

2/11/2020

Edcgov.us Mail - SMUD and UARP--Feb 11th item #25

Public #25
Comment



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EDC COB <edc.cob@edcgov.us>

2-11-20

SMUD and UARP--Feb 11th item #25

1 message

hilde schweitzer <hildekayaks@gmail.com>
To: EDC COB <edc.cob@edcgov.us>

Mon, Feb 10, 2020 at 7:40 PM

Dear Clerk of Board
Please include the full email below in my comments which were previously submitted.
Thank you

From: hilde schweitzer <hildekayaks@gmail.com>
Subject: Fwd: SMUD and UARP
Date: February 10, 2020 at 1:07:31 PM PST
To: Lori Parlin <bosfour@edcgov.us>

Hi Lori

Given that some of my correspondence with SMUD was via a private phone I have redacted any reference to the author to preserve confidentiality and give permission to add the following correspondence to the packet with the redactions involving personnel.

From: hilde schweitzer <hildekayaks@gmail.com>
Subject: Fwd: SMUD and UARP
Date: February 10, 2020 at 8:01:56 AM PST
To: Lori Parlin <bosfour@edcgov.us>

I thought you would like to hear directly from SMUD about the Rubicon Trail NOT being in the project boundary of the UARP like the presentation for Feb 11th states—see below.

The clean up and abatement order from the State Water Control Board with El Dorado County was in 2009.

The SMUD/EDCo agreement was signed in 2005—four years prior to the Water Control Board suit in 2009.

Bill Hetland negotiated this agreement with SMUD and it was primarily a water agreement for storage of 40K acre feet of water. EDCo has also challenged the legality of Sacramento owning the rights to the water but that has gone nowhere.

I attended most of the negotiation meetings regarding the UARP and SMUD and Hetland never spoke about any recreation interests with SMUD to my knowledge. In fact, the Rubicon Trail was never discussed at any of the negotiation meetings regarding the UARP and stakeholder interests. The Forest Service does get a set annual amount of money and campgrounds, restrooms, and trailheads near the Rubicon Trail were included in their request for funds. The Rubicon Trail itself was never mentioned per se.

Once the SMUD agreement was signed in 2005, all other individuals representing the County (Dan Bolster as River Supervisor) were withdrawn from further negotiations with SMUD.

EDCo was not a signatory to the Settlement Agreement (signed 2007) or the license itself (2014) which did involve many recreational funding requests from Agencies and NGOs for facilities impacted by the project and its boundary.

I am also puzzled why the Rubicon Trail is now part of Parks and Recreation. I do not recall that being part of P&R prior to the last few years. When was that added and why?

Thank you for your time,
Hilde Schweitzer

From: @smud.org>
Subject: Re: SMUD and UARP
Date: February 10, 2020 at 5:39:26 AM PST
To: hilde schweitzer <hilde@amriver.us>
Cc: @smud.org>

Good morning Hilde,

I am not in the office today so I am answering this from a phone - forgive spelling/grammar/brevity, etc..

Any SMUD staff use of WWS road west of Ice House road would be very limited given our hydro operations HQ is located of the 50 corridor.

That said, contractors will sometimes use it if they are bringing materials from Tiecherts Cool quarry to the Loon area, but this too is limited, really just for specific projects.

The Rubicon jeep trail proper is not in the Project No. 2101 boundary, though there are at least two areas where there is coincidental overlap. Ellis staging area at Loon dam, and a small section at Buck Island dam. Nevertheless, the Rubicon trail is not a UARP-related feature, but those two areas are and there are USFS conditions designed to address use (primarily restrooms).

I never heard a direct answer regarding the vehicle donation, but I will pursue it if it is important enough.

I will be back in the office tomorrow if you would like to talk more.

From: hilde schweitzer <hilde@amriver.us>
Sent: Saturday, February 8, 2020 3:59:19 PM
To: @smud.org>
Subject: [EXTERNAL EMAIL] SMUD and UARP

CAUTION: This email originated from outside of SMUD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi

EDCO is presenting a SMUD fund use to the BOS on Feb 11th and they are saying that SMUD uses Wentworth Springs to access the UARP projects. How accurate do you think that assessment is? I would think the more direct route to Loon would be US 50.

In any case, they are including the RUBICON TRAIL as part of the project boundary—would you say that is an accurate assessment?

Below is a link to the presentation and data.

The County memory and what I remember from the UARP negotiations are a bit different.

<https://eldorado.legistar.com/LegislationDetail.aspx?ID=4325075&GUID=DED6902E-3B98-48CC-8355-E105BA802CEC&Options=&Search=>

Thank you for any answers or insight you have. Also, did you ever manage to find out about the F350 donation to EDCO and the Rubicon Trail?

public comment
#25



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EDC COB <edc.cob@edcgov.us>

DATE 2-11-20

Fwd: 2/11/20 BOS Agenda Item 25 Public Comment

3 messages

Noah Triplett <noahrtriplett@gmail.com>
To: edc.cob@edcgov.us
Cc: Lori Parlin <lori.parlin@edcgov.us>

Mon, Feb 10, 2020 at 6:28 PM

Hi Kim,

I don't see my comments attached to the board agenda for tomorrow's meeting. Did you receive them?

----- Forwarded message -----

From: Noah Triplett <noahrtriplett@gmail.com>
Date: Mon, Feb 10, 2020, 1:35 PM
Subject: 2/11/20 BOS Agenda Item 25 Public Comment
To: <edc.cob@edcgov.com>

Dear Board Members,

I was disheartened to read the staff report and the other attachments that fails to mention any of the needs and impacts to infrastructure, recreational users and residents downstream of White Rock Powerhouse.

As you are aware both State Parks and the Bureau of Land Management receive annual payments from SMUD to help mitigate impacts to their lands below White Rock Powerhouse and Chili Bar Dam. And additionally they receive mitigation money from PG&E which I assume SMUD will continue to pay since they are buying Chili Bar Dam. Do you know why the County did not receive any money from PG&E?

Mitigation money from re-licensing processes is normally tied to impacts from the hydro re-licencing project. The County's decision to use the SMUD money on the Rubicon Trail's supposed impacts to the UARP is, in my opinion, based on a false narrative. Though mitigation payments can be spent as the County sees fit, the UARP impacts are, in fact, downstream from and created by the project as reflected in the actions and agreements with EDNF, BLM and State Parks.

If there is an ongoing need for maintenance on the unmaintained Rubicon Trail (County road), then identifying direct revenue from the use of the road to be used for helping pay for the maintenance and grants should be identified and pursued. Are commercial use fees collected? Is a percentage of revenue from special events collected? Would the private users be willing to pay for access to the trail to help offset the costs? Have the land owners contributed possible TIM fees for the construction on their parcels that can be tied to maintaining the trail? Are there other County regulatory permit fees or taxes that are not being collected now that would help the County directly? Whatever the County departments decided to do, ensuring that the treatment is the same (equal) as is required of any other business or land owner in the County should go without saying.

When the County stopped moving forward with the Rubicon Trail Management Plan, the State had no choice but to issue the clean up an abatement order which was issued well after the SMUD agreement was made.

I assume you are are aware that there was a District 4 Supervisor vacancy during the time of the final SMUD negotiations and agreement. This vacancy has also contributed to the direction the County has taken thus far in my opinion.

Since staff did not provide you with a list of possible projects and needs along the South Fork for your direction here is a short list off the top of my head.

- 1) Implementation of the Henningsen Lotus Park (HLP) Master Plan infrastructure needs. This needs to be done with a clear plan and not the random infrastructure improvements that appear to be being done now.
- 2) The acquisition of a sliver of a piece of property which will connect the HLP riverside trail to Hwy 49. This is a different recreation opportunity and need that would be fulfilled then by the transportation improvements on Lotus Road. A shoulder on Lotus Rd. is not a riverside park trail. Currently the private land owner is open to this and County Survey has already done some preliminary mapping.

- 3) Purchase or maintenance agreement of land along HLP to allowing for the possibility of creating in-stream river features (play waves). As reflected in the HLP Master Plan survey a majority of respondents supported this goal.
- 4) Acquisition of the fire house property. With this many of the County Parks Master Plan and HLP Master Plan goals could be met in addition to helping create a safer ingress and egress to the Co. DOT lot which is propose to be turned into HLP special event parking.
- 5) Improvements and planning for Chili Bar Park.
- 6) Improvements to Salmon Falls Take Out - boat ramp. State Parks is open to this idea and Boating and Waterways has grant funds for these types of projects. As you know the Count is pursuing grants and maintenance agreements for work on the Rubicon Trail in Placer County and Tohoe National Forest so this proposal for the County to take the lead would not be unprecedented.
- 6) Implementation of the River Management Plan if funds are needed in order to avoid raising fees on private and commercial boaters.
- 7) New information kiosks are needed at all put ins and take outs in addition to the four private campgrounds. Working with the auditor should be done to alleviate any concerns that this would be a gift of public funds as has been stated by County Staff.
- 8) Increase pay for seasonal staff and HLP park staff. These unrepresented positions have not had a pay scale increase since 2002 with the exception of the HLP parks staff required raise in order to meet minimum wage requirements. These positions, especially the HLP parks staff, have chronically been hard to fill.
- 9) Implementation of the Coloma Lotus Mobility Plan
- 10) Work with the Fish and Game Commission to improve fisheries in the South Fork and sponsor more planting in the river.
- 11) Cronan Ranch is also another County parcel that should be included in the efforts as well.

What is the nexus to SMUD money and the items I have listed above? I would suggest that those dealing with the South Fork of the American River and Chili Bar have obvious ties. Tourists and residents come to the Coloma Lotus Valley much like they go to Lake Tahoe. People come to that valley for river recreation and while they are here they search out other recreational opportunities. Not only does this add to their experience in EDC but also there is an economic benefit to the County from their visitation.

The economic benefits of the Rubicon have been touted but so could many other recreational activities in the County. Does it really matter how much money is indirectly generated in the County by the Rubicon? Based on the self-reported Rubicon economic study it does not come close to paying for itself. The 1997 Phase II Report Economic Section from the 2001 RMP update increased by inflation would put river recreation along the South Fork at over \$27,000,000 annually. For perspective, as many people go down the South Fork on a busy July weekend as go on the Rubicon Trail in an entire year.

The Rubicon Trail has had many long term improvements (bridges, bathrooms, route designations) and the continued law enforcement and regular road maintenance should reduce the need for such spending like has been done over the last 10 years. The State Water Board or "environmentalists" are not looking to shut the trail down or fine it 10k a day as far as I know. If they are please request a meeting with them so you can figure out how to save money and meet address that concern.

I ask that you please direct staff clearly so that there are not internal County obstacles for the movement forward on your said direction.

Many people have been left frustrated and disenfranchised so far by this process, so please help change that and put some priority into improving things along the river below Chili Bar Dam which is effected by the UARP project.

Respectfully,

Noah Triplett
Gold Hil

Noah Triplett <noahrtriplett@gmail.com>
To: edc.cob@edcgov.us

Mon, Feb 10, 2020 at 8:04 PM

[Quoted text hidden]

 **1997 Phase II Econ. Section.PDF**
544K

EDC COB <edc.cob@edcgov.us>
To: Noah Triplett <noahrtriplett@gmail.com>

Tue, Feb 11, 2020 at 8:16 AM

Hi Noah,

This is the first time I'm seeing this, did you send it to the COB previously? I will attach them now.

Thank you. Appropriate public comment provided for upcoming agenda items will be added to the corresponding file.

Thank you,

Kyra

Office of the Clerk of the Board
El Dorado County
330 Fair Lane, Placerville, CA 95667
530-621-5390

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#25

LATE DISTRIBUTION

DATE 2-11-20

**EL DORADO COUNTY
RIVER MANAGEMENT PLAN
PHASE II REPORT**

PREPARED FOR

**El Dorado County
Parks & Recreation Department
3000 Fairlane Court, Suite 1
Placerville, CA 95667**

PREPARED BY

RMI

**RESOURCE MANAGEMENT
INTERNATIONAL, INC.**

UNPUBLISHED WORK © APRIL 1997

Type of Expenditure	Gross Annual Expenditures	Total Employment Multiplier	Total Employment
Hotel/Motel	\$297,360	23.6	7
Camping	\$469,935	23.6	11
Food/Beverages (carry out)	\$314,049	26.6	8
Food/Beverages (eat in)	\$1,040,760	27.9	29
Gas, Oil, Repairs, Service	\$220,781	15.6	3
Parking	\$368,160	25.9	10
Taxi, Bus, Other Transportation	\$31,860	30.4	1
Guide/Outfitter Services	\$5,428,236	23.6	128
Put-in/Take-out Fees	\$0	23.6	0
Equipment Rental	\$0	23.6	0
Admission to Tourist Attractions	\$70,800	23.6	2
Souvenirs, Gifts, Other Non-Food	\$273,086	26.6	7
TOTAL	\$8,515,027		206

General Economic Impacts of Alternative Management Plans

The economic impact of implementing an alternative management plan is defined as the difference between the total economic impact of whitewater boating on the South Fork under the alternative plan and the baseline economic impact that the study team has already calculated. It is not anticipated that any alternative management plan will alter spending patterns by boaters in any way. If spending patterns are not altered, the study team can narrow our analysis to changes in the number of user days (both commercial and private) anticipated under alternative management plans.

Alternatives 2, 3, 4, and 9 do not precipitate any changes in private or commercial user days. While Alternative 5 anticipates the potential to decrease permitted use by 18 percent on Saturdays in low flow and drought conditions, this is a decrease in peak use only and is not expected to alter the total number of user days by either commercial or private boaters. Alternatives 6, 7, 8 and 10 will all precipitate some change in user days as a result of their implementation.

Table 5-15 Economic Impact Analysis - Employment Commercial Boaters - Low Range			
Type of Expenditure	Gross Annual Expenditures	Total Employment Multiplier	Total Employment
Hotel/Motel	\$297,360	23.6	7
Camping	\$469,935	23.6	11
Food/Beverages (carry out)	\$314,049	26.6	8
Food/Beverages (eat in)	\$1,040,760	27.9	29
Gas, Oil, Repairs, Service	\$220,781	15.6	3
Parking	\$368,160	25.9	10
Taxi, Bus, Other Transportation	\$31,860	30.4	1
Guide/Outfitter Services	\$3,266,570	23.6	77
Put-in/Take-out Fees	\$0	23.6	0
Equipment Rental	\$0	23.6	0
Admission to Tourist Attractions	\$70,800	23.6	2
Souvenirs, Gifts, Other Non-Food	\$273,086	26.6	7
TOTAL	\$6,353,361		155

Table 5-14
Economic Impact Analysis - Employment
Private Boaters

Type of Expenditure	Gross Annual Expenditures	Total Employment Multiplier	Total Employment
Hotel/Motel	\$151,200	23.6	4
Camping	\$238,950	23.6	6
Food/Beverages (carry out)	\$159,686	26.6	4
Food/Beverages (eat in)	\$529,200	27.9	15
Gas, Oil, Repairs, Service	\$112,262	15.6	2
Parking	\$187,200	25.9	5
Taxi, Bus, Other Transportation	\$16,200	30.4	0
Guide/Outfitter Services	\$0	23.6	0
Put-in/Take-out Fees	\$148,950	23.6	4
Equipment Rental	\$261,000	23.6	6
Admission to Tourist Attractions	\$36,000	23.6	1
Souvenirs, Gifts, Other Non-Food	\$138,857	26.6	4
TOTAL	\$1,979,505		51

Table 5-13 Economic Impact Analysis - Earnings Commercial Boaters - High Range			
Type of Expenditure	Gross Annual Expenditures	Total Earnings Multiplier	Total Earnings
Souvenirs, Gifts, Other Non-Food	\$273,086	0.6218	\$169,805
TOTAL	\$8,515,027		\$4,823,074

Measuring Employment

⁶BEA employment multipliers are based on 1992 financial data and must be adjusted for inflation to be accurate.

All employment multipliers used in this study have been adjusted for inflation using Consumer Price Index for June 1992 and June 1996.

The third measure of economic impact is employment. This impact is measured in terms of jobs rather than dollars, and is preferred by many analysts who want to attach a more human element to their analysis. Employment is defined as the total number of jobs that occur in all industries in the region resulting from the product of the expenditure of new money in the region and the final demand employment multiplier⁶ for each expenditure category.

The final demand employment multiplier for an industry represents the total number of jobs that occurs in all industries for each one million dollars of output delivered to final demand by the industry being examined.

For our purposes, each line item expenditure is multiplied by the number of estimated user days and the expenditure adjustments discussed earlier to arrive at gross annual expenditures on each line item. Each gross annual expenditure line item is then divided by one million and multiplied by the final demand employment multiplier for that industry (matched as closely as possible with BEA data) to arrive at total employment. Table 5-14 shows the gross annual expenditures, employment multipliers, and total employment for each line item expenditure by private boaters. Tables 5-15 and 5-16 provide the same information for commercial boaters, based on both the high and low end of the identified expenditures range.

Based on the assumptions and methodology described, the estimated annual baseline employment created in the South Fork region by whitewater boating is between 206 and 257 jobs. This accounts for direct expenditures by boaters, and the indirect impacts resulting from those expenditures.

Table 5-12
Economic Impact Analysis - Earnings
Commercial Boaters - Low Range

Type of Expenditure	Gross Annual Expenditures	Total Earnings Multiplier	Total Earnings
Hotel/Motel	\$297,360	0.5780	\$171,874
Camping	\$469,935	0.5780	\$271,622
Food/Beverages (carry out)	\$314,049	0.6218	\$195,276
Food/Beverages (eat in)	\$1,040,760	0.4667	\$485,723
Gas, Oil, Repairs, Service	\$220,781	0.4231	\$93,412
Parking	\$368,160	0.4817	\$177,343
Taxi, Bus, Other Transportation	\$31,860	0.7717	\$24,586
Guide/Outfitter Services	\$3,266,570	0.5880	\$1,920,743
Put-in/Take-out Fees	\$0	0.5880	\$0
Equipment Rental	\$0	0.5880	\$0
Admission to Tourist Attractions	\$70,800	0.5880	\$41,630
Souvenirs, Gifts, Other Non-Food	\$273,086	0.6218	\$169,805
TOTAL	\$6,353,361		\$3,552,014

Table 5-13
Economic Impact Analysis - Earnings
Commercial Boaters - High Range

Type of Expenditure	Gross Annual Expenditures	Total Earnings Multiplier	Total Earnings
Hotel/Motel	\$297,360	0.5780	\$171,874
Camping	\$469,935	0.5780	\$271,622
Food/Beverages (carry out)	\$314,049	0.6218	\$195,276
Food/Beverages (eat in)	\$1,040,760	0.4667	\$485,723
Gas, Oil, Repairs, Service	\$220,781	0.4231	\$93,412
Parking	\$368,160	0.4817	\$177,343
Taxi, Bus, Other Transportation	\$31,860	0.7717	\$24,586
Guide/Outfitter Services	\$5,428,236	0.5880	\$3,191,803
Put-in/Take-out Fees	\$0	0.5880	\$0
Equipment Rental	\$0	0.5880	\$0
Admission to Tourist Attractions	\$70,800	0.5880	\$41,630

final demand earnings multiplier for that industry (matched as closely as possible with BEA data). The final demand earnings multiplier for an industry represents the total dollar change in earnings that occurs in all industries for each dollar of output delivered to final demand by the industry being examined. Table 5-11 shows the gross annual expenditures, earnings multipliers, and total earnings for each line item expenditure by private boaters. Tables 5-12 and 5-13 provide the same information for commercial boaters, based on both the high and low end of the identified expenditures range.

Based on the assumptions and methodology described, the estimated annual baseline earnings (in dollars) created in the South Fork region by whitewater boating is between \$4.6 million and \$5.9 million. This accounts for direct expenditures by boaters, and the indirect impacts resulting from those expenditures.

Table 5-11 Economic Impact Analysis - Earnings Private Boaters			
Type of Expenditure	Gross Annual Expenditures	Total Earnings Multiplier	Total Earnings
Hotel/Motel	\$151,200	0.5780	\$87,394
Camping	\$238,950	0.5780	\$138,113
Food/Beverages (carry out)	\$159,686	0.6218	\$99,293
Food/Beverages (eat in)	\$529,200	0.4667	\$246,978
Gas, Oil, Repairs, Service	\$112,262	0.4231	\$47,498
Parking	\$187,200	0.4817	\$90,174
Taxi, Bus, Other Transportation	\$16,200	0.7717	\$12,502
Guide/Outfitter Services	\$0	0.5880	\$0
Put-in/Take-out Fees	\$148,950	0.5880	\$87,583
Equipment Rental	\$261,000	0.5880	\$153,468
Admission to Tourist Attractions	\$36,000	0.5880	\$21,168
Souvenirs, Gifts, Other Non-Food	\$138,857	0.6218	\$86,341
TOTAL	\$1,979,505		\$1,070,512

Table 5-10 Economic Impact Analysis - Total Output Commercial Boaters - High Range			
Type of Expenditure	Gross Annual Expenditures	Total Output Multiplier	Total Output
Hotel/Motel	\$297,360	1.6421	\$488,295
Camping	\$469,935	1.6421	\$771,680
Food/Beverages (carry out)	\$314,049	1.6029	\$503,389
Food/Beverages (eat in)	\$1,040,760	1.4678	\$1,527,628
Gas, Oil, Repairs, Service	\$220,781	1.4440	\$318,808
Parking	\$368,160	1.7530	\$645,384
Taxi, Bus, Other Transportation	\$31,860	1.6346	\$52,078
Guide/Outfitter Services	\$5,428,236	1.6549	\$8,983,188
Put-in/Take-out Fees	\$0	1.6549	\$0
Equipment Rental	\$0	1.6549	\$0
Admission to Tourist Attractions	\$70,800	1.6549	\$117,167
Souvenirs, Gifts, Other Non-Food	\$273,086	1.6029	\$437,730
TOTAL	\$8,515,027		\$13,845,347

Measuring Earnings

While total output is the most often quoted measure of economic impact, the most telling may be earnings. Earnings are also measured in dollars and are simply defined as the total dollar value of household earnings in the region resulting from the product of the expenditure of new money in the region and the final demand earnings multiplier for each expenditure category. Earnings, then, can be thought of as the amount of money that actually stays with residents of the region.

The difference between total output and earnings is similar to the difference between gross sales and profit for a firm. Neither gross sales or total output is a bottom line figure. An increase in gross sales or total output is only positive to the extent that such increases also increase profits or earnings.

For our purposes, each line item expenditure is multiplied by the number of estimated user days, and the expenditure adjustments discussed earlier, to arrive at gross annual expenditures on each line item. Each gross annual expenditure line item is then multiplied by the

Table 5-9
Economic Impact Analysis - Total Output
Commercial Boaters - Low Range

Type of Expenditure	Gross Annual Expenditures	Total Output Multiplier	Total Output
Hotel/Motel	\$297,360	1.6421	\$488,295
Camping	\$469,935	1.6421	\$771,680
Food/Beverages (carry out)	\$314,049	1.6029	\$503,389
Food/Beverages (eat in)	\$1,040,760	1.4678	\$1,527,628
Gas, Oil, Repairs, Service	\$220,781	1.4440	\$318,808
Parking	\$368,160	1.7530	\$645,384
Taxi, Bus, Other Transportation	\$31,860	1.6346	\$52,078
Guide/Outfitter Services	\$3,266,570	1.6549	\$5,405,847
Put-in/Take-out Fees	\$0	1.6549	\$0
Equipment Rental	\$0	1.6549	\$0
Admission to Tourist Attractions	\$70,800	1.6549	\$117,167
Souvenirs, Gifts, Other Non-Food	\$273,086	1.6029	\$437,730
TOTAL	\$6,353,361		\$10,268,006

Table 5-8 Economic Impact Analysis - Total Output Private Boaters			
Type of Expenditure	Gross Annual Expenditures	Total Output Multiplier	Total Output
Hotel/Motel	\$151,200	1.6421	\$248,286
Camping	\$238,950	1.6421	\$392,380
Food/Beverages (carry out)	\$159,686	1.6029	\$255,961
Food/Beverages (eat in)	\$529,200	1.4678	\$776,760
Gas, Oil, Repairs, Service	\$112,262	1.4440	\$162,106
Parking	\$187,200	1.7530	\$328,162
Taxi, Bus, Other Transportation	\$16,200	1.6346	\$26,481
Guide/Outfitter Services	\$0	1.6549	\$0
Put-in/Take-out Fees	\$148,950	1.6549	\$246,497
Equipment Rental	\$261,000	1.6549	\$431,929
Admission to Tourist Attractions	\$36,000	1.6549	\$59,576
Souvenirs, Gifts, Other Non-Food	\$138,857	1.6029	\$222,574
TOTAL	\$1,979,505		\$3,150,712

money in the region and the final demand output multiplier for each expenditure category.

For our purposes, each line item expenditure is multiplied by the number of estimated user days, and the expenditure adjustments discussed earlier, to arrive at gross annual expenditures on each line item. Each gross annual expenditure line item is then multiplied by the total output multiplier for that industry (matched as closely as possible with BEA data). The total output multiplier for an industry represents the total dollar change in output that occurs in all industries for each dollar of output delivered to final demand by the industry being examined. Table 5-8 shows the gross annual expenditures, total output multipliers, and total output for each line item expenditure by private boaters. Tables 5-9 and 5-10 provide the same information for commercial boaters, based on both the high and low end of the identified expenditures range.

Based on the assumptions and methodology described, the estimated annual baseline total output (in dollars) created in the South Fork region by whitewater boating ranges between \$13.4 million and \$17 million. This accounts for direct expenditures by boaters, and the indirect impacts resulting from those expenditures.

Table 5-7 Average Expenditures Per Boater Per Day Commercial Boaters - High Range	
Type of Expenditure	Money Spent Per Day
Hotel/Motel	\$3.36
Camping	\$5.31
Food/Beverages (carry out)	\$9.80
Food/Beverages (eat in)	\$11.76
Gas, Oil, Repairs, Service	\$10.10
Parking	\$4.16
Taxi, Bus, Other Transportation	\$0.36
Guide/Outfitter Services	\$61.34
Put-in/Take-out Fees	\$0.00
Equipment Rental	\$0.00
Admission to Tourist Attractions	\$0.80
Souvenirs, Gifts, Other Non-Food	\$6.19
TOTAL	\$113.18

Expenditure Adjustments

As noted in the discussion on Defining New Money earlier in this section, adjustments must be made to gross expenditures in the wholesale and retail trade sectors. Wholesale and retail trade margins are prepared by the U.S. Bureau of Economic Analysis (BEA) for the trade of most goods. The study team has expressed the trade margin as a percent of total expenditures that can be considered new to the region. Trade margins were applied to the line item expenditures for carry-out food and beverages (36.21%), gasoline (24.70%), and souvenirs and gifts (49.85%). Commodity categories were matched as closely as possible to categories listed by BEA in their trade margin estimates.

Measuring Total Output

Total output is probably the most commonly referred to measure of economic impact. Often times, this is because it produces the largest number of the three measures of impact. Total output is measured in dollars and is simply defined as the total dollar value of expenditures in the region resulting from the product of the expenditure of new

outfitters, and a review of available price lists, that the average cost per user day for their services was \$85.00.

In preparing a low end of the range of average daily expenditures, as noted in the Defining New Money discussion earlier in this Section, the study team has prepared a weighted average for guide and outfitter services assuming that all money spent on local area outfitters is new money and that a percentage of money spent on non-local outfitters is new money. Table 5-6 shows the low range estimated average daily expenditure, by item, for commercial boaters. Table 5-7 shows the high range estimated average daily expenditure, by item, for commercial boaters. When an individual goes on a commercial raft trip, the cost of put-ins, take-outs, and equipment rental is included in the cost of the outfitter or guide service. Because of this, you will notice that the line items for these expenditures are listed as \$0.00 in the estimate of commercial boater expenditures in Tables 5-6 and 5-7.

Table 5-6 Average Expenditures Per Boater Per Day Commercial Boaters - Low Range	
Type of Expenditure	Money Spent Per Day
Hotel/Motel	\$3.36
Camping	\$5.31
Food/Beverages (carry out)	\$9.80
Food/Beverages (eat in)	\$11.76
Gas, Oil, Repairs, Service	\$10.10
Parking	\$4.16
Taxi, Bus, Other Transportation	\$0.36
Guide/Outfitter Services	\$36.91
Put-in/Take-out Fees	\$0.00
Equipment Rental	\$0.00
Admission to Tourist Attractions	\$0.80
Souvenirs, Gifts, Other Non-Food	\$6.19
TOTAL	\$88.75

It is reasonable to expect that average expenditures for private or commercial boaters will be roughly equal for several of these items. While there may be some variation in the amount of money spent on items such as food, gifts, gasoline and accommodations between private and commercial boaters, such variation should not be significant since these items are not directly related to the type of trip a boater takes (commercial or private). Three line item expenditures, however, should have significantly different values based on whether the expenditures came from a private or commercial boater. The very definition of being a commercial boater is that you have gone on a trip with a commercial outfitter or guide. The study team has assumed, therefore, that private boaters will have no expenditures on outfitter or guide services. Table 5-5 shows the estimated average daily expenditure, by item, for private boaters.

Type of Expenditure	Money Spent Per Day
Hotel/Motel	\$3.36
Camping	\$5.31
Food/Beverages (carry out)	\$9.80
Food/Beverages (eat in)	\$11.76
Gas, Oil, Repairs, Service	\$10.10
Parking	\$4.16
Taxi, Bus, Other Transportation	\$0.36
Guide/Outfitter Services	\$0.00
Put-in/Take-out Fees	\$3.31
Equipment Rental	\$5.80
Admission to Tourist Attractions	\$0.80
Souvenirs, Gifts, Other Non-Food	\$6.19
TOTAL	\$60.95

Conversely, the study has assumed that commercial boaters will have a significant expenditure on outfitter or guide services. In Phase I and early in Phase II, the study team determined through discussions with

were made. Table 5-4 shows the average expenditure by item per boater, per day, as calculated directly from the survey results.

Type of Expenditure	Money Spent Per Day
Hotel/Motel	\$3.36
Camping	\$5.31
Food/Beverages (carry out)	\$9.80
Food/Beverages (eat in)	\$11.76
Gas, Oil, Repairs, Service	\$10.10
Parking	\$4.16
Taxi, Bus, Other Transportation	\$0.36
Guide/Outfitter Services	\$7.82
Put-in/Take-out Fees	\$3.31
Equipment Rental	\$5.80
Admission to Tourist Attractions	\$0.80
Souvenirs, Gifts, Other Non-Food	\$6.19
TOTAL	\$68.77

the service is spreading the costs of providing the service, and the profits of the firm, in the region. Non-local outfitter firms exhibit a broad spectrum of operational guidelines. They may bring all of their inputs with them (staffing, gas for shuttle transportation, food) and take any profits home (out of the region) with them. Conversely, they may hire local staff, lease campground space for the season, and purchase their food and gas locally. Most non-local firms are somewhere in between these two extremes. The firms span the entire range described, and each firm's operational mode may change from year to year. Because these expenditures can be in continual flux, the study team has developed a range of gross expenditures on guide and outfitter fees.

Confidential financial information was provided by two commercial outfitters. Line item expenses were identified and expressed as a percentage of total revenues for the firm. Campground fees and river use fees were the only identified expenses that must be incurred in the area. These fees constituted 11.6 percent of outfitter revenues and represented the low range of non-local outfitter expenses in the area. Expenses that could be, but do not necessarily need to be, incurred in the area were then added to the low range expenses to reach a high range of non-local outfitter expenses in the area (56.5 percent of non-local outfitter revenues).

Expenditures on guide and outfitter services are then calculated by weighting non-local and local outfitter expenditures by the expected percentage of user days served by each group (as determined from historical user day counts and by defining local outfitters as those outfitters who paid El Dorado County property tax).

Measuring Expenditures

The basic source of information for estimating expenditures in the South Fork region that result from whitewater boating was the mailback boater survey administered in 1996 as part of the RMP development process. In this survey, each boater was asked to estimate the amount of money they spent, on several individual items, per day in the South Fork region as a result of the boating trip they were on when given the survey.

As noted in the discussion of survey data (below), the survey sample was weighted toward private boater responses. As a result, certain assumptions regarding expenditures by private and commercial boaters

region by those non-residents can be considered an infusion of new money into the region.

A more difficult question to answer is, "Are there other recreational opportunities of any kind in the region that consumers would be willing to spend money on rather than go outside the region to spend that money on another recreational opportunity?" This question speaks primarily to the expenditures made by residents who boat the South Fork, and can not be answered with as much certainty. In this study, the study team assumed that the answer to this question is also no, because of the uniqueness of the recreational opportunity afforded by boating on the South Fork. In effect, a resident, in the absence of having the opportunity to boat the South Fork, would be more likely to travel to another region to go whitewater boating (and spend their money there) than they would be to substitute whitewater boating for hiking or going to a movie in the South Fork region (thus continuing to spend the same money in the South Fork region).

Another example of the erroneous counting of expenditures as new to a region is the assumption that all money that is spent in the region stays in the region. There are two primary instances in this study where it would be easy to make that mistake. One of those is a mistake that is commonly made in economic impact studies of all types and in any region. Expenditures in the wholesale and retail trade sectors must be measured only by the trade margin (the difference between gross receipts and the cost of goods sold), not by the gross receipts. This is because the only new money that a trade sector can produce is the service of providing the good, not the production of that good. The production of the good that is being traded may or may not occur in the South Fork region. If production of the good does occur in the South Fork region, however, the decision to produce that good in that region is not reliant on the presence or absence of whitewater boating. In this study, all estimates of expenditures by whitewater boaters on wholesale or retail trade items are adjusted to reflect only the trade margin when calculating measures of economic impact.

The other instance where expenditures could erroneously be counted as new to the South Fork region is more specific to this study. Many of the companies that provide outfitter or guide services on the South Fork are not located in the region. While money spent in the region on food, gasoline, gifts and accommodations by consumers on a commercial raft trip are new to the region, money spent on guide and outfitter services are new to the region only if the company providing

GENERAL ECONOMIC IMPACT

The economic impact that a particular activity has on a geographic (or political) region is most often expressed in terms of one or more of the following measures: output, earnings, and employment. The first step in quantifying any of those measures is to identify the direct expenditure of new funds that the activity infuses into the region in question. Output, earnings, and employment are all functions of expenditures and are calculated using the appropriate final demand multipliers for the region, as developed by the U.S. Bureau of Economic Analysis for their Regional Input-Output Modeling System (RIMS). The basic analytical construct underlying RIMS is the interindustry transactions table, which tracks how the total output of a particular producing sector of a regional economy is distributed among purchasing sectors.

Defining New Money

One of the most common mistakes that is made in the measurement of economic impact is to include expenditures that are not new to the region. The most basic example of this is an erroneous assumption that money spent on a good or service that is replaceable within the same region is new money to the region. As an illustration, it may be incorrect to say that money spent on groceries in a new grocery store in El Dorado County is new money to the region. The reason for this is that there may be several grocery stores in El Dorado County that already provide similar goods and services. If consumers were not spending money at the new grocery store, they would be spending that same money at another El Dorado County grocery store. In this case, the expenditures by consumers are not infused into the county, they are simply shifted within the county.

This same concept can be applied to recreational opportunities. It would be relatively easy to replace the words "grocery store" with "movie theater" in the previous example. When applying this concept to whitewater boating on the South Fork, however, there are two issues to consider. The first and most obvious issue is, "Are there other, similar recreational opportunities in the South Fork region that, at basically the same cost, consumers would be willing to spend their money on?". The answer to that question is no, because there are no other whitewater boating opportunities within the same region. It becomes clear, then, that non-residents who come to boat on the South Fork are coming for that particular reason and that expenditures in the

detailed data. In Phase II, the study team have addressed that issue by performing personal interviews with representatives of the identified agencies in most cases (some agencies were unable to meet with RMI staff and their interviews were conducted over the telephone). A series of questions were asked at the interview, with the dual intents of gathering information that could be synthesized into quantitative data and gathering qualitative information that could assist in identifying areas of significant impact. This information is described within the discussion of survey results presented in this section and in Technical Appendix D.

Background
information

Efforts were also undertaken in Phase I to make a first estimate of the overall economic impact of whitewater boating on the South Fork. These efforts were limited by a lack of user expenditure estimates and region-specific input-output multipliers. In Phase II, the issue of region-specific input-output multipliers was addressed when the County authorized the development of this data for El Dorado County by the U.S. Bureau of Economic Analysis.

The issue of per user expenditure estimates has been addressed through the inclusion of questions regarding boater expenditures in the mailback boater surveys that were developed and performed early in Phase II. The initial intent of this survey information was to identify, and quantify, spending patterns for both private and commercial boaters through a cross-tabulation of spending on several different groups of goods and services by the type of trip (commercial or private) taken. Early returns of the surveys, however, showed that returns by commercial boaters were extremely limited. Upon that finding, the Institute for Human Ecology survey team discussed the options available with El Dorado County and RMI and suggested that, based on the limited surveys-to-effort payoff, a continued effort to obtain a high representation of commercial boaters would have risked compromising the survey's ability to make any clear statements about any boating group. Based on that suggestion, additional efforts to gather information from commercial boaters was discontinued and, subsequently, commercial boaters are under-represented in all survey results (see Appendix D, pages 2-2 through 2-4) because of timing and cost constraints. Rather than limit this analysis to private boaters, RMI has attempted to capture, and quantify, expenditures by both private and commercial boaters through the use of a method of estimation that uses data gathered through the surveys, financial information from outfitters, and a set of reasonable assumptions.

Estimate of Economic Impact of Whitewater Boating on the South Fork of the American River
 1997 Output dollars "total" Private + "low range" Commercial Boaters from 1997 RMP Phase II Report

Annual Economic Output + 3%	+ 3% inflation	+ 5% inflation
1997	\$13,418,718	\$14,089,654
1998	\$13,821,280	\$14,512,344
1999	\$14,235,918	\$14,947,714
2000	\$14,662,995	\$15,396,145
2001	\$15,102,885	\$15,858,030
2002	\$15,555,972	\$16,333,770
2003	\$16,022,651	\$16,823,784
2004	\$16,503,331	\$17,328,497
2005	\$16,998,430	\$17,848,352
2006	\$17,508,383	\$18,383,803
2007	\$18,033,635	\$18,935,317
2008	\$18,574,644	\$19,503,376
2009	\$19,131,883	\$20,088,477
2010	\$19,705,840	\$20,691,132
2011	\$20,297,015	\$21,311,866
2012	\$20,905,925	\$21,951,222
2013	\$21,533,103	\$22,609,758

2/11/2020

Edcgov.us Mail - Tue BoS Meet Item #25

Public comment # 25



LATE DISTRIBUTION

EDC COB <edc.cob@edcgov.us>

DATE 2-11-20

Tue BoS Meet Item #25

1 message

bruno pitton <brunopitton@gmail.com>
To: edc.cob@edcgov.us

Mon, Feb 10, 2020 at 5:40 PM

I'm writing in regard to the discussion this week around the county discretionary funding from SMUD. As an active kayaker I very much value the work that goes into maintaining river access facilities that support recreational river use in the Coloma Lotus valley and use these facilities year round.

I spend a large amount of my whitewater recreation time on the south fork of American and UARP watersheds. Whitewater recreation facilities should get significant amount of funding of the FERC approved SMUD funds. This includes the Coloma Shuttle service and making it possible to get access on South Silver and Slab Creek sections while recreational releases are happening.

Rubicon trail users are an environmentally devastating group of trail users that leave automobile fluids, parts, and human waste in a pristine alpine environment while whitewater recreation minimally impacts the environment. If SMUD funds must be used for the Rubicon it should be to reduce traffic on the Rubicon trail through increased permitting and regulation while minimizing environmental degradation through law enforcement. Environmental damage is cheaper to mitigate by reducing impact, rather than cleaning up afterwards.

Sincerely,
Bruno Pitton
623 Snapdragon St.
Winters, CA 95694

2/11/2020

Edcgov.us Mail - Item #25

Public
comment #25



LATE DISTRIBUTION

DATE 2-11-20

EDC COB <edc.cob@edcgov.us>

Item #25

1 message

Henry Sweat <henrydsweat1@gmail.com>

Mon, Feb 10, 2020 at 10:08 PM

To: edc.cob@edcgov.us

I'd like to see a larger portion of the discretionary money spent on recreation in the Coloma Lotus valley, a valley which is a massive resource to everyone in the community.

Thank you,
Henry

Public comment
The BOSTHREE <bosthree@edcgov.us>



Fwd: Tue BoS Meet Item #25

1 message

EDC COB <edc.cob@edcgov.us>

Mon, Feb 10, 2020 at 8:46 AM

To: The BOSONE <bosone@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, The BOSTHREE <bosthree@edcgov.us>, The BOSFOUR <bosfour@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>, Creighton Avila <creighton.avila@edcgov.us>, Vickie Sanders <vickie.sanders@edcgov.us>

FYI

Office of the Clerk of the Board
El Dorado County
330 Fair Lane, Placerville, CA 95667
530-621-5390

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----- Forwarded message -----

From: **Marc Musgrove** <marcmusgrove@gmail.com>

Date: Sat, Feb 8, 2020 at 9:51 PM

Subject: Tue BoS Meet Item #25

To: <edc.cob@edcgov.us>

I'm writing in regard to the discussion this week around the county discretionary funding from SMUD. As a family of active kayakers (me, my wife and two daughters), we very much value the work that goes into maintaining river access facilities that support recreational river use in the Coloma Lotus valley.

Is it possible to ask what the plan is to also create a permanent take out facility, as SMUD committed to do, at the White Rock powerhouse. So far it has been left to BLM to provide access at Rock Creek, which effectively cuts off use on the lower grade 3 section of river. That's the stretch I would love to paddle with my wife and daughters.

The road down to Slab Creek is also currently regularly closed - is it possible to ask SMUD for access to the put in for that stretch please?

Many thanks
Marc

Marc Musgrove
+1 408 386 1214

<https://twitter.com/marcmusgrove>

Sent from my iPhone



public comment #25

EDC COB <edc.cob@edcgov.us>

Fwd: Where SMUD funds have been spent - 2/11/20(To BOS Four 02/09)

1 message

BOS Four <bosfour@edcgov.us>

Mon, Feb 10, 2020 at 8:00 AM

To: The BOSONE <bosone@edcgov.us>, BOS Two <bostwo@edcgov.us>, The BOSTHREE <bosthree@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>, EDC COB <edc.cob@edcgov.us>

FYI-

2-11-20 Agenda Item #25

Shelley Wiley

Assistant to Supervisor Lori Parlin, District IV
Board of Supervisors, County of El Dorado
Phone: (530) 621-6513

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----- Forwarded message -----

From: **John Simpkin** <johnmsimpkin3@gmail.com>

Date: Sun, Feb 9, 2020 at 6:39 AM

Subject: Where SMUD funds have been spent - 2/11/20 (To BOS Four 02/09)

To: BOS Four <bosfour@edcgov.us>

Cc: Simpkin John Gmail <johnmsimpkin3@gmail.com>

Lori,

I contacted a long-time former BOS staffer to ask them about where SMUD money is spent within the county, and how that "investment" benefits the county economically. Here is what I asked specifically:

"Do you have any idea where I would look/ask to find out

- 1. The dollars generated by the jeepers for the county compared to**
- 2. The dollars generated by whitewater in the county. Somebody must have the dollars for Middle Fork too; El Do county could take half of that."**

This is their reply:

"I don't know. According to the staff report 16 million is generated in the County [by whitewater?] but to the County I guess is \$0.

I will [would?] look for the phase 2 economic study that was done for the County in 1997. Definitely email the board about this. It's scandalous that the money is spent upstream and for impacts to the UARP not from the UARP."

My question to you is this: Are there any other reports or research done by the county (other than "phase 2 economic study that was done for the County in 1997") that would speak to my original questions, i.e.

Do you have any idea where I would look/ask to find out

- 1. The dollars generated by the jeepers for the county compared to**
- 2. The dollars generated by whitewater in the county. Somebody must have the dollars for Middle Fork too; El Do county could take half of that."**

Thank you

John Simpkin
Regional Coordinator,
American Whitewater
530 621 1941



Tue BoS Meet Item #25

1 message

Marc Musgrove <marcjmusgrove@gmail.com>

Sat, Feb 8, 2020 at 9:51 PM

To: edc.cob@edcgov.us

I'm writing in regard to the discussion this week around the county discretionary funding from SMUD. As a family of active kayakers (me, my wife and two daughters), we very much value the work that goes into maintaining river access facilities that support recreational river use in the Coloma Lotus valley.

Is it possible to ask what the plan is to also create a permanent take out facility, as SMUD committed to do, at the White Rock powerhouse. So far it has been left to BLM to provide access at Rock Creek, which effectively cuts off use on the lower grade 3 section of river. That's the stretch I would love to paddle with my wife and daughters.

The road down to Slab Creek is also currently regularly closed - is it possible to ask SMUD for access to the put in for that stretch please?

Many thanks
Marc

Marc Musgrove
+1 408 386 1214

<https://twitter.com/marcmusgrove>

Sent from my iPhone



EDC COB <edc.cob@edcgov.us>

Agenda Item Re SMUD Funds for Road Repairs - MOSQUITO ROAD

2 messages

Johnson, Patricia <pjohnson@eid.org>

Mon, Feb 10, 2020 at 10:25 AM

To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>, "bosfour@edcgov.us" <bosfour@edcgov.us>, "bosfive@edcgov.us" <bosfive@edcgov.us>, "bosthree@edcgov.us" <bosthree@edcgov.us>, "bostwo@edcgov.us" <bostwo@edcgov.us>, "bosone@edcgov.us" <bosone@edcgov.us>

Cc: Matthew Smeltzer <matt.smeltzer@edcgov.us>, "road.maintenance@edcgov.us" <road.maintenance@edcgov.us>

Dear El Dorado County Board of Supervisors and Clerk to the Board:

Please find attached three sets of petitions by concerned and engaged taxpayers of Mosquito/Swansboro who would appreciate your kind and thoughtful consideration of the disrepair of Mosquito Road, which has become more damaged due to the SMUD Project on Kono Drive (off of Mosquito Road). SMUD's Kona Project involves extremely heavy industrial vehicles carrying mega generators, major cables, concrete trucks, etc. These come in on a daily basis including weekends.

As I understand you have an agenda item tomorrow, Tuesday, February 11, addressing SMUD funds for road repair purposes in El Dorado County and how they are to be disseminated. We, the taxpayers of Mosquito/Swansboro, would appreciate your vote for repairs to Mosquito Road as it is becoming more dangerous with heavy use and decay.

Thank you,

Patricia Johnson

3 attachments



PETITION I - SMUD FUNDS.pdf
1384K



PETITION II - SMUD FUNDS.pdf
740K



PETITION III - SMUD FUNDS.pdf
1378K

EDC COB <edc.cob@edcgov.us>

Mon, Feb 10, 2020 at 10:59 AM

To: "Johnson, Patricia" <pjohnson@eid.org>

Thank you. Appropriate public comment provided for upcoming agenda items will be added to the corresponding file.

Office of the Clerk of the Board
El Dorado County
330 Fair Lane, Placerville, CA 95667
530-621-5390

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[Quoted text hidden]

**PETITION OF MOSQUITO/SWANSBORO RESIDENTS
TO EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION
REGARDING REPAIR OF MOSQUITO ROAD DUE TO
SMUD's PROJECT ON KONO DRIVE**

Residents of Mosquito/Swansboro hereby respectfully request repair of Mosquito Road due to ongoing industrial traffic by the Sacramento Municipal Utility District (hereinafter "SMUD") with regards to SMUD's project located on Kono Drive (off Mosquito Road).

Substantial disintegration to Mosquito Road has occurred and continues to occur due to SMUD's heavy-equipment transports to Kono Drive. These transports include mega generators, massive concrete trucks, deliveries of jumbo cables, etc.

The following Mosquito/Swansboro residents hereby request funds from SMUD and/or the El Dorado County Department of Transportation to repair Mosquito Road.

Date	Printed Name	Address	Signature
1/21/2020	Patricia Johnson	6987 Dyer Court Placerville CA 95667	<i>Patricia Johnson</i>
1-22-2020	Kim Piercell	2724 Swansboro Rd Placerville, CA 95667	<i>Kim Piercell</i>
1-22-2020	TOM HARRIS	6806 LOW CARBON PLACERVILLE, CA 95667	<i>Tom Harris</i>
1-22/20	HARRIS	5515 STONE DR PLACERVILLE CA	<i>[Signature]</i>

Date	Printed Name	Address	Signature
1-22-20	James Davis	1234 Main St	[Signature]
1-22-20	Tom Sawyer	5678 Oak St	[Signature]
1-22-20	William White	1234 Main St	[Signature]
1-22-20	William White	1234 Main St	[Signature]
1-22-20	SANDY BRAUNS	5896 Sandstone Rd	[Signature]
012220	Steve WEBER	6593 LUPINE CT 95607	[Signature]
1-22-20	Norman Nestor	1234 Main St	[Signature]
1-22-20	Yvonne Ann Howard	1234 Main St	[Signature]
1-22-20	Paula Paynter	6346 Pine Needle Lane 95617	[Signature]
1-22-20	Yvonne Howard	3307 Adams Lane	[Signature]
1/24/2020	Yvonne Howard	3360 Adams Ln	[Signature]
1/24/2020	Dawn Buchanan	7001 Steps Ct	[Signature]
1/24/2020	Wick Heyart	3360 Adams Ln	[Signature]
1/24/2020	VICKI DEKAY	1453 Orange Crest	[Signature]
1/24/2020	Susan Moore	6245 Pinewood Lane	[Signature]
1/24/2020	Jeanne Moore	6245 Pinewood Lane	[Signature]
1/24/2020	Lore Ostergaard	5195 Pine Crest Ct	[Signature]
1/34/2020	Charles Douglas	6248 Pinewood Lane	[Signature]

Date	Printed Name	Address	Signature
1-24-2020	Tillie Douglas	6298 Pineapple Placerville CA 95667	
1-24-20	Mary Whitcomb	3201 ... Placerville	
1-25-20	Mark ...	2318 ... Placerville	
1-25-20	Tom Warner	6617 Claim St. Placerville CA 95667	
1-25-20	Amanda Warner	6617 Claim St Placerville CA 95667	
1-26-20	Lois ...	6773 Log Cabin Ln Placerville CA 95667	
1-26-20	Wendy ...	6773 Log Cabin Placerville CA 95667	
1-26-20	GLEN RIFE	3491 ... Placerville, CA	
1-26-20	Bob ...	2968 ... Placerville CA 95667	
1-26-20	Frank Placerville CA 95667	
1-26-20	Janet Placerville CA 95667	
	Hett ...	2251 ... Placerville CA 95667	
1/29/20	Mina ...	5593 ... 95667	
1/29/20	... Placerville	3601 ... Placerville CA	
1/29/20	Richarda ...	2001 ... Placerville	
1/30/20	ROBERT BYERWALTER	6434 LOG CABIN LN PLACERVILLE CA. 95667	
1/30/20	Joe W. Lopez	7410 White Oak Dr Placerville, CA 95667	
1-30-20	Reese Wheeler	7410 White Oak Dr Placerville CA 95667	

elle

**PETITION OF MOSQUITO/SWANSBORO RESIDENTS
TO EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION
REGARDING REPAIR OF MOSQUITO ROAD DUE TO
SMUD's PROJECT ON KONO DRIVE**

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The following Mosquito/Swansboro residents hereby request funds from SMUD and/or the El Dorado County Department of Transportation to repair Mosquito Road.

Date	Printed Name	Address	Signature
1/22/2020	DAVID ANGELO	6732 LOG CABIN LANE PLACERVILLE, CA 95667	<i>David Angelo</i>
1/23/2020	BARBARA MIKEL	9070 OVAL Beckett Ct PLACERVILLE CA 95667	<i>Barbara Mikel</i>
"	WAYNE MIKEL	11	<i>Wayne Mikel</i>
1/24/2020	WAYNE KARER	6291 DICKINSON RD PLACERVILLE Ca 95667	<i>Wayne Karer</i>

**PETITION OF MOSQUITO/SWANSBORO RESIDENTS
TO EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION
REGARDING REPAIR OF MOSQUITO ROAD DUE TO
SMUD's PROJECT ON KONO DRIVE**

Residents of Mosquito/Swansboro hereby respectfully request repair of Mosquito Road due to ongoing industrial traffic by the Sacramento Municipal Utility District (hereinafter "SMUD") with regards to SMUD's project located on Kono Drive (off Mosquito Road).

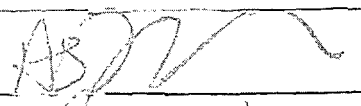

Substantial disintegration to Mosquito Road has occurred and continues to occur due to SMUD's heavy-equipment transports to Kono Drive. These transports include mega generators, massive concrete trucks, deliveries of jumbo cables, etc.

The following Mosquito/Swansboro residents hereby request funds from SMUD and/or the El Dorado County Department of Transportation to repair Mosquito Road.

Date	Printed Name	Address	Signature
1/21/2020	Patricia Johnson	6987 Dyer Court Placerville CA 95667	<i>Patricia Johnson</i>
1-22-2020	Kim Percell	2724 Swansboro Rd Placerville, CA 95667	<i>Kim Percell</i>
1-22-2020	TEN HARRIS	6806 LOG CABIN PLACERVILLE CA 95667	<i>T. Harris</i>
1/22/20	HARTZLERS	3515 STONE DR PLACERVILLE CA	<i>[Signature]</i>

Date	Printed Name	Address	Signature
1-22-20	James L. Amis	2050 Parkwood Place	[Signature]
1-22-20	Tom SANDER	6939 Lucy Goodwin Pikeville Tenn	[Signature]
1-23-20	Thomas W. Lee	6794 Mc Gowan Ct	THOMAS W. LEE
1-22-20	William W. Lee	6794 Mc Gowan Ct	William W. Lee
1-22-2020	SANTA BRAVINS	2596 SCARBOROUGH Rd	[Signature]
012220	STEVE VITALE	6593 LUPINE CT 95667	[Signature]
1-22-20	Norman Nester	6881 Poplar Dr 95607	[Signature]
1-22-20	YATON ANNA HAYWOOD	2684 PEPPER DR 95667	[Signature]
1-22-20	Paula Paynter	6346 Pine Needle Lane 95667	[Signature]
1-24-20	Rusty Angelo	3307 Adams Lane	[Signature]
1/24/2020	LINDA HEYART	3360 Adams Ln	[Signature]
1/24/2020	Dawn Bahner/ump	7001 Stone Ct	[Signature]
1/24/2020	Nick Heyart	3360 Adams Ln	[Signature]
1/24/2020	VICKI DEKAY	16530 Orange Creek	[Signature]
1/24/2020	STEVEN MOORE	6265 Pine Needle Lane	[Signature]
1/24/2020	Jessie Moore	6265 Pine Needle Lane	[Signature]
1/24/2020	Nore Odoby	3195 Pine Cone Ct	[Signature]
1/24/2020	Charles Douglas	6298 Pine Needle Ln	[Signature]

Date	Printed Name	Address	Signature
1-24-2020	Tillie Douglas	6298 Pine Needle Placerville CA 95667	
1-24-20	Jessidy Whitecotton	3201 Tardich Ct Placerville	
1-25-20	Frank Caltramb	2813 S. White Oak Dr Placerville	
1-25-20	Todd Warner	6617 Clam St. Placerville CA 95667	
1-25-20	Annmarie Warner	6617 Clam St Placerville CA 95667	
1-26-20	Lucas Jones	6973 Log Cabin Ln Placerville CA 95667	
1-27-20	Wendy Jones	6973 Log Cabin Ln Placerville CA 95667	
1-26-20	GLEN RIFE	3481 DEGWOOD LN PLACERVILLE, CA	
1-26-20	BOB KIRKMAN	2968 SWANSON RD PLACERVILLE CA 95667	
1-26-20	Franklin Ethel	2251 SWANSON RD PLACERVILLE CA 95667	
1-26-20	Jennifer Jordan	7144 Meade Dr Placerville CA 95667	
	Helen George	2251 Swanson Rd Placerville CA 95667	
1/29/20	Mina Andujar	6593 LUPINE CT 95667	
1/29/20	Carla's Pirajolo	3001 SWANSON RD PLACERVILLE CA	
1/29/20	Richard Houps	3001 Swanson Rd Placerville	
1/30/20	ROBERT BYERWALTER	6434 LOG CABIN LN PLACERVILLE CA. 95667	
1/30/20	Joe W. Lopez	7410 White Oak Dr Placerville, CA 95667	
1-30-20	Reese Wheeler	7410 White Oak Dr Placerville CA 95667	

Date	Printed Name	Address	Signature
1/30/19	Ashley Deaver	0497 Log Cabin Ln	
1/31/20	Eileen Reiser	7121 Turneli	



EDC COB <edc.cob@edcgov.us>

hydropower relicensing agreement for SMUD's Upper American River Project EDC

3 messages

Bobbie Housand <bobbieh@outlook.com>
To: "edc.cob@edcgov.us" <edc.cob@edcgov.us>

Mon, Feb 10, 2020 at 12:04 PM

To whom it may concern,

As part of the hydropower relicensing agreement for SMUD's Upper American River Project - El Dorado County gets mitigation funding on an annual basis. Yet, with the exception of the funding American Whitewater negotiated to maintain the Historic Mosquito Road Bridge as access to Slab Creek - El Dorado County spends virtually none of this money in the Coloma Lotus Valley. Ironically, the CL Valley is the most impacted by SMUD's hydropower project! Time to ask for a balance to this madness!

Please consider County discretionary SMUD money to be spent on Recreation in the Coloma Lotus Valley or on improvements to the river below Chili Bar Dam please write the Clerk of the Board regarding item #25 on this Tuesdays BOS agenda.

If the board does not redirect staff, all the money will be continued to be spent upstream and on the Rubicon Trial. Thank you.

Barbara Housand
Coloma, CA

EDC COB <edc.cob@edcgov.us>
To: Bobbie Housand <bobbieh@outlook.com>

Mon, Feb 10, 2020 at 1:12 PM

Thank you. Appropriate public comment provided for upcoming agenda items will be added to the corresponding file.

Office of the Clerk of the Board
El Dorado County
330 Fair Lane, Placerville, CA 95667
530-621-5390

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[Quoted text hidden]

EDC COB <edc.cob@edcgov.us> Mon, Feb 10, 2020 at 1:13 PM
To: The BOSONE <bosone@edcgov.us>, The BOSTWO <bostwo@edcgov.us>, The BOSFIVE <bosfive@edcgov.us>, The BOSFOUR <bosfour@edcgov.us>, The BOSTHREE <bostthree@edcgov.us>, Creighton Avila <creighton.avila@edcgov.us>, Vickie Sanders <vickie.sanders@edcgov.us>

FYI

Office of the Clerk of the Board
El Dorado County
330 Fair Lane, Placerville, CA 95667
530-621-5390

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2-11-20 agenda #25 Fwd: SMUD and UARP

2 messages

BOS Four <bosfour@edcgov.us>
To: EDC COB <edc.cob@edcgov.us>

Mon, Feb 10, 2020 at 2:32 PM

Begin forwarded message:

From: hilde schweitzer <hildekayaks@gmail.com>
Subject: Fwd: SMUD and UARP
Date: February 10, 2020 at 8:01:56 AM PST
To: Lori Parlin <bosfour@edcgov.us>

I thought you would like to hear directly from SMUD about the Rubicon Trail NOT being in the project boundary of the UARP like the presentation for Feb 11th states—see below.

The clean up and abatement order from the State Water Control Board with El Dorado County was in 2009.

The SMUD/EDCo agreement was signed in 2005—four years prior to the Water Control Board suit in 2009.

Bill Hetland negotiated this agreement with SMUD and it was primarily a water agreement for storage of 40K acre feet of water. EDCo has also challenged the legality of Sacramento owning the rights to the water but that has gone nowhere.

I attended most of the negotiation meetings regarding the UARP and SMUD and Hetland never spoke about any recreation interests with SMUD to my knowledge. In fact, the Rubicon Trail was never discussed at any of the negotiation meetings regarding the UARP and stakeholder interests. The Forest Service does get a set annual amount of money and campgrounds, restrooms, and trailheads near the Rubicon Trail were included in their request for funds. The Rubicon Trail itself was never mentioned per se.

Once the SMUD agreement was signed in 2005, all other individuals representing the County (Dan Bolster as River Supervisor) were withdrawn from further negotiations with SMUD.

EDCo was not a signatory to the Settlement Agreement (signed 2007) or the license itself (2014) which did involve many recreational funding requests from Agencies and NGOs for facilities impacted by the project and its boundary.

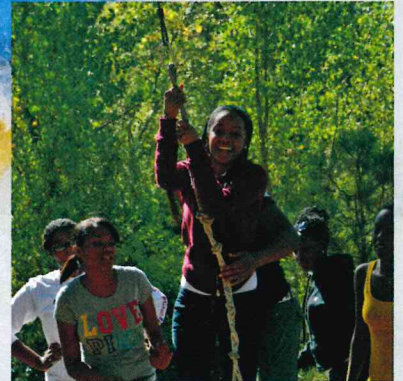
I am also puzzled why the Rubicon Trail is now part of Parks and Recreation. I do not recall that being part of P&R prior to the last few years. When was that added and why?

Thank you for your time,
Hilde Schweitzer

hilde schweitzer
hildekayaks@gmail.com

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MOTHER LODGE RIVER CENTER



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