



# DAWSON & ASSOCIATES

KNOWLEDGE. EXPERIENCE. RESULTS.

## Congressional Appropriations and Authorization

“This was a high-stakes issue for Folsom. The bridge closure was a crisis in our community. It was only through Dawson & Associates that we were able to secure both a Congressional appropriation and approval from the Corps of Engineers.”

– Martha Clark Lofgren  
Former City Manager  
Folsom, California



### CLIENT

The City of Folsom, California located about 20 miles northeast of Sacramento.  
Population: 70,000+.

### BACKGROUND

In early 2003, the City of Folsom faced a sudden transportation crisis. In the wake of heightened terrorism concerns, the federal Bureau of Reclamation notified the City that protection of the Folsom Lake Dam required significant security enhancements including closure of the two-lane public road spanning the Folsom Lake Dam.

For Folsom, this produced a transportation nightmare. The “Dam Road” was a major connection for Sacramento, El Dorado and Placer Counties. Its closure diverted up to 16,000 additional vehicles per day into downtown Folsom, causing congestion, economic disruption, public safety problems and health issues.

### RESPONSE

In 2004, with its transportation problems growing, the City of Folsom approached Dawson & Associates for help. Our team included a former Commanding General of the Army Corps of Engineers, a former head of the Federal Highway Administration and multiple experts in engineering and federal land policy.

Working together, Folsom officials and the Dawson team agreed on a three-step strategy. First, the City would have to determine how and where to construct a new bridge bypass that would meet federal and state regulations concerning transportation and safety, including federal homeland security concerns. Second, the City would have to win approval from several federal and state agencies, including the U.S. Army Corps of Engineers and Bureau of Reclamation. Finally, the City would need to secure federal funding as well as pay significant costs itself.

The solution involved construction of a four-lane bridge downstream of the Folsom Dam. In addition, the design had to accommodate new access roads. Groundbreaking took place in early 2007 and the project was complete by March 2009.

Throughout the process, the Dawson team worked with the City, Federal agencies, and Congress to help assure seamless progress, especially regarding the federal authorization and funding processes. As a result of Dawson’s lobbying efforts on non-federal cost-sharing issues, the City was able to add major amenities to the project with minimal increase in non-federal costs.