them is managed by the State, Dreher Island State Park. Just to give you an idea of where these sites are located in case you are not familiar with them, we go all the way from Kempson and Higgins Bridge up here on the Upper Saluda River down to the Dam site, Park site, which are located right up here at the Saluda Dam.

We also included 5 sites on the Lower Saluda River, including Saluda Shoals Park - where we are, Metts Landing which is right across the River from Saluda Shoals boat ramp is, Gardendale, and also Mill Race which are the sites down by River Banks Zoo. And I will have the map of them here in a second. But I do want to point out that Mill Race, the A and B sites - and I will show you which sites those are - are outside of the project boundary. And in FERC language that means that they are treated a little bit differently. There are certainly project related impacts in that area so we included them in our study; but since they are outside the project boundary the results from those sites are presented a little bit differently and separated out from the sites within the project boundary. Just to give you a little bit of perspective, here is Saluda Shoals Park, and Metts Landing right across the River. Gardendale, it's a little, I want to say, unimproved site; but there is a parking lot, it's a more of a small boat throw in area. And then Mill Race: Mill Race A is what we are calling the area around Mill Race Rapids, I guess on the western side of the Zoo parking lot. These are accessed by people by going into the Zoo parking lot. And then Mill Race B, which is around the Shandon Rapids area.

I will briefly run through the methods that we used. The inventories I was talking about were completed in May of 2006. We collected information on the types of activity support at each site, the parking capacity which basically means the number of parking spaces, and in the case of gravel parking lots we would estimate the number of spaces available using one of our engineers

within our company who did that for us. And then the type and number and size of the facilities. That means number of bathrooms, number of picnic tables, grills. After the inventory, beginning on May 27th, we also conducted vehicle counts. And those ran from May 27th, which was Memorial Day last year, through September 30th. We did thirty days per site which included thirteen weekdays, fourteen weekend days, and three holidays - Memorial Day, July 4th, and Labor Day. Each day was divided into either an A.M. or a P.M. shift; each shift lasted for six and a half hours. So, we got out there at 7:00 o'clock in the morning and stayed out there possibly til 7:00 o'clock at night if there was a P.M. shift. Along with those vehicle counts while our people were out there, we also conducted exit interviews. The Technical Working Committee that was performing the study, or approved the study plan, designed a questionnaire; and we asked people if they were exiting the parks how many people were in their party, how long they stayed at the site, what they did, if there was any improvements they would like to see. We had a target of 100 completed surveys per site, which would have meant we would have collected about 2,000 in total. We ended up with about 1,611 usable surveys. The reason we didn't reach our target in most cases was because of inclement weather. If the weather was too bad that day we didn't force our recreation clerks to stay out there, for safety reasons.

Some of the sites didn't receive enough use to collect 100 surveys at that site. An example of that would be Rocky Point on the Lake. And then we had 4 possible interviews where the person did not speak English; 12 minors, meaning they were under 18 years

of age; and then 125 refusals, people saying they didn't want to do it. The questionnaire was designed to collect user characteristics, age, where they came from, type of recreation they participated in, and also perceptions of crowdedness. And on Lake Murray that also included on-the-water crowdedness.

On the River we also included a series of questions about the warning system that SCE&G has in place; either sirens or flashing lights, or a combination of both. There is one right across the River here at Metts Landing, and then several down around the Mill Race areas, which are designed to warn people of rising water. We also conducted a focus group with water fowl hunters. The reason we did this is because that's an activity that typically takes place outside of the summer season when we were out there, and also because it's a dangerous activity; we don't usually like to send our clerks up to people with guns and start asking them questions. We also considered other secondary data sources, including the South Carolina Statewide Comprehensive Outdoor Recreation Plan, the Lower Saluda River Corridor Plan, the Three Rivers Greenway Plan, a survey conducted by the Lake Murray Association of their members. All of those were considered as we went through our results.

Something I wanted to get a little bit more specific about is how we estimated current use. We know the number of vehicles that were entering the sites for each shift, either an A.M. or a P.M. shift, remember. From the questionnaire we got the number of people in the vehicle. We also know the number of day types, whether it's how many week days, how many weekend days, and how

many holidays there were in that study period from May 27th to September 30th. So, say an average of 200 cars entered the sites per shift on this example, on a weekend day. So, out of however many weekend days we were at that site, 14 was our target; an average of 200 cars entered that site during those shifts. An average of 2 people per car; we'd multiply that by 2 because there is two shifts per day. And then times 31, there were 31 weekend days from the period from May 27th to September 30th. So, that would mean roughly that there is about 2,400 and some change; 2,400 recreation days. And I will explain what that is in a minute, at that particular site on weekends.

Now to get a little into the results. From the inventory, we found out or recorded that in total the sites have 2 swimming areas available, 15 boat launches, 6 fishing piers, and 1 campground. You can see some of the more developed sites here just by going across the rows, like the Dam site has boat launch, fishing piers, picnic tables, restrooms; Park site with picnic tables, restrooms and a swimming area, all the way down to the less developed site, Shull Island is simply a boat launch, no other facilities available there. Same with Higgins Bridge. Kempson Bridge does have a fishing pier. In total, there were 9 sites that had restroom facilities available, and 12 sites that had picnic tables. And again, something that stands out here, Dreher Island, the largest park on the reservoir, 348 acres, lots of facilities available: boat launches, picnic tables, camp sites, restrooms, swimming areas. On the River, of course, the most developed site Saluda Shoals with a boat launch, fishing piers,



picnic tables, restrooms, things that we didn't have on our inventory list; but, you know, splash park, dog park. Metts Landing, simply a boat launch. Gardendale, simply a boat launch. And then the two Mill Race sites are informal sites, there is really no facilities at those sites other than people park there and access the River.

For the Lake, most of the site users were male, about 85% were male. Average age was 45. 79% of the users did not own shoreline property around Lake Murray. And 54% responded that they chose that site because it's close to their house. So, they are looking for something fairly convenient. Other reasons the people chose the site include word of mouth, they heard it was less crowded, and the available facilities. Like you saw, there is only a few places on the Lake that have a swimming beach available. So that was like a popular park site, that's one of the main swimming areas on the Lake. As far as on the water recreation, most people tended to stay around the place where they launched. The most popular area of the Lake was the western portion around Sunset, River Bend, and Murray Shores. And the most given reason for why they went to that particular area of the Lake was good fishing. That's what they told us.

On the River, again, most of the patrons were males, about 74% male. Average age was 38 on the River. And then that was slightly younger at the Mill Race sites, the average age was slightly younger. 98% did not own shoreline property. And only 30% chose the site because of the location, which is significantly less than said on the Lake. Other reasons given for choosing the

location on the River include familiarity with the sites, curiosity about the site, event attendance, and I would imagine that's mainly driven by Saluda Shoals. Saluda Shoals hosts a number of events throughout the year. Facilities available, and in some cases the lack of facilities available. We heard that at the Mill Race sites; people enjoyed it not being developed, they were going for that aspect of it. And then we heard a popular reason for choosing Mill Race A was the white water opportunities available at that site.

As far as total use, these are presented in something called a "Recreation Day". And that is what FERC likes their information in. What a "Recreation Day" is, is each visit by a person to a development for recreational purposes during any portion of a twenty-four hour period. So we don't really say that this is, you know, a full day, somebody is out there a full day, even though it's called a "Recreation Day". It's just simply a visit, the visit could have lasted five minutes up to whatever, twenty four hours. But that is each individual visit to a site. Also, I do want to point out here, if you remember --- although these estimates for May look low compared to the other months, you need to remember that we only sampled three days in May, and that was pretty much a holiday weekend, Memorial Day. So these "use" estimates for May are more than likely higher than what's reported here if we were to sample the whole month. And I will talk a little bit more about that. We are going to try to get that information through a different sort of study. In total, there were 443,000 recreation days within the project boundary. And

remember that does not include the Mill Race sites; including Mill Race --- well, Mill Race had about 45,000 recreation days between those two sites. Most of the use occurs on holidays, about 45% of all use occurs on holidays; 38% on weekends; and only about 17% on week days.

As far as by sites on the Lake, you can see that the largest proportion of use occurs at Dreher Island State Park. It had about 79,000 recreation days just at that site. The second most used site, I believe, is this one right here, Bundrick Island. For those of you who are not familiar with that site, what makes that kind of stand out is it's not accessible by road. It's simply, people drive up in their boats, pull up, there is a beach available there; no facilities as far as trash cans or restrooms. But people like to go there and hang out in their boats, or get out of their boats and go swimming. And that was about 65,000 recreation days at that site. The least used sites down in here, were Rocky Point which had 230 recreation days; Higgins Bridge, about 2,000; and Kempson Bridge, about 3,800. And Kempson and Higgins are those sites on the Upper Saluda River.

On the Lake, the primary activity by far was fishing; it accounted for about 51% of all use. And I divided these up into water based versus land based activities. And even though this is 100% pie, or whatever, when you look at them together, water based activities accounted for about 80% of all use at Lake Murray. And then land based activities were about 20% of all use. Use varied by site, according to the facilities offered. Swimming was a more popular activity at the Park site.

There is not a boat launch there, there is a swimming beach. The Dam site was a good fishing site.

And then up around at Higgins and Kempson's Bridge, there are boat launches there, but that was more of a canoeing type activity, on the water activity. But just to point out that according to what site you are at, the proportion of activities participated in change. Primary land based activities, which is that one. Remember here that even though this is 100% pie, this is only about 20% of all activity on the Lake. Camping, picnicking, and sight seeing accounted for about 4% each of total use. And then the other category also accounted for about 4% of total use; and the other includes the most popular reasons. We asked people what they meant by that; and were socializing, or rest and relaxation.

On the River, there was about 172,000 recreation days; a lot of it taking place at Saluda Shoals. Saluda Shoals accounted for about 100,000 of those recreation days. And then in second place, or the second most use spot, was Mill Race B; it accounted for about 28,000 recreation days. The least used was Gardendale; it had about 8,700 recreation days. On the River, the division between water based and land based activities was nearly equal; 51% of all use was water based, about 49% was land based. Bank or boat fishing was the most popular water based activity; it accounted for about 21% of all use. In descending order, we had flat water canoeing, or kyaking, and then white water canoeing or kyaking. The white water canoeing and kyaking, although it was the third most popular water based activity, it was lower than the

most popular land based activity, which was recorded as sight seeing. And we are thinking that this is probably attributable to the heavy use at Saluda Shoals. And it also may depend on how our clerks recorded something when somebody said they went bird watching, even though I think that was a category on our questionnaire. But that could have been one of those categories that our clerks were kind of lumping things into. There are more water based activities on the weekends and holidays compared to week days. So, that's in a nutshell what's out there right now. And we all know that's likely to change over the course of a new license here.

What we did to estimate future demand for recreation at the project was we took our current use estimates and projected them to the year 2030, using populations projections provided by the State. These were population projections just for the four Counties around the project. I believe that it was about a 24% increase from 2006, an estimated 24% increase from 2006 to 2030; which means that total use at the project could be about 600,000 recreation days by the year 2030. That would be an increase in recreation days by about 75,000 on the Lake, and about 30,000 on the River. One of the reasons I say "could" here is because projecting any sort of use out in the future has its inherent flaws in it. It's kind of hard to predict the future unless you are Chloe from Jamaica, I guess. There are things happening, especially on the River, that we just don't know how they are going to affect recreation; this includes the Three Rivers Greenway. That could not only affect the total amount of use on

the River but it could also affect the types of activities that people participate in. Other things would include like the Lower Saluda River Corridor Plan. If we put additional facilities in an area, that would certainly increase use at the project. And then there may be some technologies that we don't know about, you know. The next big fad means that that many more people are coming to participate in whatever, either on the River or at the Lake. So that's our best guess right now is about 600,000 recreation days over the next 30 years.

So what does that kind of mean we need to do? If you remember, we asked about condition ratings and crowdedness ratings at the sites we were at, as well as calculated if the site was being used within its design capacity. And what that simply means is, "Are there too many cars in the parking lot for the number of parking spaces available?" On the Lake four sites were regularly used within their design capacities; these were the Dam site, Park site, Rocky Point, and Dreher Island, which meant that on average they had less than 75% of their capacity at any given time. Three sites were approaching capacity: River Bend, Higgins Bridge, and Kempson's Bridge. These sites were somewhere between 75% and 99% of their capacity. And then the other 7 sites regularly met or exceeded their capacity, which means that on average about 99% of the time there were too many cars for the parking lot. Besides not enough parking spaces being available, some other reasons might include that remember we estimated the number of parking spaces available for gravel parking lots, we did have a civil engineer; we would give him the dimensions of the gravel area in

square feet. I suppose there is some sort of formula used to estimate the optimum number of parking spaces; and that would include cars with trailers, if a site had a boat launch or just cars, if it did not have a boat launch. Some parking probably occurs in areas that we did not consider parking areas. People park in the grass, or on the side of the road. And then we probably also --- or, know we included drive-throughs. I know when I was a teenager, I lived in this little beach community, and people from the other towns would come and drive through the strip. In this case people probably drive through some of these recreation sites, just cruising. We would have counted them even though they had no intent of trying to stop and park. On the whole, though, most of the users of the recreation sites did not feel that the sites were overly crowded. Two exceptions are probably Larry Koon and Shull Island, which are these black and gray spikes here. They were what we are calling moderate to heavily - at least perceived - crowding, regardless of day type. And we did measure this. Let me point out the ones light, you know, we would ask them, "How crowded do you feel the site was today?" And say, one light, three moderate, five heavy. And they would indicate the one, two, three, four, five. So, we calling these kind of moderate to heavy crowded. And then when you look at just holidays, there are a couple other sites where there was more of a perception of crowding, including at the Dam site, Murray Shores, River Bend, Kempson Bridge, and Sunset. These were rated moderate to heavy on holidays.

On Lake Murray we also asked questions about on the water

crowding. When we stopped them, asked them the questions, we showed them a map of Lake Murray. And it was divided up into these 12 segments. We asked them where they went on the water that day, and also what they perceived the level of crowding to be in that area on that particular day. Again, it was measured on the same scale from 1 to 5. On week days, which is what we are looking at here, really the entire Lake was recorded with light crowding with the exception here of Segment 5, and that was a moderate to heavy. And our thinking here, and the probable reasons, are because Larry Koon and Shull Island are right here, and Dreher Island is right here. Again, those were three of the most heavily used sites on the Lake. So, it's not surprising that that area of water is crowded. And just something I like to do, as I scroll through these slides, you know, they are all centered in the same spot. So, it is kind of interesting to look at the changes in the pink tones, as you go from --- these are week days to weekends, to holidays. So, keep an eye out for that. On weekends Segments 11 and 12 are still perceived to have kind of light crowding conditions. Segments 2, 3, 4, 8, 9 and 10 were light to moderates. And then 1, 5, 6 and 7 were moderate to heavy. And again, 5, 6 and 7 is this area right around Larry Koon, Shull Island, and Dreher Island. So, on weekends obviously the Lake is used more; and we have seen that in some other work that we are doing with boat counts. On holidays, only Segments 2 and 12 were rated to have light crowding. Segments 3, 6, 7, 9 and 11 were light to moderates. And then 1, 4, 5, 8 and 10 moderate to heavy. And you will notice that Segment 5 did not change regardless of day type.



It was consistently rated the most crowded, either on week days, weekends, or holidays. And again, you know, you've got these popular sites here; but also, you know, you kind of notice the Lake becomes a little bit constricted at that point, there is less water available within that Segment.

On the River, the sites were light to moderate crowding, regardless of day type. All of the sites --- only Saluda Shoals was used within its designed capacity regardless of day type. The other sites were used at or above capacity on weekends; so, on weekends you possibly have some capacity issues in the parking areas at the sites on the River. Metts Landing and Mill Race A also approached capacity on holidays. Crowding issues was not as heavy on the River; there is some increase in crowding conditions on weekends and holidays, but it's still in the light to moderate range. So, the perception of crowding is not as great on the River, at least at the recreation sites. We also asked people to rate the condition of the site they were at on the day that we interviewed them. This was on a scale, again, from 1 to 5, where 1 was "poor" and 5 was "excellent". And you can see that overall most of the sites were rated "good" to "excellent", regardless of day type. There is kind of one little bump here; on week days Park site was rated at least below the median here of 3. Higgins Bridge also, which color is that --- the purple. Higgins Bridge was also rated --- or, at least perceived relatively low ratings compared to the other sites, regardless of day type.

As part of this series of questions, you know, we asked them, "How do you rate the condition of the site," we also asked them

how they would improve the sites, if any of the sites needed additional facilities. And on the Lake about half of all the respondents indicated that the site they were at needed additional facilities. Of those that said that, "Yes, they do need additional facilities," restrooms were the most reported additional facility needed; and that was about 30% of the times people said a site needed a restroom. Other improvements that were commonly mentioned include picnic facilities, lighting, parking lot improvements, and trash cans. On the River, again, overall sites were rated in average to above average condition. Saluda Shoals and Metts Landing were consistently rated the highest; those are the two most developed sites on the River. And then Mill Race A and B kind of surprisingly consistently received an average rating, even though those are undeveloped sites, there are simply no amenities available at them. On the River about 40% of all respondents indicated that the site needed additional facilities. And again, out of those people that said, "Yes," restrooms were the most identified at about 33%; and trash cans were the second most identified amenity needed.

As I mentioned, on the River we also asked a series of questions about knowledge of the warning system and people's reaction to it. The majority of the people we asked were aware of the warning system. One exception here, even it's a majority over 50% was Saluda Shoals. Reasoning, we think, this is probably happening here, you remember we were conducting exit interviews; and the exit of Saluda Shoals is right over here. So we probably got a lot of people that didn't even approach the River; either

they were coming to an event. One of the buildings here, doing the dog park, splash park. So that's not as surprising that at Saluda Shoals people aren't hearing the sirens because a lot of people don't go around the River. Almost all the people that knew of the warning system knew what it was for. They knew it was to warn of either a release from the Dam or that the water was rising at the site they were at. Most of the people we asked that were aware of the system had not heard the sirens at the site they were at; with the exception of Mill Race A, most of the people there had heard the siren. Even though most of the people were aware of the sirens, most of the people knew what they were for, it was kind of surprising that only about 60% of those people reacted appropriately to the sirens. They got out of the water. So that leaves about 40% of the people that kind of indicated to us that they either --- well, mainly that they just stayed, they kept doing what they were doing when the siren went off. So, probably not surprising to some people, but at least it kind of confirms our suspicion that's most people's intentions when they hear the siren.

That kind of raps up the results from the report. And like I said, this is --- I know I kind of breezed through them, but there is a lot of information here, a lot of good information. Something that I do want to point out though is that, you know, what did I say, about 400,000 and something recreation days; and somebody pointed out this morning that's only recreation occurring from SCE&G, the public recreation sites. There is use occurring from private shoreline residencies; from private clubs, or

marinas; and also, from commercial marinas. So, this is kind of one piece of the puzzle that we needed as we move forward with the recreation plan. Which kind of brings us to where are we going from here?

We completed the recreation assessment report; and like I said, the entire report will be available on the website probably sometime next week. It has pages and pages of tables of the results. The report also includes the questionnaires, so you can see what questions we asked. It has the specific results from the Water Fowl Hunter Focus Group. And then it gets into the details of what activities were more popular at what site. And also, draws a few conclusions on things that probably need to be done. So, this report is done.

The Recreation Management TWC, which is working on the draft recreation plan, also approved a boat density study, a boat density study plan. That draft report has been issued to the TWC; they are in their comment period right now, I think I've got about two weeks left to get any comments in on the boat density report.

And then we are completing what we are calling a Spring Use Addendum. When we issued this draft recreation report to the TWC, we got a lot of comments back; and a lot of the comments had to do that we missed a lot of use that occurs in the Springtime, especially on the River. So what we have done is designed an add-on study, if you will, to collect opinions and preferences from some groups that people thought we missed including wading anglers, white water paddlers, and student use that mostly occurs down at Mill Race. So with these three studies that are done as

part of the relicensing process, as well as the initial consultation document which in case you have forgotten was the big report that was first issued when SCE&G kicked this thing off. It has a lot of information on recreation occurring around the project and in the vicinity of the project. And it also includes the number of private and commercial marinas around the Lake; and also, the informal sites and their locations. So, with all of this information and what I am calling "other", which is kind of the people on the TWC representing the interests that they are there to represent, and also any issues that have been brought forth through the relicensing process. All of that will be considered, kind of blended together by the TWC; and we'll come up with a draft recreation plan by the end of the year, which we'll then kind of turn over to the Recreation Resource Conservation Group; and it will get included in the draft license application, and the final license application next year.

For those of you that have seen a couple of my update presentations at a couple of the last public meetings, this may look familiar to you. This is kind of the process diagram that we are following to get to the draft recreation plan. Consists of 4 Steps. We are finishing up Step 2 now, we have kind of established our base line condition. We have a pretty good idea of what's occurring out there right now, and what is likely to occur in the future. So, we are going to move into Step 3 here within the next couple of months, where we will determine what is needed and when. And like I said, the report kind of points out some improvements that could take place at some sites. And then we also have a

number of additional facilities that have been asked for by some of the State agencies and by some of the other stakeholders for us to consider. There is a number of kind of questions that go along with this step. And I believe this document is available on the website if you look for the Recreation RCG working documents, I believe it's on there. There is a number of questions that are kind of keeping us on track; as long as we answer the questions, it means that after the questions are answered we will have everything we need for the draft recreation plan. This includes ideas for better or different access. And these are things that have been brought up within the Recreation RCG, either in response to the initial consultation document or just through our stakeholder meetings, people talking about these things. That includes some consideration of completing the Lower Saluda Corridor Plan and update. I think the PRT has asked for a state park on the south side of the reservoir. The Department of Natural Resources has asked for a multi-lane boating facility that can host the large fishing tournaments. We have been asked to improve the boat ramp, either at Gardendale or provide some sort of trailer launch in that section of the River, but above the Mill Race rapids. And something else I forgot to put on here, is we have been asked to put a take out above Mill Race rapids as a safety consideration for those people that are floating down the River. Once you get to Mill Race, that's really the first big rapids you get to; and if you don't feel comfortable going through it, providing some sort of emergency exit, if you will. We will get into potential facility enhancements in our upgrades. I

didn't mention it, but most of the sites with the exception of Saluda Shoals and Dreher island, most of the facilities at the sites are not ADA compliant either because of gaps between the fishing piers, or restrooms are not ADA compliant.

And then we will take a look at what people told us in the questionnaire that they wanted, additional restrooms, things of that nature. Potential new facilities, or other management actions. A lot of what we heard is, "Try to improve the aesthetics of the site. Pick up the trash more often. Cut the grass more often." Things like that. And then we will establish our priorities. You know, what do we want to happen within the first year of license issuance? What's most important to the members of the TWC? And then we will establish some sort of schedule going out for the next five to ten years. You know, here's what we'll plan for happening during 2010, and here's what should have happened in that timeframe. So, with that I will take any questions that people may have, which means I get to move around.

**(No response)**

**MR. ANDERSON:** No questions.

**MR. STUART:** Thanks, Dave. What I wanted to do now is just touch on some of the major milestones, events that are going to occur between now and the next Quarterly Public Meeting, which we did establish a date for that, is going to be July 19th. So, one thing we will be doing is conducting what is called an IFIM study on the Lower Saluda River. What IFIM stands for is Instream Flow Incremental Methodology. It's a habit fisheries, habitat based study that will assess various flows to determine the increases in

fish habitat. One thing that I do want to point out, especially for the River users --- Charlene, and we hope you guys can help us out. We will be stretching kevlar lines across the River. We have to take depth and velocity measurements, and do substrate analysis in small cells. They will be manned, but what we are going to have is some press releases. And if you can get the word out to, you know, any of your folks we certainly would appreciate it. We don't want somebody to get hurt.

**UNIDENTIFIED:** Will they mark them?

**MR. STUART:** They will have flagging on them. But again, as the crews move across the River, they may be on the right bank starting out; and if somebody comes around a bend or something, you know, where a transect (phonetic) is established, they may not see the crew off to the side. So, they will have flagging but they will be just about chest high, somewhere in there depending on what kind of boat you have during a study. They will be manned. There will be about 20 transects will have to be assessed. There won't be 20 lines up; there will be 1 line up at each transect, and there will be a crew there. So, if you could help us get the word out to ---

**UNIDENTIFIED:** (inaudible)

**MR. STUART:** Well, we talked with Tim. Tim Flach was here this morning. And he is going to put out an article trying to help us out. And I think Robert Yanity is going to put out a press release. And you know, one thing we talked about is potentially putting signs at the boat ramps, public launch facilities, just to alert people as best we can.



**UNIDENTIFIED:** (inaudible)

**MR. STUART:** What's that? We actually had a --- Yeah, Richard Mikell and Rock Garick, is that his name? Carolina Paddlers. Yes, he was here this morning, too. We asked him to pass along the word, as well. This study will be happening the first week of June. I think it starts about June 4th, and it will run pretty much the entire week up til Thursday. We will also be conducting a recreational flow assessment on the Lower Saluda River. What that is, is we kind of term it as a bogsar, a bunch of guys standing around a river. It's a panel of experts who will go out and evaluate various flows. I think Charlene is part of that program. We will also be recalibrating the operations model. We had a request from Dr. Badr with DNR that we try to extend the period of record used in the hydraulics model. So we contracted U.S.G.S., and they pro-rated the data to those ungaged locations. We are going to conduct the scope of the Spring addendum that Dave touched on. And we will also be developing a draft application this Spring and Summer. So, we will be pretty busy. There will be a lot of information that comes out here in the next probably six months. So with that, that's kind of where we are up to date. Are there any questions or comments on the relicensing itself? Or process? Or anything? Yes, Joy.

**MS. JOY DOWNS:** Joy Downs, with Lake Murray Association. The Land and Lake people have met recently and are assessing properties and so forth. And there will be economic people present their position as well as the Resource people, the National Resource will present theirs. I am trying to figure out

how Recreation is going to tie together with that. What I am thinking about particularly is, you are not mentioning it yet, but perhaps there is a need down the road for a marina facility we talked about up in the Saluda area, up in that area. How are we going to put that together with the Lake and Land people? Or, are we? When does that come together?

**MR. STUART:** Well, I am going to let Dave get us straight on the recreation. How this Recreation Report fits in, it will focus on areas that seem to have the highest use, you know, and that's how the properties in those areas may be evaluated. I know Tommy has set aside a number of areas for future recreation use. And from what I have seen, they kind of correspond with some of what we are working on here. I know ---

**MR. TOMMY BOOZER:** The recreation sites would take priority over natural or other economics.

**MR. STUART:** Right. Does that answer?

**MS. DOWNS:** Yeah, because I think that we are going to need more recreation sites up in that area, in thirty to fifty years.

**MR. STUART:** Yeah. And one thing that Tommy has touched on is, you know, these recreation sites, they don't want to be put in people's backyards. And that's one of the considerations that I know he's looked into in setting aside some of these properties. And it was actually evaluated during the economics exercise that we did.

**MS. DOWNS:** Well, I'm concerned particularly about marinas. They have to be placed so far apart. And, you know, it would be really --- to crowd a lot of the Lake with small marinas or, you

know, when we may need a big facility up in that area one of these days. And I was just --- I have never quite figured out how we are going to make that work. Unless we start with big facilities and move down.

**MR. STUART:** Well, you know, private marinas, you know, it's kind of up to a permitting thing with Tommy and those guys. I know the properties that Tommy has set aside, I don't think the areas conflict with existing marinas.

**MR. BOOZER:** What she is concerned about is once a facility goes in, a set back is around that facility. So, if you have four or five of those facilities it's going to take up a lot of space as compared to that in one facility. Is that what you are saying?

**MS. DOWNS:** Exactly.

**MR. BOOZER:** And we will have to look at that. We will have to evaluate that from the shoreline rotation area.

**MR. STUART:** Right.

**MR. ARCHIE TRAWICK:** On your study, has any consideration been given to the --- I would say the detriment the government mandated ramps has had on the access to the Lake? If you look at a map from about 1970, there were probably about 36 or more places that the public had access to the Lake; and around 1970 or so when --- I guess it was FERC mandated that there be other access points. The private sector can't compete with that, and now we have less access than what we had probably in 1970. So, was any consideration done from that aspect?

**MR. STUART:** Would you state your name and who you are with?

**MR. TRAWICK:** Archie Trawick, I am with the Commerce Association of Lake Murray, and Jake's Landing, and private boater, and ---

**MR. STUART:** Would you take this?

**MR. ANDERSON:** Yes, was a short answer. We have said all along and as part of our kind of process here, we are not going to get in the business of competing with existing marinas. Now, whether as you call it a government mandated, or whatever, facility, from a FERC perspective they want to see enough public access at the project to accomodate the future recreational need. Now, whether that public access takes place from a commercial site or a public site, they really don't care. They just want the public access. And I would imagine going into the future competition with existing marinas, or competition between existing marinas really depends on the nature of the business, or you know, out ---

**MR. TRAWICK:** You talking about competition between marinas, they all have expenses and have things that they have to deal with. But when you are having to deal with competition with a facility that doesn't charge anything because they are subsidized from other means, what's happening is with boat launching per se the private sector has become an overload for the other places. And you can't just be an overload. I don't have people coming to my facility until the Dam starts getting crowded. And when you are there 365 days, but you are only doing business 2 days a week, four or five months out of the year, you can't set aside the kind of land it takes for that parking. And you have

seen that happen all around the Lake, and the private sector is going away. The same way, there's talk about another park which is really a government run marina; and you could take the initial money it would take to put in that State park, go to the existing facilities and say if you would put in this camping or do these things you could put access all around the Lake instead of concentrating at one area. When Dreher Island went in, it shut down a lot of the camping on the Lake because you can't compete with them. I had camping that I converted into full time use, because again you can't compete with the State; they have no expenses, nothing is there. And in most other areas of the country I've been, there is not as much access as what Lake Murray has. But it's gone down since the government has got involved, instead of going up. And when you try to meet the needs of the public, if you are a small business - which most marinas and landings around the Lake are - if you don't have attorneys, architects and engineers, you can't get a piece of paper to let you do anything. So, like I say, you didn't consider --- I didn't see it there, the private sector. And we do, or we have provided the majority of the access, but it is going away because we are in the service business; and if your service is not used, you do something else.

**MR. ANDERSON:** Now, I want to answer that in kind one of two ways. The boat density report will consider access from private sites. That was based on aerial boat counts. So that we don't know where the boats came from in that case, but they are on the water. So that includes access from shoreline property owners, private access. And then the other is that --- and Tommy, stop me if I am

wrong. SCE&G is not going to be in the marina business. They certainly are not talking about offering fuel, or you know, food, except for maybe snack machines, or --- You know, I think there is services that marinas provide that SCE&G is simply not interested in providing at their sites.

**MR. TRAWICK:** (inaudible) boat launching. It's a service, and when you can't --- or, the service you provide is not used, you have to do something else. And it has resulted in less access for in less access for the people in the area.

**MR. BOOZER:** So, this information that we collected is going to allow us to look at the Lake and evaluate the needs, the recreation needs, of the Lake. We are not saying that we are going to go in and flood the Lake with new access areas. We are looking at recreation areas be aside for the next fifty years. And in fifty years, the demand may be a lot greater than what it is right now. And there may be a shortage, you know. So, we are looking at will there be additional recreation areas put on the Lake? I am sure there will, the Agency is going to require it. And so, but the majority of the areas we are going to be looking at will be for future areas that will be put in in a series of time.

**MR. ANDERSON:** Now, I only heard this morning that from one of the PRT representatives that it kind of looks like from this study that right now the access is adequate, and they are beginning to look at some of these future sites we are talking not having them be water access facilities but more of a shoreline based recreation around the Lake setting, and having trails, things of that nature.

**MR. STUART:** Something else, in our discussions in the Lake and Land Management RCG, or TWC, there was a huge emphasis put on promoting commercial marinas. I know there were a lot of people who said we really need to keep those because, as you pointed out, there were a lot closing. So, some of the permitting requirements, or whatever, I think are more conducive to encourage commercial marinas and that type stuff. So, there is a little cross pollination because Tommy is part of the RCG, or the Recreation and the Lake and Land Management. So there is a good bit of cross pollination between the two. And I think, like I said, there was a big showing of people that want to promote and maintain, or increase commercial marinas. I think that's the way most people are actually headed. You can see Joy is part of it, she is nodding her head. I know that may not be a lot of comfort, but ---

**MR. TRAWICK:** Just the aspect of it seemed to have been considered, you know, you did all the mandated ramps. And Lake Murray, it being privately owned to start with, you know, like I said, landings were all around the Lake. And in the early 1970's a person from FERC, Bob Castles from SCE&G, and my father, they met; and the man from FERC said, "Nobody should be able to be charged to have access to the Lake." And my father explained to him that there were costs involved in having ramps, and parking, and docks, and all this. That didn't make any difference to him, "Nobody should be able to charge anything." And it seems like that mentality has gone on and we are seeing the results now thirty and forty years later. You know, the small places, you can't compete and they close up and do something else. And they could be

efficient, and you would spread the access where you don't have that congestion like they are talking about. But, you know, you need help because you can't get permits. I mean, you just don't have the ability. So, small businesses could use help with that. And again, that initial money would pay for a State park that in -- how much did Dreher Island cost us? And none of what you did is anything having to do with cost. And those facilities do cost somebody something because they are not free.

**MR. STUART:** Well, and to answer and to touch on something you pointed on, I think --- and Tommy, correct me if I am wrong, or Randy, I know you're in here. The mindset at FERC about charging for recreation facilities even SCE&G owned has changed somewhat. I mean, they have determined that SCE&G, for instance, can charge a fee to recoup their management costs. So, you know, the scale has kind of come in more balance now than it was before. I mean, not every site is a free site. So, you know, I think it's being more recognized that public recreation needs to be paid for to some degree.

**MR. BOOZER:** A great point. I mean, Archie and I have had this conversation many times. But, as far as the SCE&G facility, it's going to be different. I mean, we are talking about a land, a dock, and a parking lot. But we are not going to get into the gas, we are not going to get into concessions. And so, there is some competition there, but the facilities that y'all operate provide a lot more service than what we would even consider doing.



**MR. STUART:** One thing else, I think. What is the organization, is it CALM? Yeah, we've had Carl attend the meetings and especially at our Lake and Land Management, you know. So, they have become much more highly interested since you guys have kind of grouped together, or banded together, to form your organization, which really helps. You know, helps us in making some of these decisions. So, you know, any input you guys can give us is more than welcomed. Other questions? Sean and Kevin? No. I know what your question is, "Are we finished?" Eight second rule applies. With that, I appreciate everybody coming out again. We will have our next Quarterly Public Meeting on July 19th.

**END OF PUBLIC MEETING**