Dr Michael Sale, Executive Director
Low Impact Hydropower Institute

RE: Public Comment

Dear Dr. Sale-

After a thorough reading of the FERC license and other material posted on your website regarding the recertification of the Beaver River Project, I wish to make the following comments as a 62 year resident of Beaver Lake, a natural lake included in the Beaver River Project, immediately down river of the Moshier Hydroelectric Station. The negotiated settlement leading to the FERC license in 1996 included reference to the 14 mile Beaver River Canoe Route, which as advertised in Brookfield Power publications, begins at the Moshier Canoe Launch on the NORTH side of Beaver River. Parking, a trail and Brookfield directional signs on the SOUTH side of Beaver River direct portagers across a foot bridge, a car bridge and to the north side of Beaver River and the Moshier Launch.

The car bridge linking south and north sides of the portage is in a dangerous state of disrepair because a supporting portion of the south end has collapsed into the river below. This bridge is, at this moment, clearly identified by Brookfield signs as part of the canoe portage to the Moshier Launch. In October 2003 Reliant Energy claimed the car bridge as its land. Brookfield Power now denies ownership of the car bridge. FERC license 2645 states that equal consideration is given to the protection of recreational opportunities and that the licensee is evaluated on the safe management, operation and maintenance of the project.

Land transfers have been and continue to be used as impediments to the public recreational opportunities that the negotiated settlement and FERC license of 1996 requires.

Thank you for your attention to my concerns.

JoEllen Murata