



Fw: Trails Advisory Committee meeting
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/04/2010 01:56 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/04/2010 01:56 PM -----

FW: Trails Advisory Committee meeting

Jeanne Harper to: bosone, bosfive, bosfour, bosthree, 'Miller Kitty'

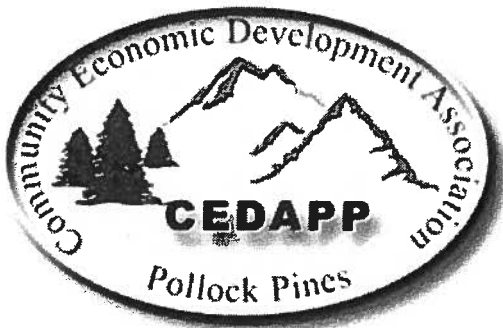
11/04/2010 11:37 AM

Cc: rsmart41, pam.niebauer, "Carl Clark", "Dan Princeau", "Derrell Roberts", "Jeanne Harper", "Ken Harper", "Ryan Donner"

This message came as quite a surprise to me as a person who attends all of the Parks and Trails (formerly Recreation) Commission Meetings and have for the past 3 + years. I had not only set aside the hours from 1-5 for this workshop, but have already advertised it throughout my community. It is not reasonable to expect that interested and involved people can spend an entire day in a workshop like this with so many different avenues, most of which does not apply to their specific interest. My interest is regarding the Parks Master Plan and its impact on Pollock Pines. Is there a specific time of the day/workshop when this is going to be addressed? I will need to let my community know.

Respectfully,

Jeanne Harper, Executive Director
Community Economic Development Assn. Of Pollock Pines
(530) 613-1332



From: pam.niebauer@edcgov.us [mailto:pam.niebauer@edcgov.us]

Sent: Thursday, November 04, 2010 8:42 AM

To: Jeanne Harper

Cc: apachejam@hughes.net; cclark@gdrd.org; ccallahan@cwo.com; crim@innercite.com;

10-1169.E.1

Guy.Gertsch@gmail.com; jim7544@comcast.net; jrusso100@sbcglobal.net; lindell@csus.edu; mcerlane@internet49.com; nadine@nspetty.com; noah.rucker-triplett@edcgov.us; rsmart41@comcast.net; russell.nygaard@edcgov.us; sarah.philip@yahoo.com; sharon.baldwin@edcgov.us; steveyonker@gmail.com; thomas.fossum@edcgov.us; trlryder@pacbell.net; wildroseranch@wildblue.net

Subject: RE: Trails Advisory Committee meeting

To all:

Originally it was then the BOS changed it to all day. Don't ask me when that decision was made as I don't know.

Pam

Pam Niebauer
Administrative Secretary
DOT Engineering, Facilities
530-621-5986
pam.niebauer@edcgov.us

"There is no such thing as a bad choice, there is only the next choice"

"Jeanne Harper"
<jmharper2@comcast.net>

11/03/2010 11:01 PM

To<pam.niebauer@edcgov.us>, <rsmart41@comcast.net>, <cclark@gdrd.org>, <wildroseranch@wildblue.net>, <crim@innercite.com>, <jim7544@comcast.net>, <mcerlane@internet49.com>, <lindell@csus.edu>, <apachejam@hughes.net>, <nadine@nspetty.com>, <trlryder@pacbell.net>, <russell.nygaard@edcgov.us>, <sarah.philip@yahoo.com>, <thomas.fossum@edcgov.us>, <rsmart41@comcast.net>, <cclark@gdrd.org>, <clcallahan@cwo.com>, <Guy.Gertsch@gmail.com>, <jrusso100@sbcglobal.net>, <nadine@nspetty.com>, <noah.rucker-triplett@edcgov.us>, <russell.nygaard@edcgov.us>, <steveyonker@gmail.com>, <thomas.fossum@edcgov.us>
cc<sharon.baldwin@edcgov.us>
SubjRE: Trails Advisory Committee meeting
ect

I thought this workshop was from 1 – 5 PM?

From: pam.niebauer@edcgov.us [mailto:pam.niebauer@edcgov.us]

Sent: Wednesday, November 03, 2010 12:07 PM

To: rsmart41@comcast.net; cclark@gdrd.org; wildroseranch@wildblue.net; crim@innercite.com; jim7544@comcast.net; mcerlane@internet49.com; lindell@csus.edu; apachejam@hughes.net; nadine@nspetty.com; trlryder@pacbell.net; russell.nygaard@edcgov.us; sarah.philip@yahoo.com; thomas.fossum@edcgov.us; rsmart41@comcast.net; cclark@gdrd.org; clcallahan@cwo.com; Guy.Gertsch@gmail.com; jmharper2@comcast.net; jrusso100@sbcglobal.net; nadine@nspetty.com; noah.rucker-triplett@edcgov.us; russell.nygaard@edcgov.us; steveyonker@gmail.com; thomas.fossum@edcgov.us

Cc: sharon.baldwin@edcgov.us

Subject: Trails Advisory Committee meeting

Good afternoon all:

The TAC meeting scheduled for November 8th has been cancelled. This will enable those members who wish to participate at the November 8th Parks & Trails Workshop the Board of Supervisors will be conducting to attend. The workshop will begin at 9 a.m. and for now it appears it will be an all day event.

Sharon: could you please post a notice of cancellation on the TAC website with the explanation it is due to the Parks & Trails workshop at the Board of Supervisors.

Thanks everyone.
Pam

Pam Niebauer
Administrative Secretary
DOT Engineering, Facilities
530-621-5986
pam.niebauer@edcgov.us

"There is no such thing as a bad choice, there is only the next choice"

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Fw: Trail Priority Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/04/2010 01:54 PM

--- Forwarded by Judi E McCallum/PV/EDC on 11/04/2010 01:54 PM ---



Trail Priority Resolution

H Pope to: bosfive

11/04/2010 12:52 PM

Representative Santiago,

Please vote for the November 8th Trail Priority Resolution.

I am an avid trail user as are the many with whom I regularly share the trail.

Thank you,

Hope Scott
939 Simas Way
Placerville, Ca.
530-626-8676



Fw: Please vote for the November 8th Trail Priority Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/01/2010 12:15 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:15 PM -----

Please vote for the November 8th Trail Priority Resolution

Denna Patton to: bosone, bostwo, bosthree, bosfour, bosfive

11/01/2010 09:02 AM

We are active users of the El Dorado Trail in Diamond Springs and also walk the trail leading west towards Mother Lode Drive. These are beautiful and tranquil areas that we feel are important to be retained as walking, bicycle and horse trails. It does not seem reasonable to give up this area for a noisy, smoky train ride to nowhere.

Please vote for the Trail Priority Resolution!

Sincerely,

Kathy Johnson and
Denna Patton
sierra6@wildblue.net



Fw: El Dorado Bike Trail Support

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR

Sent by: Judi E McCallum

11/01/2010 12:17 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:17 PM -----

El Dorado Bike Trail Support

Reynolds, Marc to: bosfive

11/01/2010 08:15 AM

Hi Norma,

I am writing in support of the Eldorado Hiking, Biking and Equestrian trail movement.

Active recreation is what our area, our state and our nation needs right now. At a time when obesity has become a near epidemic, we need more places we can enjoy the outdoors while exercising.

The benefits of biking, hiking and equestrian trails have proved that they will bring positive economic traffic into an area. People will buy gas, have lunch, purchase snacks and other revenue generating activities. Alternatively, excursion trains have not proved to benefit local economies and fade in popularity quickly after the novelty is gone.

I urge you to support (as I do) active recreation. I ask you to support the El Dorado hiking, biking and equestrian trail

Thank you

Marc Reynolds
Director Carrier Sales
Blue Coat Systems, Inc.
www.bluecoat.com

Blue  Coat



Fw: Establishing the Priority Use of the Sacramento-Placerville Transportation Corridor

The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/01/2010 12:33 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:33 PM -----

Establishing the Priority Use of the Sacramento-Placerville Transportation Corridor

Charlie Downs to: 'bosone@edcgov.us', 'bostwo@edcgov.us',
'bosthree@edcgov.us', 'bosfour@edcgov.us',
'bosfive@edcgov.us'

11/01/2010 10:47 AM



Please find attachment letter in support of the Multi-Use Trail Document1.docx

November 1, 2010

District 1 - John Knight - bosone@edcgov.us
District 2 - Ray Nutting - bostwo@edcgov.us
District 3 - Jack Sweeney - bosthree@edcgov.us
District 4 - Ron Briggs - bosfour@edcgov.us
District 5 - Norma Santiago - bosfive@edcgov.us

Subject: Establishing the priority of use for the Sacramento-Placerville Transportation Corridor

Dear El Dorado County Supervisors,

I wanted to express my enthusiastic support of a multi-use trail from the currently improved El Dorado Trail to the existing multi-use trails in Folsom and the American River Parkway in Sacramento. I currently serve on the El Dorado County Economic Development Advisory Committee (EDAC) and the Placerville Area Convergence Team (PACT) both of which have the goal of creating a more vibrant economic environment for the County and the City of Placerville. I am also an owner of a company providing professional services throughout California and believe the completion of this trail would be extremely beneficial on many levels.

The connectivity to other great regional assets in the Sacramento Valley with the completion of this El Dorado Trail link would be a tremendous boost to our local economy. It leverages the rich cultural and natural history we enjoy in our County for the benefit of our residences and local business community. Providing healthy and popular recreational uses that promote geotourism is a smart strategy for a sustainable business climate. Enhancing local assets creates a better sense of community pride and ownership which in turn can attract people who want to live and work close to such assets.

There are many strategies for economic growth, linking the El Dorado Trail to the regions great trail network would provide quick results. Cycling enthusiasts and other users are connected throughout the region, state and nation. Having such an asset would provide them with a great opportunity to experience El Dorado County from a unique vantage point. That experience would translate to other venues within the County, all of which would help further support our local businesses.

Please support the multi-use trail as a top priority in the use of the existing right of way. It is the easiest achievable use with the greatest benefit for our County and region.

Thank you,

Charles D. Downs AIA, Architect
President ANOVA Architects, Inc.
Placerville, CA



Fw: Trail Resolution Vote

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR
Sent by: Judi E McCallum

11/01/2010 12:42 PM

— Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:42 PM —

Trail Resolution Vote

Hoe, Steven (S.R.) to: bosfive

10/29/2010 12:03 PM

Hello,

I just wanted to share my view that I believe it would be in the best interest of the local residents and the county that you show your support for the hiking, biking and equestrian use trail resolution being voted on November 8th.

Thank you in advance for your upcoming vote of support.

Steve Hoe



Fw: Trail Priority Resolution

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR
Sent by: **Judi E McCallum**

11/01/2010 12:43 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:42 PM -----

Trail Priority Resolution

Ron Mellor to: bosfive

10/29/2010 09:47 AM

Supervisor Santiago:

I would like to strongly encourage the moving ahead on a multi-use trail that would connect Placerville with Folsom on the old railroad bed. It would be such an amazing benefit to our community and would show that local government does indeed care for the people of this area.

Thanks,

Ron Mellor



Fw: Rail line should be Bike Trail line

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR
Sent by: Judi E McCallum

11/01/2010 12:44 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:43 PM -----

Rail line should be Bike Trail line

jim shook to: bosfive

10/29/2010 09:20 AM

Greetings Supervisor Santiago;

We are residents of the Shingle Springs area and would like to ask that the railroad right of way be made into a biking ar
enjoy. One of the very last things we need in the county is the noise and commercialism of an excursion train which is dc
Thank You, Respectfully, James and Jean Shook, Shingle Springs.



Fw: Trail Priority Resolution

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR
Sent by: Judi E McCallum

11/01/2010 12:44 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:44 PM -----

Trail Priority Resolution

Paul Newton to: bosfive

10/29/2010 08:58 AM

I am contacting you to please vote for the "Trail Priority Resolution" at the Nov 8 Board of Supervisors meeting.
Thank you for your time.

Paul Newton



Fw: El Dorado Trails

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR
Sent by: Judi E McCallum

11/01/2010 12:45 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:44 PM -----



El Dorado Trails

Garrett McLaughlin to: bosfive

10/29/2010 07:50 AM

“Please vote for the November 8th Trail Priority Resolution”

Thanks

Garrett McLaughlin, *PE*

Quincy Engineering, Inc

3247 Ramos Circle

Sacramento, CA 95827-2501

(916) 368-9181 phone

(916) 368-1308 fax

garrettm@quincyeng.com

www.quincyeng.com



Fw: El Dorado Trail~

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR
Sent by: **Judi E McCallum**

11/01/2010 12:45 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:45 PM -----

El Dorado Trail~

Julia Abela to: bosfive

10/29/2010 07:41 AM

Dear Ms. Santiago:

Please vote for the November 8th El Dorado Trail Priority Resolution.

Thank You,

Julia Abela



Fw: El Dorado Trail Priority Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/01/2010 12:46 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:46 PM -----

El Dorado Trail Priority Resolution

Jeanie Van Voris to: bosone, bostwo, bosthree, bosfour, bosfive

10/28/2010 08:41 PM

Dear Supervisors,

Simply stated, our family fully supports the El Dorado Trail Priority Resolution for bicyclists, equestrians and hikers. Please make this happen.

Thank you,
The Van Voris Family



Fw: El Dorado Trail Resolution - 11/8 Vote Yes

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR
Sent by: Judi E McCallum

11/01/2010 12:46 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:46 PM -----

El Dorado Trail Resolution - 11/8 Vote Yes

K Kolafa to: bosfive

10/28/2010 08:32 PM

Dear Supervisor Santiago:

Dear Supervisor Nutting:

My name is Kimberly Kolafa, and I am a Registered Nurse, residing in El Dorado County. Noting a need for an organized local hiking group, in June of this year, I founded the meetup group, El Dorado Hikers and Outdoor Adventurers; and in just four short months, without advertisement, our group has grown to 74 adult members! I am also aware of three other local hiking groups, a women's group of 30+ (no formal name), a long-standing group Hangtown Hikers, and another meetup group, Placerville Casual Hike & Bike.

The mission of our group is to primarily hike locally; however, there are a limited number of trails in the foothills of El Dorado County. The El Dorado Trail is very short; and as such, we have and will continue to utilize the trails in Auburn, Cool, and the Foresthill Divide, and neighboring Placer, Amador, and Calaveras County trails. As outdoor recreationists, we stimulate our appetites - we like to eat! We often meet for a meal before or after an event, which is a stimulus to the economy of the area where the activity is hosted. This is a common practice of other hiking/adventure groups too, which, I'm sure would utilize this trail if it were extended. I believe extending the El Dorado Trail would not only provide the local residents of El Dorado County a venue for healthy, outdoor activity, it would also benefit local merchants, which would increase County revenues.

I am requesting you support the El Dorado Trail Resolution with a "yes" vote on November 8!
Thank you!

Sincerely,

Kimberly Kolafa
5510 Robinhood Lane
Pollock Pines, Ca 95726
530-647-8056



Fw: Dear El Dorado County Supervisors
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/01/2010 12:46 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:46 PM -----

Dear El Dorado County Supervisors

bosone@edcgov.us, bostwo@edcgov.us,
Brian Burkett to: bosthree@edcgov.us, bosfour@edcgov.us,
bosfive@edcgov.us

10/28/2010 03:37 PM

Dear El Dorado County Supervisors,

I am the founder and owner of the Nor Cal meet up group. We have over 500 members and are dedicated to the recreational activity of bagging peaks in the Tahoe area. While many of our members already use your El Dorado Trail to train during the week, I believe you could increase this value to our group by extending your trail. Walking up and down peaks is hard on knees. The activity of bicycling for cross training is recommended by doctors and physical therapists. A long steady slightly graded uphill hill would benefit and bring excitement to our group, and provide a safe place to train. Please Vote yes on the November 8th El Dorado Trail priority.

Sincerely,
Brian Burkett
@ NorCal Peak Hikers MeetUp Group



Fw: Rails-to-trails

The BOSFIVE to: Cynthia C Johnson, The BOSONE, The
BOSTWO, The BOSTHREE, The BOSFOUR

11/01/2010 12:49 PM

Sent by: **Judi E McCallum**

—— Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 12:49 PM ——

Rails-to-trails

Placerville to: bosfive

10/28/2010 07:12 AM

Dear Supervisor Santiago

My understanding, when the railway access was purchased many years ago, that it was for the purpose of the conversion to a rails-to-trails (I know that the remote possibility that it would re-open as a railway was reserved). This asset needs to be developed for the future benefit of our local community. What better than a walking, biking and horse riding trail. There has been a lot of discussion of converting part of the railway for an excursion train from Folsom to Shingle Springs. How could this possibility be more beneficial, to our community, than a multi-use trail. There has been talk of a trail from Tahoe to Sacramento and beyond. Our trail could be joined with the overall plan. I see no benefit of the train, but a tremendous benefit to a multi-use trail.

Thank you for your time with this matter.

Mike Marchand



Alison Clement: : trail BOS meeting Nov. 8th
The BOSONE to: Cynthia C Johnson
Sent by: Loretta M Featherston

11/01/2010 02:04 PM



trail BOS meeting Nov. 8th

Clement, Alison to:

11/01/2010 01:56 PM

Dear El Dorado County Supervisor,

Please vote for the November 8th Trail Priority Resolution.

Alison Clement
Librarian
Marshall Community Health Library
681 Main Street, Suite 103
Placerville, CA 95667

ph. : (530) 626-2778 fax: : (530) 626-2779



Please consider the environment before printing this e-mail



Fw: November 8th Trail Priority Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/01/2010 02:17 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/01/2010 02:17 PM -----



November 8th Trail Priority Resolution

n.rogness to: bosone, bostwo, bosthree, bosfour, bosfive

11/01/2010 02:14 PM

Please vote for the November 8th Trail Priority Resolution.

-Nicholas Rogness



Fw: Is EL Dorado County prepared for the full costs of a regional bike trail?
The BOSONE to: Cynthia C Johnson
Sent by: Loretta M Featherston

11/01/2010 12:45 PM

Is EL Dorado County prepared for the full costs of a regional bike trail?

Mart Donahoo to: bosone, bostwo, bosthree, bosfour, bosfive

10/27/2010 11:43 AM

Honorable El Dorado County Supervisors,
I see the trails group is again misleading the residents and business' of El Dorado County.

From the trails group: "Trails boost the economy! The American River Parkway reports \$360 million in economic benefits." (see attachment).

From the ARP: The American River Parkway generates and estimated \$364, 218, 973 annually for the local Sacramento economy (*American River Parkway: Financial Needs Study Update*, The Dangermond Group, 2006) (see attachment)

See the attached study the ARP uses to make the claim of 360 million in revenue generation. The same report breaks down which type of ARP users make up that claim and how much dollar value they are worth. The trail users are one of the lowest per person contributor on the list of ARP users and the largest area of cost to maintain. The ARP has multiple other venues that make up the rest of that reported 360 million of which the El Dorado Trail Corridor cannot match.

This same study shows that operation of the ARP is a negative cost to the county and requires "augmentation" of funds going out ten years per the study. This study recommends assessments to the residents and districts or all costs will be ultimately borne by the general fund.

The trail group would not be taking this miss-information path to secure bike trails only if it weren't from some self-imposed thought that rail use will eliminate the use of a bike trail along the corridor. The rail proponents have no problem with a bike trail along side of the rail. The rail use is not going to cost El Dorado County any funds. The rail use will end up saving money on the maintenance, fire breaks, and security for both El Dorado County & trail users.

I do wish to see a trail alongside the rail. I do wish to see a rail use of the corridor. I don't like miss-information tactics used when both the bike trail and the rail use would complement each other AND would eventually keep maintenance costs of the bike trail lower to the residents and business' of El Dorado County with having a full rail use.

Marty Donahoo
Pollock Pines, CA
Folsom, CA

Newer Info. from the Sacramento County Website for its Regional Parks

<http://www.msa2.saccounty.net/parks/Pages/BudgetFAQ's.aspx>

- **What is the ARP maintenance budget and where does the money go?**

This budget of \$2.3 million in Fiscal Year 2009/10, funds the maintenance staff that cleans restrooms, maintains the trails, picks-up litter and empty garbage cans, responds to dumping and vandalism, makes repairs to fencing, provides fire breaks, and other tasks that protect the parkway, its visitors and resources. This budget also funds all utility costs, toilet paper, garbage can liners, mowers, tractors and power tools, etc.

- **What about potential increased litigation costs for those who get injured on the Parkway with less maintenance?**

The County is self-insured, and Regional Parks pays into this self insurance fund. Any increase in claims will be factored into future charges for the department.



ARP-Financial-Needs-Study-Update-2006.pdf



El_Dorado_Trails_Email_FB.pdf

From: Facebook [notification+phiphm7d@facebookmail.com]
Sent: Tuesday, October 26, 2010 9:51 PM
Subject: "El Dorado Trail" sent you a message on Facebook...

facebook

Jackie Neau sent a message to the members of [El Dorado Trail](#).



Jackie Neau October 26, 2010 at 9:49pm
Subject: Action Item - Support the El Dorado Trail!
Are hiking, biking and equestrians trails a priority for you?

The Board of Supervisors is deciding just this on November 8th.

We need you!

Email! Call! Attend! Forward to other Trail Supporters!

1) Email each Supervisor:

"Please vote for the November 8th Trail Priority Resolution"

District 1 - John Knight - bosone@edcgov.us

District 2 - Ray Nutting - bostwo@edcgov.us

District 3 - Jack Sweeney - bosthree@edcgov.us

District 4 - Ron Briggs - bosfour@edcgov.us

District 5 - Norma Santiago - bosfive@edcgov.us

2) Call each Supervisor:

District 1 - John Knight - (530) 621-5650

District 2 - Ray Nutting - (530) 621-5651

District 3 - Jack Sweeney - (530) 621-5652

District 4 - Ron Briggs - (530) 621-6513

District 5 - Norma Santiago - (530) 621-6577

3) Attend the 1 PM November 8th Board of Supervisors workshop where they will vote on the Trail Priority Resolution.

Learn more at:

<http://www.facebook.com/l/3ec39qVZrHPToA-10B9vgnSkTCw:eldoradotrail.com/>

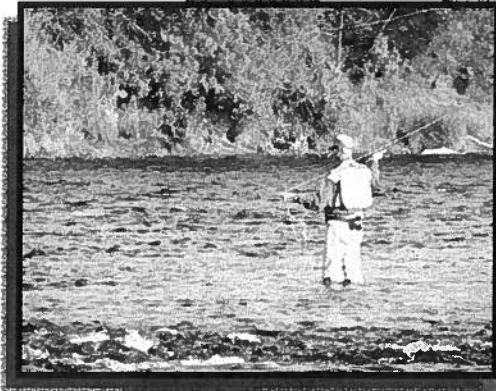
<http://www.facebook.com/#!/group.php?gid=338461791996>

Why should you support this trail resolution?

- 1) Trails supply the community with a SAFE place to exercise, recreate, and travel.
- 2) Trails connect communities, schools, neighborhoods, businesses, and towns.
- 3) Trails boost the economy! The American River Parkway reports \$360 million in economic benefits.
- 4) The El Dorado Trail will be a trail of National Significance connecting the Sacramento region to the Lake Tahoe Region.
- 5) The El Dorado Trail is already benefiting walkers, bicyclists, equestrians, moms with strollers, and the dog walkers too. But the trail is benefiting even more groups that you may realize. The El Dorado Trail is utilized by Union Mine and El Dorado High School's track teams, Marshall Hospital's physical rehab program, Placerville's spinal injury support group, kids walking to school, Geo Cache groups, and more. Fund Raising events are held on the trail! The El Dorado Trail serves the entire community!

Find people from your Comcast address book on Facebook!

American River Parkway 2006 Financial Needs Study Update



The Dangermond Group
County of Sacramento Department of Regional Parks
Updated: June 2006



ACKNOWLEDGEMENTS

We would like to acknowledge and to thank everyone who assisted in the update of the 2006 American River Parkway Financial Needs Study.

County of Sacramento Board of Supervisors

Roger Dickinson	District 1
Illa Collin	District 2
Susan Peters	District 3
Roberta MacGlashan	District 4
Don Nottoli	District 5

County of Sacramento Recreation and Park Commission

Robert Bastian	District 1
Theodore Robinson	District 2
Arthur White	District 3
Michele McCormick	District 4
Dan Gonzales	District 5

County of Sacramento

Terry Schutten	County Executive	
Cheryl Creson	Administrator	Municipal Services Agency
• Steve Pedretti	Deputy Administrator	Municipal Services Agency

County of Sacramento Department Staff

Ron Suter	Director	Department of Regional Parks
Gary Kukkola	Deputy Director	Parkway and Regional Parks Division
Elizabeth Bellas	Administrative Services Officer	Parkway and Regional Parks Division
David Lydick	Chief Ranger	Parkway and Regional Parks Division
Marilee Flannery	Center Director	Effie Yeaw Nature Center
Wendy Randolph	Administrative Services Officer	Special Services and Planning Division
Rowena Siozon	Senior Accountant	Administration Division
William Burke	Deputy Counsel	County Counsel

Table of Contents

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Introduction

The American River Parkway has long been recognized as a valuable natural and recreational resource for the Sacramento area. By the early 1900's planners were suggesting various parkway concepts for establishing cooperation between agencies with jurisdiction along the river. Early planning efforts along the river culminated in the 1962 approval of a master plan that included the 23-mile American River Parkway from Nimbus Dam to the River's confluence with the Sacramento River.

Between 1949 and 1955, the City of Sacramento, followed by the State of California, purchased the first parkland along the river. After the 1959 formation of the County Department of Parks and Recreation, the County established the Parkway from Nimbus Reservoir to the confluence with the Sacramento River. In 1974 the Parkway's trail system was designated a "National Recreational Trail," and in 1980, the County completed the Jedediah Smith Memorial Bridge, linking the existing portions of the bicycle trail and four Regional Parks (See Exhibit 1-A: American River Parkway Map).

The American River Parkway has grown to comprise 4,615 acres, providing a variety of open space and recreation opportunities for residents of the region. Establishment of the Parkway is an accomplishment recognized throughout California and the west and has become a model that many have tried to emulate without success.

Recent Budget Impacts

Over the past 30 years, the passage of Proposition 13 and subsequent ups and downs in the California economy have created situations whereby both the State and the County have suffered periodic funding crises and uncertainties. Redistribution of resources and responsibilities between the State of California and the fifty-eight (58) Counties left Sacramento County with more responsibility for local services and many, often-competing, demands to coordinate. These changes impacted funding vital to the operations and maintenance of the American River Parkway. Regular budget cuts left the County of Sacramento Department of Regional Parks without adequate funding for on-going maintenance and operations with the result that facilities became out-dated or fell into disrepair.

Executive Summary

additional shortfalls identified in the areas of Equipment, Deferred Maintenance, Capital Improvements, and Land Acquisition.

Between 2000 and today, the County again experienced a significant funding crisis, with initial adverse impacts to Parkway funding. More recently, funding was provided for the following deficiencies identified in the 2000 study:

- Closing the gap on the operations deficiency as well as providing solutions to the illegal camping problem in the lower portions of the river,
- Eliminating the gap on administrative overhead costs,
- Accomplishing fourteen (14) capital improvement and major maintenance projects throughout the Parkway.

Goals of the Study and Augmentation Needs

The goals of this study are to update the benchmarks, focus on new and remaining deficiencies and long-term needs, and review and revise the 2000 Financial Needs Study augmentation strategies.

Looking at the Operating Budget in the table below, current Funding Sources provide about 80% of the \$7,401,361 Fiscal Year 2005-06 operating budget needed to bring the Parkway to best practice standards.

Fiscal Year 2005-06

Operating Budget*

Five Program Areas	Existing Budget	Augmentation Need**	Recommended Budget Total
Operations	\$2,604,245	\$280,996	\$2,885,241
Maintenance	\$1,450,006	\$1,097,714	\$2,547,720
Effie Yeaw Nature Center	\$632,336	\$96,531	\$728,867
Regional Programs/Leisure	\$48,837	\$39,546	\$88,383
Administrative Overhead	\$1,151,150	\$0	\$1,151,150
TOTAL	\$5,886,574	\$1,514,787	\$7,401,361

*The operating budget augmentation need was estimated using benchmark figures from similar facilities

** Augmentation Need Total Includes all operating budget augmentation needs

Note: Reference Figure 4-8: Fiscal Year 2005-06 Operating Budget Augmentation Summary

Executive Summary

The result is the identification of two primary alternatives that can provide both adequate and reliable funding and which appear to be supported by County residents. The first is a County-wide special benefit assessment district with earmarked funding exclusively for the Parkway. This requires a 50% weighted vote by property owners. The second alternative is a one-eighth cent sales tax increase which is estimated to bring in over \$26 million dollars annually County-wide, to be shared amongst County Parks, the cities, and the special park and recreation districts. The funds would be utilized for the entire County Park system, including the American River Parkway, as well as all the cities and special park and recreation districts within the County. This alternative would require a two-thirds majority vote.

Summary

A summary of the major recommendations contained throughout this report are as follows:

1. Given the near \$46 million undesignated augmentation balance it is estimated that with inflation there would be parkway budget shortfalls of between \$4.6 to \$6.0 million per year over the next ten years. To provide funding to cover this augmentation need, it is recommended that the County of Sacramento pursue actions to augment the identified parkway budget shortfalls. Three basic choices exist:
 - a. Expand support from the County General Fund, supplemented with other local, State and Federal funds wherever possible.
 - b. Seek property owner support for the formation of a special assessment district with companion assessment
 - i. If solely for Parkway use, the estimated parcel assessment would be \$11.50 - \$15.00 per year (these numbers are rounded up to the nearest half dollar.)
 - c. Seek voter approval for an additional one-eighth cent sales tax for County-wide park and recreation services, resulting in an estimated \$26 million dollars annually. Funding would be shared between Cities, Park and Recreation Districts, County Regional Parks, and the Parkway.
2. If either option b or c is selected, it is recommended that the County engage a consulting firm to study the feasibility of undertaking the measures and to explore with appropriate agencies in the County their support and willingness to participate.

1. Introduction

1.1 Background and Purpose of Study

1.1.1 History of the American River Parkway

The history of the lower American River includes the story of how the American River Parkway was formed and how it grew to attract attendance that is among the greatest of any facility in the State, including State and National parks.

For thousands of years, the American River overflowed its banks in winter and dwindled to depths of two or three feet in summer. It supported bear, antelope, elk and deer, beaver, mink, otters, a large variety of waterfowl, riparian birds, and at least 40 species of fish. The River drew nomadic people who were attracted by the water and the abundance of game, fish, and herbs, and European settlers seeking riches from trapping, farming, and mining gold.

The early residents created informal trails and roads for access to the river and for trade with settlements to the east and west. The first official bike path along the river was built in 1896, and extended from 31st and J Streets to Folsom. Originally financed by private citizens, it eventually fell into disuse.

Hydraulic gold mining techniques filled the river with rubble, displacing the water and causing increasingly large floods. People piled the rubble along the river to create levees and reclaim parts of the flood plain. Although the river was eventually rerouted, the flooding persisted. Under pressure by the federal government to reclaim land by the River, the State sold land to private owners, with nearly half of it going to corporations and land speculators.

To protect against development, local residents pushed for a park system along the River, and in 1949 the City of Sacramento used \$200,000 of State funds to purchase 89 acres of parkland bordering Paradise Beach. These funds were combined with a private donation of 75 acres to purchase the land for Glenn Hall Park.

1.1.2 Purpose of the Study

The purpose of the original American River Parkway Financial Needs Study, completed in 2000, was to establish a comprehensive framework for identifying funding and maintenance needs for the American River Parkway (Parkway). To accomplish this goal, the difference between Parkway levels of operations and maintenance and best management practice levels of comparable services in similar parks was determined. The comparison was made by surveying similar park systems and establishing financial benchmarks as the basis for identifying ways to close gaps in the Parkway operating budget and other established needs. The study also evaluated remaining acquisition areas and related costs as well as capital improvement needs, which includes major deferred maintenance. This 2006 financial needs study update focuses on the following:

- 1) The Parkway's operational budget from Fiscal Year 2000-01 through Fiscal Year 2005-06,
- 2) Division budget changes,
- 3) Proposed augmentation recommendations,
- 4) Economic and social trends affecting the Parkway operating budget in the past five years,
- 5) Development of new and updated benchmarks and augmentation strategies, and
- 6) Identification of reliable local funding strategies for the Parkway.

This 2006 study is an update of the 2000 study. It is not a stand-alone document.

1.2 Methodology

1.2.1 Benefits of American River Parkway

Direct and indirect economic benefits of the American River Parkway were examined in *Section 2*. A detailed analysis of recent studies outlining the indirect economic benefits of parks, open space, and trails in the areas of public health, economic, environmental, and social benefits was conducted. The direct economic benefits of the Parkway were obtained

Section 1: Introduction

Division and program income were also summarized and analyzed, and changes that occurred between Fiscal Year 2000-01 and Fiscal Year 2005-06 were identified, reviewed, and discussed with department staff. Major changes that occurred over the six-year period are included and discussed in this study.

1.2.3 Operating Budget: Best Management Practice Benchmarks

Upon completion of the historical budget data review, the focus of this study shifted to a survey of comparable park facilities managed by other agencies. Benchmarking data published in the August 2000 report was updated to current conditions and dollars. Agencies surveyed to establish Fiscal Year 1999-00 benchmarks were contacted. If comparisons were no longer applicable or available, replacement agencies with similar amenities and well-maintained and operated facilities were chosen and surveyed. Updated benchmarks were created and compared to the Fiscal Year 2005-06 budget to establish new augmentation recommendations.

New benchmarks were established for the following areas:

- Operations levels of the Parkway based upon park ranger hours per mile of Parkway,
- Maintenance levels of the Parkway based upon the cost per developed acre of parkland,
- Operations and maintenance levels of the Effie Yeaw Nature Center based upon a new County cost per visitor, and
- Administrative overhead as a percent of the department and divisional budget.

No new benchmark was developed for the RPL program due to both the unique nature of the program and difficulty finding comparable programs. Instead, using a Consumer Price Index (C.P.I.) inflation figure of 11.3%, the 2000 Study Benchmark figures were projected to include the period from the 2000 Study through February 2006.

In each case, except RPL, the benchmark cost per program was computed as an average of the agencies surveyed.

Section 1: Introduction

units of local government with the creation of benefit assessment districts and strategies to increase parcel and/or sales taxes.

1.2.7 Political Organizational Structures

Section 8 focuses on identifying alternative organizational structures, or types of political entities, that could be packaged with one of the local funding measures discussed in *Section 7*. Ten alternatives were identified and evaluated based on suitability for regional park and open space management.

1.2.8 Recommendations for a Funding Measure

Two options for local funding measures were explored in *Section 9*. Option one includes all recreation augmentation needs. Option two includes both recreation and potential recreation related flood control projects.

The amount of augmentation needed was established in *Section 5*. This augmentation amount was divided into two categories. The first category included Anticipated Funding Sources, such as Federal, State and Local grants (i.e. SAFCA). The second category included all the augmentation funds needed that had Undesignated Funding Sources. (See *Exhibit 5-A*). The Undesignated Funding Source Balance is carried forward to *Section 9*. A ten-year local funding measure was examined along with twelve recommendations to secure the funding.

1.3 Summary

Permanent, sustainable Parkway funding sources that are less dependent on the County General Fund are needed.

Section 1: Introduction

Exhibit 1-B: 2006 Update of Revenue Generation Model

	Est. Visits 2005 (1)	Per Capita Spending (2)	Visitor Spending (3)	Budget Operations/ Maintenance (4)	Capital Improvement (CIP) Budget (5)	Visitor Spending plus Operations/ Maintenance (CIP) (6)	Multiply 50% @ 7.75 Sales Tax (6)	Sub-Total	Total Estimated Multiplier 2x (7)
Fishing	926,190	\$40.59	\$37,594,052.10						
Swimming	926,190	8.78	\$8,131,948.20						
Boating	1,111,920	\$38.40	\$42,697,728.00						
Trail Users	2,038,110	\$9.87	\$20,116,145.70						
Picnicking	1,204,170	\$15.36	\$18,496,051.20						
Nature Study	1,666,650	\$14.26	\$23,766,429.00						
Field Sports	463,710	\$19.75	\$9,158,272.50						
Other	926,190	\$3.29	\$3,047,165.10						
Total	9,263,130								
Average		\$19							
Total			\$163,007,791.80	\$6,393,636.00	\$5,914,564.00	\$175,315,991.80	\$6,793,494.68	\$182,109,486.48	\$364,218,972.96

Notes:

- (1) Number of annual visits taken from "Recreation Planning Report: American River Parkway" by Seymour W. Gold, Ph.D., February 1985. Population projections based on California Department of Finance projections for Sacramento County population of 1,187,000 in the year 2000. The 2005 population of 1,458,789 per Sacramento County Planning reflect an increase of 271,789 residents or a 23% increase from the 2000 projected population in the study. Therefore, each of Gold's estimated visitation projections were increased 23%, per type of activity, to reflect the same percentage of increase in the population.
- (2) Per capita spending for categories of Parkway users taken from "An Analysis of Economic Values of the American River Parkway" by Meyer Resources, Inc., February 1985. Per capita spending figures were adjusted for inflation and converted to 2005 dollars. The inflation index from 2000 -2006 was 11.3%. For purposes of comparison from the 2000 Study, there is a discrepancy in the average spending rate per visitor of \$16 per day. Recalculated figures indicate the average spending rate should have reflected \$17 per visitor per day. The recalculated figure was the number updated for the 2005 study. Figures include all spending, including fees and charges to enter and use the Parkway as well as spending in local communities.
- (3) Figures calculated have been rounded to the nearest dollar. Visitor Spending equals Estimated visits multiplied by average Per Capita Spending.
- (4) American River Parkway Operational Budget for Fiscal Year 2005-06 (See Figure 3-2: Fiscal Year 2005-06 Budget by Benchmark Program).
- (5) American River Parkway Capital Improvements for Fiscal Year 2005-06 (See Figure 3-5: CIP Projects Completed Fiscal Year 2000-01 through Fiscal Year 2005-06).
- (6) 50% of all Parkway related spending is assumed to be subject to sales tax at 7.75%. Sacramento County tax rate has not changed since 2000; therefore, no adjustments were made.
- (7) A multiplier of was 2 used per National Park Service Money Generation Model by Dr. Ken Hornback, 1990. This multiplier is used to calculate the impact that park visitors have on the local economy in terms of their contribution to sales, income and jobs in the area. This variable remained constant from the previous study.

Section 2: Benefits of the American River Parkway

2. Benefits of the American River Parkway

The County of Sacramento Department of Regional Parks, oversees more than 14,000 acres of parklands, open space, and parkway trails for the enjoyment of the residents of Sacramento County. These facilities support a wide range of activities including walking, hiking, running, cycling, rafting, kayaking, horseback riding, picnicking, fishing, and golfing. The 23-mile long American River Parkway is a vital and integral component of the County of Sacramento Department of Regional Parks' inventory of recreational amenities.

Nationwide, numerous research studies are defining the important benefits provided by parks, open space, and trails. Researchers are finding that these facilities increase social, physical, and mental health for residents by establishing vital links to natural places. The presence of adjacent natural areas and open space also increases the economic value of the surrounding real estate. These amenities help preserve and protect the environmental health of the region.

Sacramento County's regional parks, open space, and trails are valued by the local residents. In an August 2004 Sacramento voter survey¹, 49% of the Sacramento residents surveyed responded that they had visited County parks and riverways from a few times a month to more than two times a week. Of residents that responded, 70% stated that parks and riverways are very important or extremely important to their quality of life. The survey indicated that 61% to 81% of Sacramento residents felt that it was important to extremely important to preserve open space and protect natural resources, as well and provide recreational opportunities for children and youth.

¹ Sacramento Voter Survey conducted by Fairbanks, Maslin, Maullin & Associates. August 2004.

Section 2: Benefits of the American River Parkway

In a 2003 national survey, 87% of Americans responded that they had participated in an outdoor recreational activity over the past twelve months. Respondent motivations for participating in recreation activities include fun, relaxation, stress relief, nature experiences, and exercise. Americans who recreate frequently are notably happier with their lives.³ Additionally, parks and open space help define a sense of place by creating community identity and by providing locations for residents to gather. Urban open space makes communities more attractive and inviting places to live and work.

2.2.1 Public Health Benefits

California Department of Parks and Recreation (DPR) recently compiled and published an element of the California Outdoor Recreation Planning Program⁴ that overviews studies relating recreation and physical activity to health and social benefits. The DPR study identified the relationship between the availability of environmental infrastructure, including trails, parks, and recreation centers, to people's activity levels.

Access to parks, open space, and trails increases physical activity and improves the physical and mental health of residents by providing places and pursuits to keep people active. Exposure to nature and greenery has been shown to increase psychological health and well being.⁵ A recent study found that the cities with the highest percentage of parkland had the highest percentage of people who walked or bicycled.⁶ Increased physical activity has many positive benefits. Recent studies have linked inactivity to adult and childhood obesity, which is a growing epidemic in the nation. The Centers for Disease Control and Prevention (CDC)

³ Outdoor Recreation in America 2003: Recreation's Benefits to Society Challenged by Trends. The Recreational Roundtable. 2004.

⁴ The Health and Social Benefits of Recreation, an Element of the California Outdoor Recreation Planning Program. State of California, Department of Parks and Recreation, Sacramento, CA. 2002.

⁵ Trust for Public Lands. 2003.

⁶ Urban Green Space linked to Walking, Cycling Levels. The Journal of Health Promotion. 2005.

Section 2: Benefits of the American River Parkway

the General Plan and supports the County's habitat conservation efforts.

Parkland, open space, and trails provide buffers that protect water quality. Large open grasslands and undeveloped areas create a natural filtration system. In addition, the American River receives water from tributaries and creeks that provide natural drainage for seasonal runoff. The Parkway's contiguous natural areas help to protect the neighboring residents from rising waters during heavy rains.

2.2.4 Social Benefits

Parks, open space, and trails provide important social benefits, including reduction of juvenile crime, increased recreational opportunities, and strong neighborhoods. By providing recreational activities for children and teens, at-risk youth are kept off the streets and given safe environments within which to interact with peers. In Fort Worth, Texas, crime dropped 28% within a one-mile radius of community centers where midnight basketball was offered. In the areas around five other Fort Worth communities where the program was not offered, crime rose an average of 39% during the same period.¹⁰

Journals published by such institutions as the American Academy of Pediatrics, American Association for the Advancement of Science, Trust for Public Land, and National Center for Health Statistics, confirm that recreational activities and organized sports are of value to children, youth, seniors and families in that they provide exercise; help develop muscle strength; teach coordination, teamwork, and leadership skills; help to create positive social interactions with peers; and serve as a catalyst for community. People with increased social contacts and stronger support networks tend to have lower premature death rates, less

¹⁰ Trust for Public Lands. 2003.

Section 2: Benefits of the American River Parkway

Whether or not visitation has grown as much as projected cannot be confirmed, as a detailed visitation survey was not completed as part of this report. What is known is that the population of Sacramento County has grown and that there is continued demand for and use of the Parkway. It is therefore likely that an unsatisfied latent demand for the resource exists. If there is a build up of latent demand for the Parkway, then there is also an unrealized economic value in the Parkway

Both the American River Parkway Operational Budget (See *Figure 3-1: Parkway Division Budget Summary Fiscal Year 2000-01 through Fiscal Year 2005-06*), and the American River Parkway Capital Improvement Budget, were updated to reflect fiscal year 2005-06 budgets (See *Figure 3-5: CIP Projects Completed Fiscal Year 2000-01 through Fiscal Year 2005-06*). Since the County tax rate has not changed, budget figures and the economic multiplier remained constant in the overall formula.

2.4 True Value of the American River Parkway

Sacramento County residents clearly value the substantial benefits the American River Parkway brings to the Sacramento region. The Parkway generates numerous direct and indirect economic benefits that help to support Sacramento County's regional economy. Benefits to local residents include stimulation of the regional economy, higher real estate values, increased physical and psychological health, and greater social connectedness. Flood control, cleaner water, and protection of natural plants and animal communities are additional benefits that accrue from the Parkway.

The value of the Parkway to the residents and the regional economy of Sacramento is undeniable; however, a renewed financial and political commitment to the Parkway is needed to help restore and nurture this vital natural and economic resource.

Section 2: Benefits of the American River Parkway

Exhibit 2-B: Parkway Developed and Undeveloped Acres

Item	Acres
Developed Acres	
Turf	150.0
Paved Roads, 12.15 miles x 24' wide	36.0
Unpaved Roads, 30 miles x 24' wide	87.0
Paved Trails, 26 miles x 12' wide	38.0
Horse Trails, 26 miles x 4' wide	13.0
Walking Trails/Service Roads, 20 miles x 12' wide	30.0
Fire Breaks, 18 miles x 12' wide	26.0
Paved Parking	26.0
Unpaved Parking	22.0
River Shoreline, 50 miles x 24' wide	146.0
Fencing, 20 miles x 8' high	30.0
Buildings	0.6
<ul style="list-style-type: none"> • 24 Restrooms @ 800 s.f. pad ea. (19,200 s.f. / 43,560 = .44 ac.) • 13 Entry Stations @ 60 s.f. pad ea. (780 s.f. / 43,560 = .02 ac.) • 8 Information Kiosks @ 144 s.f. pad ea. (1,152 s.f. / 43,560 = .03 ac.) • 6 Other Structures @ 1,000 s.f. pad ea. (6,000 s.f. / 43,560 = .14 ac.) 	
Picnicking/Camping Areas	1.0
<ul style="list-style-type: none"> • 246 Family Picnic Sites @ 128 s.f. pad ea. (31,488 s.f. / 43,560 = .72 ac.) • 113 BBQ's @ 36 S.F. ea. (Included with picnic sites) • 5 Group Picnic Sites @ 800 s.f. pad ea. (4,000 s.f. / 43,560 = .09 ac.) • 40 Trailside Picnic Sites @ 128 s.f. pad ea. (5,120 s.f. / 43,560 = .12 ac.) • 4 Group Campsites @ 400 s.f. pad ea. (1,600 s.f. / 43,560 = .04 ac.) 	
Other Facilities	1.0
<ul style="list-style-type: none"> • 11 Boat Launch Lanes @ 480 s.f. ea. (5,280 s.f. / 43,560 = .12 ac.) • 2 Courtesy Boat Docks @ 120 s.f. ea. (240 s.f. / 43,560 = .01 ac.) • 2 Piers @ 720 s.f. ea. avg. (1,440 s.f. / 43,560 = .03 ac.) • 2 Vehicle @ 7,200 s.f. ea. avg. (14,400 s.f. / 43,560 = .33 ac.) • 6 Pedestrian @ 3,600 s.f. avg. (21,600 s.f. / 43,560 = .50 ac.) 	
<i>Developed Acres Subtotal</i>	606.6
Undeveloped Acres	
<i>Undeveloped Acres Subtotal</i>	4,008.0
Total Acres	4,614.6

3. Historic Budget Review

For the past six years, the Parkway has had reduced funding due to a County budget crisis. During this time, the Parkway budget has continued to fall short of the best practice benchmarks identified in the 2000 American River Parkway Financial Needs Study. The Parkway Division and the Department of Regional Parks have faced many difficult fiscal decisions. This section of the study will:

- Review the economic and social trends that have impacted the Parkway's operations budget in the past six years,
- Review the program components of the 2005-06 Operations Budget,
- Compare Parkway personnel between 1999-00 and 2005-06,
- List all facility repair/replacement/capital improvement and acquisition projects completed from 2000-01 through 2005-06, and
- Analyze the impact of inflation on the Parkway programs and budgets.

3.1 Parkway Division Operations Budget Review

Because the Parkway does not have an independent, consistent, reliable, funding mechanism in place, its annual financial health is tied directly to the fiscal condition of Sacramento County. The six-year Parkway Division budget summary is shown in *Figure 3-1: Parkway Division Budget Summary Fiscal Year 2000-01 through Fiscal Year 2005-06*.

The funding level for operations of Parkway services/supplies had made gains in Fiscal Year 2000-01 and Fiscal Year 2001-02. However, by Fiscal Year 2002-03, the economic recession severely impacted the budget for the County of Sacramento. Facing a \$47 million shortfall in the General Fund, Sacramento County reorganized its departments and agencies, and cut expenses. When the County dissolved the Community Development and Neighborhood Assistance Agency, the Department of Regional Parks was absorbed into the Municipal Services Agency. In addition to the

Section 3: Historic Budget Review

Figure 3-1: Parkway Division Budget Summary Fiscal Year 2000-01 through Fiscal Year 2005-06

Fiscal Year	2000-2001	2001-02	2002-03	2003-04	2004-05	2005-06
Expense						
Personnel	\$3,169,469	\$3,340,829	\$3,625,634	\$3,657,782	\$3,794,046	\$4,528,436
Services/Supplies	\$1,625,392	\$1,749,858	\$1,610,840	\$1,344,283	\$1,784,104	\$1,809,945
Other	\$50,522	\$57,278	\$71,797	\$16,091	\$50,353	\$55,255
Total Expense	\$4,845,383	\$5,147,965	\$5,308,271	\$5,018,156	\$5,628,503	\$6,393,636
Income						
Reimbursements: TOT	\$0	\$0	91,542	\$0	\$0	\$0
Reimbursements: (Night-watch)	\$26,754	\$26,653	\$27,186	\$28,825	\$29,396	\$32,314
Reimbursements SAFCA	\$50,621	\$50,621	\$57,857	\$64,339	\$103,700	\$87,290
Reimbursements: Other	\$100,900	\$85,000	\$85,000	\$100,000	\$100,000	\$0
Fees/Charges - Parks	\$513,273	\$513,273	\$573,777	\$657,778	\$687,802	\$721,092
Iron Ranger, Launch, Annual Pass	\$185,387	\$185,387	\$197,316	\$268,396	199,437	\$250,817
Fees/Charges - Nature Ctr.	\$321,053	\$338,712	\$351,072	\$356,365	\$339,260	\$304,990
Rec. Concessions + Leisure	\$73,533	\$70,334	\$76,312	\$50,663	\$50,663	\$50,874
Leases	\$21,200	\$21,200	\$41,200	\$246,200*	\$46,917	\$49,170
Other Payments	\$2000	\$2000	\$565,284	\$410,707	\$0	\$0
Mitigation Fees(1)	n/a	n/a	n/a	\$10,000	\$10,000	\$10,000
Transfer Out	(\$70,000)	(70,000)	(\$70,000)	(\$70,000)	(\$70,000)	(\$70,000)
Total Income	\$1,224,721	\$1,223,180	\$1,996,546	\$2,123,273	\$1,497,175	\$1,436,547
Net County Cost (Expenses - Income)	\$3,620,662	\$3,924,785	\$3,311,725	\$2,894,883	\$4,131,328	\$4,957,089

(1) Note: Beginning in Fiscal Year 2003-04, the Parkway began identifying fees received for encroachment permits as a separate line item.

* A portion of this is an Aerojet one-time lump sum \$200,000 payment

The Board of Supervisors provided the parkway with an additional \$450,000 growth request allocation in Fiscal Year 2005-06. These funds allowed the Parkway to implement a dedicated patrol of the lower American River Parkway which included ranger patrol and maintenance, and restored two of the ranger positions lost in Fiscal Year 2003-04 and Fiscal Year 2004-05. These funds also restored Ranger dispatch services to full staffing.

Section 3: Historic Budget Review

Figure 3-2: Fiscal Year 2005-06 Budget by Benchmarked Program

Expenditures	Operations	Maintenance	EYNC	RPL(1)	Admin	Total
Personnel	\$2,639,574	\$840,634	\$593,693	\$32,062	\$422,472	\$4,528,435
Services & Supply	\$387,527	\$609,372	\$122,849	\$16,775	\$673,423	\$1,809,946
Other/Internal Charges					\$55,255	\$55,255
Sub-total	\$3,027,101	\$1,450,006	\$716,542	\$48,837	\$1,151,150	\$6,393,636
Revenues/Reimbursements/Charges	Operations	Maintenance	EYNC	RPL	Admin	Total
SAFCA Reimbursement Senior Natural Resources Specialist	\$87,290					\$87,290
Payment: Golf		\$-70,000				\$-70,000
Payment: night watch	\$32,314					\$32,314
Leases	\$24,716	\$24,454				\$49,170
Recreation Concessions & Leisure Program		\$14,000		\$36,874		\$50,874
Parking Fees/Kiosk Revenues	\$519,186	\$201,906				\$721,092
Iron Ranger, Launch, Annual Pass	\$250,817					\$250,817
Mitigation fees	\$10,000					\$10,000
EYNC Fees, Grants, Donations			\$304,990			\$304,990
Sub-Total	\$924,323	\$170,360	\$304,990	\$36,874	\$0	\$1,436,547
Net County Cost	\$2,102,778	\$1,279,646	\$441,552	\$11,963	\$1,151,150	\$4,957,089

Note: (1) Recreation, Parks & Leisure Programs (RPL)

3.3 Parkway Operations Budget Comparison Fiscal Year 1999-00 vs. Fiscal Year 2005-06

Changes to the Parkway Operations budget between Fiscal Year 1999-00 and Fiscal Year 2005-06 are shown in *Figure 3-3*. A direct comparison of the two budgets illustrates that the expenses increased 60% (\$3,998,449 to \$6,393,636) while revenue only increased 8% (\$1,327,770 to \$1,436,547). This resulted in an 86% net increase in County costs (\$2,670,679 to \$4,957,089).

In individual program areas, the Operation program budget nearly doubled between Fiscal Year 1999-00 and Fiscal Year 2005-06. In comparison, the Maintenance program budget increased only 4%. Also, the

Section 3: Historic Budget Review

dispatcher position was lost in Fiscal Year 2004-05. Also in Fiscal Year 2004-05, the Effie Yeaw Nature Center lost an Account Clerk II position, and Maintenance lost a Park Maintenance Worker I position.

In Fiscal Year 2005-06, funding for the lost ranger positions and the ranger dispatcher position was restored. In addition, a new program to help address the illegal camping issue was approved; the Dedicated Patrol of the Lower American River. This program includes a Park Ranger, a full-time maintenance worker and extra help staff, and is specific to the lower six miles of the American River Parkway.

Section 3: Historic Budget Review

3.5 Itemized Capitol Improvement Projects

Completed Fiscal Year 2000-01 through Fiscal Year 2005-06

In six years, the American River Parkway completed fourteen Capital Improvement Projects (CIP) for a total cost of \$5,914,564. This averages \$985,761 annually. Funding for these CIP projects came from a variety of sources including Propositions 12, 13, and 40, grant funds, Transportation TEA-21 grants, and partnerships with agencies such as the California Department of Boating and Waterways, Sacramento Housing and Redevelopment Agency, and Sacramento Area Council of Governments. See *Figure 3-5: CIP Projects Completed Fiscal Year 2000-01 through Fiscal Year 2005-06* for a list of the completed projects.

While recent state bonds have helped meet Parkway Capital Improvement needs, these sources are exhausted once the designated funding has been spent, and do not assist with day-to-day operations, maintenance, and program needs.

Section 3: Historic Budget Review

3.6 Impact of Inflation since Fiscal Year 1999-00

Inflation continues to take its toll on the Services and Supplies appropriation. Because the annual inflation rate between 2000 and 2005 totaled 11.3% over the six years, inflationary losses to the Services and Supplies budget were computed to be \$581,960.

Figure 3-6: Impact of Inflation on the Services and Supply Budget from 2000 to 2006

Fiscal Year	Approximate Compound CPI to 2005 dollars (2)	Actual Services/Supplies budget (1)	Compound Adjusted Services/Supplies for Inflation	Difference
2000-01	11.3%	\$1,625,392	\$1,809,061	\$183,669
2001-02	8.8%	\$1,749,858	\$1,903,846	\$153,988
2002-03	7.0%	\$1,610,840	\$1,723,599	\$112,759
2003-04	5.4%	\$1,344,283	\$1,416,874	\$72,591
2004-05	3.0%	\$1,784,104	\$1,837,627	\$53,523
2005-06	0.3%	\$1,809,946	\$1,815,376	\$5,430
6 Year Inflationary Adjustment		\$9,924,423	\$10,506,383	\$581,960

Notes:

(1) Reference Figure 3-1

(2) Inflation rates between 2000 and 2005 were obtained on February 28, 2006 from inflation rate calculator located at www.westegg.com/inflation (S. Morgan Friedman). These were adjusted 0.3% to account for January and February of 2006.

Over the past six years, the Parkway Division weathered this economic recession through reductions in staff, services, and maintenance, and the utilization of trust fund monies. As funding levels were slowly restored, the Parkway Division has managed to rehire staff and restore services. Because the Parkway does not have a consistent, reliable funding mechanism in place, the annual financial stability of the Parkway is tied to the fiscal condition of Sacramento County. County Parks needs to create alternative funding sources that are both dependable and not directly linked to the County's general fund to avoid future fluctuation in annual funding. Potential funding sources will be examined further in *Sections 8 and 9*.

Section 4: Operating Budget: BMP Benchmarks

4. Operating Budget: Best Management Practice Benchmarks

The 2000 Financial needs study developed Best Management Practice (BMP) benchmark figures through comparisons with similar facilities operated by other agencies (See *Figure 4-1*). The agencies surveyed in Fiscal Year 1999-00 were contacted to update benchmarks for the Fiscal Year 2005-06 study. Most of these agencies responded to the request for information. If comparisons were no longer applicable or available, substitute agencies with similar amenities, and well-maintained and operated facilities, were chosen to replace the originally surveyed agencies. Updated benchmarks were compared to the Fiscal Year 2005-06 budgets and analyzed to establish new augmentation recommendations in *Section 5*.

4.1 Review of Fiscal Year 1990-00 Benchmarks

Benchmarks were established for the Parkway's operating budget in five program areas: Operations, Maintenance, the Effie Yeaw Nature Center, Regional Programs/Leisure Programs (RPL), and Administrative Overhead. Comparable budget information for each of these five program areas was gathered from a number of agencies operating well-run parks, trails, and open space areas. A comparison of the Parkway's budget with the established BMP benchmarks indicated that the Fiscal Year 1999-00 Parkway budget fell \$1,763,680 below the benchmarks. The breakdown, which compares budgets to benchmarks by program area, is found in *Figure 4-1: Fiscal Year 1999-00 Operations Budget Benchmark Summary*. A detailed description of each program area can be found in *Section 3* of the 2000 American River Parkway Financial Needs Study.

Section 4: Operating Budget: BMP Benchmarks

benchmarked nature center facilities: 1) A touring wildlife exhibit program with exhibits designed and fabricated by staff, and 2) a large live animal collection that requires food and care.

To reach parity with benchmark figures, the funding necessary for these specific programs was factored out of the corresponding program budgets. The recommended augmentation requirements for all program areas will be discussed further in *Section 5*.

Figure 4-2: 2005-06 Operating Budget Benchmark Summary

2005-06 Benchmark vs. Budget	Operations (1)	Maintenance (2)	EYNC (3)	Regional Programs/ Leisure (4)	Subtotal	Admin Overhead (5)	Total (6)
2005-06 Benchmark	\$2,885,241	\$2,547,720	\$728,867	\$88,383	\$6,250,211	\$997,407	\$7,247,618
2005-06 Budget	*\$2,604,245	\$1,450,006	**\$632,336	\$48,837	\$4,735,424	\$1,151,150	***\$5,886,574
Gross Augmentation Requirement	\$280,996	\$1,097,714	\$96,531	\$39,546	\$1,514,787	0	

Notes: Total column reflects total sum of five program areas.

- (1) Benchmark based on 18.6 FTE Park Ranger Positions
- (2) Benchmark based on \$ 4,200 per developed acre
- (3) Benchmark based on cost of \$7.29 per annual visitor
- (4) Benchmark based on need established in Fiscal Year 1999-00 plus 11.3% CPI
- (5) Benchmark based on 15.6% of total Department Budget
- (6) Reflects the total sum of Operations, Maintenance, EYNC, RPL and Administrative Overhead

***Operation Budget Adjustment**

Illegal Camping program: 3 full time rangers, 1 Park Maintenance Worker I and three (3) FTE in extra help assigned deducted from budget - \$422,856
Adjusted Operations Budget \$3,027,101 - \$422,856 = *\$2,604,245

**** Effie Yeaw Nature Center Budget Adjustment**

Factored difference in programs - \$84,206
Exhibit design/fabrication - \$ 67,312
Live animal maintenance - \$16,894

Adjusted EYNC Budget \$716,542-\$84,206=** \$632,336

Reflects adjustment from 2005-06 budget total expenses \$6,393,636 - \$507,062 = \$5,886,574

Section 4: Operating Budget: BMP Benchmarks

Sacramento County Park's 2005-06 Operation at State Park's Historic Level of Service:	
19.0	Established Benchmark positions including supplies/services
- 16.0	County Parkway positions w/out illegal camping enforcement
3.0	positions needed to achieve benchmark
<ul style="list-style-type: none"> • 3.0 full-time Park Ranger I positions with vehicles, supplies and services = \$280,996 • The augmentation amount of \$280,996 could be allocated to assist in hiring two (2.0) Ranger I positions and one (1.0) Ranger II positions. This funding would not include the costs for the the three (3.0) Ranger's vehicles, supplies and services. 	

Subtracting the County's current staffing level (16.0 ranger positions) from the established benchmark (19.0 positions) yields a requirement of 3.0 additional park rangers. An augmentation of \$280,996 to the Fiscal Year 2005-06 budget will be necessary to bring operations on par with State Parks historical level of service and established benchmark figures.

Figure 4-3: Operations Budget Benchmark

	Total
Total Operation Benchmark Comparison	\$2,885,241
2005-06 Operation Budget	\$2,604,245
Operations Program Augmentation Recommendation	\$280,996

The Department has made significant progress bringing the Parkway Operations program within reach of the best management practice benchmark standard over the past six years. The way the \$280,996 augmentation is allocated is left to the discretion of the Division. The funds could be utilized for ranger staff and personnel assistance needs.

Comparisons were not made for part-time Division staff for many reasons. First, part-time personnel work flexible schedules according to season, use-patterns, and the requirements of developed facilities within each park. Second, part-time employees are variable budgetary costs depending on the number of entry stations per facility. Finally, part-time positions augment permanent staff positions primarily in the summer season.

Section 4: Operating Budget: BMP Benchmarks

average. Despite a maintenance program budget increase of \$62,283 since the 2000 study, the budget shortfall has risen to \$1,097,714.

Given this large shortfall, and considering that other programs' shortfalls have been reduced, maintenance augmentation needs should be a priority. Maintenance is a highly visible public service in the Parkway.

4.2.3. Nature Center Program Budget Benchmarks

The following three California nature centers were surveyed to establish a cost per visitor benchmark: 1) Oak Canyon Nature Center in Anaheim, 2) Elkhorn Slough Nature Center in Moss Landing, and 3) Whittier Narrows Nature Center in South El Monte. Budgets, full-time and full-time equivalent (FTE) staff positions, gross income, and visitors per year for each center were analyzed. Because the information was obtained from Fiscal Year 2004-05 budgets, a 3.3% CIP inflationary adjustment was calculated to bring the figures to 2006 dollars (See *Figure 3-6 Impact of inflation on the Services and Supply budget from 2000 to 2006*). An average benchmark of \$7.29 was established for the three visitor centers. Applying this benchmark to the Effie Yeaw Nature Center (EYNC) attendance of approximately 100,000 per year yields a recommended benchmark level of \$728,867 per year.

As previously noted, however, the Effie Yeaw Nature Center provides two unique programs not offered at the other nature centers. Effie Yeaw staff design and fabricate traveling exhibits that are used at the EYNC and then rented by other nature centers. Production and coordination of this program requires one full-time and one part-time staff member, which cost \$67,312 per year. Effie Yeaw also maintains a large live animal collection. The annual cost to provide food, care, and maintenance for the animals, together with staff and veterinarians is \$16,894 per year. Removing the costs for these two programs from EYNC's budget of \$716,542, yields an adjusted comparable budget of \$632,336. It should also be noted that Effie Yeaw is a regional nature center serving seven surrounding counties, while the surveyed nature

Section 4: Operating Budget: BMP Benchmarks

benchmark budget of \$79,410 (which was \$20,583 above the actual budget of \$58,827) was recommended. The difference was to be used to hire a half time Special Event and Trail Coordinator for expansion of recreational opportunities.

To determine a benchmark budget for this study, the recommended benchmark budget from the 2000 Study was adjusted for inflation to \$88,383. Subtracting the actual Fiscal Year 2005-06 Budget of \$48,837 (which was reduced \$9,990 from the Fiscal Year 1999-00 budget) yields an estimated augmentation need of \$39,546. (See *Figure 4-6: Regional Programs/Leisure Benchmark (RPL) Comparisons*). Because of these budget constraints the recommendations for the Special Event and Trail Coordinator positions were not implemented.

This program provides a valuable service, which promotes higher use levels in the Parkway because of the marketing benefits derived from the media exposure of special events. Rectifying this condition should be given high priority by the Department.

Figure 4-6: Regional Programs / Leisure Benchmark (RPL) Comparisons

	Benchmark Budget	Actual Budget	Augmentation Need
Fiscal Year 2005-06	\$88,383	\$48,837	\$39,546
Fiscal Year 1999-00	\$79,410	\$58,827	
Funding Loss Fiscal Year 1999-00 and Fiscal Year 2005-06		(\$9,990)	

Notes: (1) No progress made on implementing Fiscal Year 1999-00 recommended augmentation.

(2) Fiscal Year 1999-00 benchmarks factored 11.3% for CPI to provide same level of service proposed in 2000 study.

4.2.5. Administrative Overhead Benchmarks

The Administrative Overhead (AO) program is the internal department overhead that is charged to the Parkway Program budget. AO includes management positions (Director), department administration

Section 4: Operating Budget: BMP Benchmarks

The Parkway AO made significant gains. It has kept its administrative overhead costs on par with previously established benchmark standards. A comparison of the updated 2005-06 AO benchmark to the previous benchmark in the 2000 study, shows that the overall average benchmark percentage went down 1.4% from 17% (2000) to 15.6%. This appears to indicate that funding for administrative overhead in other agencies has been reduced or shifted into other areas to help offset costs.

4.3 Other Augmentation Needs

Equipment, repairs, replacement, new capital improvements, and land acquisition needs were identified and evaluated. However, due to their unique nature, no benchmarking comparisons were made for these items. They are addressed in *Section 5*.

4.4 Operating Budget Augmentation Summary

The updated benchmarks for best management practices total \$7,401,361 across all five program areas. There is still an annual funding gap of \$1,514,787. The recommended augmentation requirements for all program areas will be discussed further in *Section 5* (See *Figure 4-8 Fiscal Year 2005-06 Operating Budget Augmentation Summary*).

Figure 4-8: Fiscal Year 2005-06 Operating Budget Augmentation Summary

Program	Budget	Proposed Augmentation*	Recommended Budget Total
Operations	\$2,604,245	\$280,996	\$2,885,241
Maintenance	\$1,450,006	\$1,097,714	\$2,547,720
Effie Yeaw Nature Center	\$632,336	\$96,531	\$728,867
Regional Programs/Leisure	\$48,837	\$39,546	\$88,383
Administrative Overhead	\$1,151,150	\$0	\$1,151,150
TOTAL	\$5,886,574	\$1,514,787	\$7,401,361

* Potential Augmentation total includes all augmentation needs

Section 5: Parkway Division Budget Augmentation

5. Parkway Division Budget Augmentation

To evaluate funding augmentation needs, Parkway Division income and expenses were isolated from the County of Sacramento, Department of Regional Parks budget. The Parkway Division's operating budget is divided into five program areas: Operations, Maintenance, the Effie Yeaw Nature Center, Recreation Programs/Leisure, and Administrative Overhead. These five program areas were compared to the best practice benchmarks established in *Section 4* of this study.

Funding needs for equipment purchases, repair and replacement of improvements, new capital improvements, and land acquisitions were also reviewed and analyzed; however, these items were not compared to best management practice benchmarks. The Parkway Division's augmentation needs are summarized in *Exhibit 5-A: Summary of Budget Augmentation Need Fiscal Year 2005-06*.

5.1 Total Parkway Division Benchmarked Augmentation Needs (Annual Operating Budget)

The Parkway Division's operating budget augmentation needs were established by comparing each of the five program area budgets in Fiscal Year 2005-06 with the established benchmarks budget (*Section 4*) for each program area (See *Figure 5-1 Operational Budget Augmentation Needs*). Funding augmentation needs exist in four of the five programs. The Administrative Overhead program is at parity with the benchmark survey results and the Effie Yeaw Nature Center and Operations budgets have only minor needs to bring them to par with established benchmark standards. Maintenance and Regional Programs/Leisure Program budgets, however, are in major need of funding.

The total (or gross) augmentation amount needed to bring the Parkway Division's Operating Budget to parity with best management practice standards is \$1,514,787. The Parkway Division's operating budget program augmentation needs are detailed in *Exhibit 5-B: Operational Budget Augmentation Needs Fiscal Year 2005-06*.

Section 5: Parkway Division Budget Augmentation

Figure 5-2: Non-Benchmarked Augmentation Needs Summary

Asset Item	10 Year Total	1 Year Total
Equipment purchase Items (Exhibit 5-C: Equipment Augmentation Need Fiscal Year 2005-06)	\$2,000,000	\$200,000
Annual Scheduled Facility Repair/Replacement (Exhibit 5-D: Annual Major Maintenance Projects Fiscal Year 2005-06)	\$5,000,000	\$500,000
Facility Repair/Replacement Backlog (Exhibit 5-E: Deferred Major Maintenance Items Carried Forward from Fiscal Year 1999-00 & Exhibit 5-F: Deferred Major Maintenance Items Added Since Fiscal year 2005-06)	\$13,063,950	\$1,306,395
New Capital Improvements (Exhibit 5-G: CIP Projects Carried Forward from 1999/2000 & Exhibit 5-H: New CIP Projects Added Since Fiscal Year 2005-06)	\$39,778,500	\$3,977,850
Land Acquisition (Exhibit 5-I: Land Acquisition Augmentation Needs)	\$10,963,950	\$1,096,395
Total		
CIP / Land Acquisition Augmentation Needs	\$70,806,400	\$7,080,640
(1) Anticipated Funding	\$36,290,183	\$3,629,018
Undesignated Funding Augmentation Need	\$34,516,217	\$3,451,622

Note: (1) Amounts listed in anticipated funding is not a guaranteed amount from these sources
Reference Exhibit 5-A: Summary of Budget Augmentation Needs Fiscal Year 2005-06.

*This Non-benchmarked Augmentation Needs Summary illustrates the ten-year benchmarked
operating budget of \$15,147,870 is isolated from the ten-year grand total augmentation balance of
\$85,954,270 (See Section 5.1)

Total augmentation needs were interpreted in annual and ten-year increments, as illustrated above. This facilitates the development of a ten-year Funding Augmentation Schedule that can be utilized for a potential future Parkway local funding measure. This subject is discussed in more detail in *Section 9* of this report. The total capital projects and land acquisition augmentation need is \$7,080,640 annually. Although these funding sources are not guaranteed, there are anticipated funds from state, federal, and other local grants, which could offset over one-half of that amount by \$3,629,018. There are no funding sources identified for the remainder of the balance of augmentation need of \$3,451,622.

Section 5: Parkway Division Budget Augmentation

Figure 5-3: Annual General Fund Augmentation Needs Summary by Budget Category

Budget Category	10-Year Total	Annual Total
Operating Budget <i>(Exhibit 5-B: Operating Budget Augmentation Needs Fiscal Year 2005-06)</i>	\$11,438,920	\$1,143,892
Equipment purchase Items <i>(Exhibit 5-C: Equipment Augmentation Needs Fiscal Year 2005-06)</i>	\$2,000,000	\$200,000
Annual Scheduled Facility Repair/Replacement <i>(Exhibit 5-D: Annual Major Maintenance Projects Fiscal Year 2005-06)</i>	\$5,000,000	\$500,000
Facility Repair/Replacement Backlog <i>(Exhibit 5-E: Deferred Major Maintenance Items Carried Forward from Fiscal Year 1999-00 & Exhibit 5-F: Deferred Major Maintenance Items Added Since Fiscal Year 2005-06)</i>	\$7,320,870	\$732,087
Capital Improvements <i>(Exhibit 5-G: CIP Projects Carried Forward from Fiscal Year 1999-00 & Exhibit 5-H: New CIP Projects Added Since Fiscal Year 2005-06)</i>	\$15,991,020	\$1,599,102
Land Acquisition <i>(Exhibit 5-I: Land Acquisition Augmentation Needs Fiscal Year 2005-06)</i>	\$4,204,328	\$420,433
Total 10-Year and Annual Augmentation Needs	\$45,955,138	\$4,595,514

Note: Reference Exhibit 5-A: Summary of Budget Augmentation Needs Fiscal Year 2005-06

Section 5: Parkway Division Budget Augmentation

Exhibit 5-B

Operating Budget Augmentation Needs Fiscal Year 2005-06

Item	Undesignated Augmentation Balance	Anticipated Funding Sources			Total	Comments
		State	Fed	Flood/Water		
Operations						
Operations Sub-total	\$280,996				\$280,996	2.0 Park Ranger I positions and 1.0 Ranger II position (Partial funding -excluding costs ranger's for vehicles, supplies and services)
Maintenance						
Restoration of Maintenance Support Crew	\$286,500				\$286,500	Partial funding to get crew into operation.
Services/Supplies for increase Bldg & Grounds Maintenance	\$380,319				\$380,319	Augmentation funding will replace \$287,890 cut from previous budget
Invasive Plant Management		\$50,000	\$50,000		\$100,000	Labor- American River Foundation
Resource Enhancement Projects				\$270,895	\$270,895	Average annual SAFCA Budget Item
Heavy Equipment Maintenance/Replacement allocation costs	\$60,000				\$60,000	
Maintenance Sub-Total	\$726,819	\$50,000	\$50,000	\$270,895	\$1,097,714	
Nature Center						
Nature Center Sub-Total	\$96,531				\$96,531	Re-instate Acct. Clerk II & PT Interpretive Specialist positions
Regional Programs/Leisure						
Regional Programs/Leisure Sub-Total	\$39,546				\$39,546	½ time Trails and Event Coordinator plus service and supplies
Administrative Overhead						
Administrative Overhead Sub-Total	\$0				\$0	At benchmark, no augmentation recommended at this time.
Total Operating Budget Augmentation	\$1,143,892	\$50,000	\$50,000	\$270,895	\$1,514,787	

Note: The Potential Funding Sources are estimates only

Section 5: Parkway Division Budget Augmentation

Exhibit 5-E

REPAIR & REPLACEMENT PROJECTS

Deferred Major Maintenance Items Carried Forward from Fiscal Year 1999-00

Item	Undesignated Augmentation Balance	Anticipated Funding Sources		Total	Comments
		Fed	Other		
Resurfacing Roads (12 miles)	\$1,000,000			\$1,000,000	
Parking Lots (26-acres)	\$775,000			\$775,000	
Replace Flat Car Bridges (3)			\$200,000	\$200,000	Grants
Utility System Upgrades	\$100,000			\$100,000	
Replace Fence/Gates	\$250,000			\$250,000	
Discovery Park River Bank Stabilization	\$1,000,000	\$4,000,000		\$5,000,000	Army Corps of Engineers or Bureau of Reclamation
A.H. & S.L. Parks Main Gate Safety Improvements	\$75,000			\$75,000	
A.H. Bike Trail Overlay & Curbing		\$100,000		\$100,000	TEA-21 Grant
A.H. Park Duck Pond Restoration	\$75,000			\$75,000	
A.H. Park Road Lighting Repairs	\$50,000			\$50,000	
Subtotal	\$3,325,000	4,100,000	\$200,000	\$7,625,000	
Plus 11.3% CPI	\$375,725	\$463,300	\$22,600	\$861,625	
Adj. for Inflation	\$3,700,725	\$4,563,300	\$222,600	\$8,486,625	
Planning/ Design/ Sup. (20%)	\$740,145	\$912,660	\$44,520	\$1,697,325	
Deferred 1999-00 Maintenance Total	\$4,440,870	\$5,475,960	\$267,120	\$10,183,950	

Note: The Potential Funding Sources are estimates only

Section 5: Parkway Division Budget Augmentation

Exhibit 5-G

NEW CAPITAL IMPROVEMENT PROJECTS
CIP Projects Carried Forward from Fiscal Year 1999-00

Item	Undesignated Augmentation Balance	Anticipated Funding Sources			Total	Comments
		State	Fed	Other		
Bike Trail (CSUS to Sutter's Landing)				\$1,000,000	\$1,000,000	
Jim Jones Bridge Extension	\$250,000				\$250,000	
Cal Expo Floodplain Imp.		\$250,000	\$250,000		\$500,000	Army Corps of Engineers & Cal-Expo
William Pond Play Equipment				\$150,000	\$150,000	Service Club Project
Boat Launch Improvements Phase II		\$150,000			\$150,000	Cal Boating & Waterways Grant
San Lorenzo to Tarshes Bike Trail	\$200,000				\$200,000	
Subtotal	\$450,000	\$400,000	\$250,000	\$1,150,000	\$2,250,000	
Plus 11.3% CPI	\$50,850	\$45,200	\$28,250	\$129,950	\$254,250	
Adj. for Inflation	\$500,850	\$445,200	\$278,250	\$1,279,950	\$2,502,250	
Planning/Design /Sup.(20%)	\$100,170	\$89,040	\$55,650	\$255,990	\$500,850	
Total	\$601,020	\$534,240	\$333,900	\$1,535,940	\$3,005,100	

Note: The Potential Funding Sources are estimates only

Section 5: Parkway Division Budget Augmentation

Exhibits 5-I

Land Acquisition Augmentation Needs Fiscal Year 2005-06

<i>Item</i>	<i>Undesignated Augmentation Balance (Match)</i>	<i>Anticipated Funding Sources</i>				<i>Total Amount</i>
		<i>State/Fed (1)</i>	<i>Transient Occupancy Tax</i>	<i>Contribution</i>	<i>Mitigation Fees</i>	
Projects in Process	\$345,000	\$350,000	\$25,000	\$60,000	\$0	\$780,000
Future Projects	\$3,467,500	\$3,000,000	\$1,000,000	\$1,000,000	\$682,500	\$9,150,000
CPI @ 11.3%	\$391,828	\$339,000	\$113,000	\$113,000	\$77,123	\$1,033,950
Future Projects Adjusted for CPI since 1999	\$3,859,328	\$3,339,000	\$1,113,000	\$1,113,000	\$759,623	\$10,183,950
Total Projects	\$4,204,328	\$3,689,000	\$1,138,000	\$1,173,000	\$759,623	\$10,963,950

Notes: (1) Includes Proposition 12 and Proposition 40 funding
 (2) The Potential Funding Sources are estimates only

Section 6: Review of Other Relevant Studies

6. Review of Other Relevant Studies

Subsequent to the 2000 Parkway Financial Needs Study, the following two relevant studies have been completed, and were reviewed in the preparation of this document: 1.) The Lower American River Corridor Management Plan, and 2.) the Sacramento County Regional Park Survey.

6.1 River Corridor Management Plan

The Lower American River Task Force (Task Force) has developed recommendations in four focus areas concerning the Parkway. They include:

- Aquatic habitat management,
- Recreation management,
- Vegetation management, and
- Floodway management.

These issues affect the lower reach of the American River from Folsom Dam to the Sacramento River.

In 2002, Task Force participants cooperated in preparing the *Lower American River Corridor Management Plan (RCMP)* to provide a framework for integrated management of this reach of the river. The RCMP is a non-binding report intended to provide technical backup information for use in the current update of the 1985 Parkway Plan.

Recommendations from the 2000 Parkway Financial Needs Study are reflected in the following RCMP recommendations:

- a. Major emphasis is placed on the inter-relationships of the four focus areas within the Lower American River and the need for collaboration and coordinated management among the twenty jurisdictional agencies, of which the County is the lead recreation entity;
- b. Management challenges, goals and objectives for a three-year action plan for aquatic habitat management, recreation

Section 6: Review of Other Relevant Studies

<u>City/Agency</u>	<u>City/Agency</u>
• Citrus Heights	7 %
• Elk Grove	9 %
• Folsom	5 %
• Rancho Cordova	4 %
• Sacramento	30 %
• Other (Unincorporated)	45 %

The survey indicated that the community would strongly or somewhat support a benefit assessment (56 %) requiring a majority mail-in vote of property owners. Only 50% demonstrated support to establish a parcel tax, or increase the sales tax which would require a two-thirds support of voters.

Of these respondents, 65% said they would definitely (or probably) support the measure if there were no opposition and 55% indicated they would definitely (or probably) vote for the measure despite opposition.

Regarding the yearly amount residents would be very or somewhat willing to be assessed, support ranged from 76% for \$10 per year to 56% for \$40 per year. However, only a funding program with a ten-year sunset provision had enough interest to potentially gain resident approval (54% in sample A and 51% in sample B indicated much more likely or somewhat more likely to be in place for ten years).

Oversight of spending from the measure was deemed most desirable (34%) by a joint powers authority (JPA) made up of both city and County officials, while oversight by the Sacramento County Department of Regional Parks, Recreation and Open Space was a close second choice, with 32% approval. Responders did not highly favor oversight by the Board of Supervisors (8%) or by a newly created independently elected, regional parks authority (13%).

A significant percentage of the respondents, 66%, were much more likely, or somewhat more likely, to support the measure, if the funds were only

Section 6: Review of Other Relevant Studies

Specific park facilities within the parkway were singled out as extremely and very important potential recipients of funding from the measure.

They include:

- American River Parkway 70 %
- Discovery Park 60 %
- Ancil Hoffman Park 53 %

There appears to be enough County resident support to obtain approval of a benefit assessment ranging from \$10 to \$40 a year for a measure that would sunset in ten years.

The favored entity type for providing financial oversight of funds generated from the measure is a JPA with officials from the member cities and the county participating.

Section 7: Local Alternative Funding Options

7. Local Alternative Funding Options

Several sources of information were used to determine the most common methods of providing local funding for maintenance and operations, equipment acquisition, facilities repair and replacement, new improvements, and land acquisition. These sources included discussions with the Sacramento County Local Agency Formation Commission (LAFCo), the review of several documents including the March 2005 report from the Office of County Counsel to the Sacramento County Board of Supervisors (*See Section 8*), the Shilts Consultants' document discussing benefit assessments and parcel taxes, (See the 2004 Funding Survey outlined in *Section 6*) and lastly, information obtained from other regional parks, recreation and open space departments.

7.1 Benefit Assessment and Special Tax

Overview

The firm of Shilts Consultants, Inc. undertakes local funding alternative feasibility studies for local jurisdictions. They have provided the following definitions of a benefit assessment and parcel taxes, which are the primary funding mechanisms used by local park and recreation entities in California.

7.1.1 Benefit Assessment

Benefit assessments are the most common local funding alternative for recreation and park services. These types of assessments have been approved in other areas in Sacramento County. Benefit assessments are levies on real property that are based on the "special benefit" each property receives from the recreation and parks services to be funded by the assessments. Such assessments for recreation and parks services have a long history of use in California.

The application of special benefits generally means that the amount of the proposed assessment will not be uniform for all properties. Properties that are deemed to receive greater benefit (larger properties and

Section 7: Local Alternative Funding Options

Conversely, all property owners being asked to support an assessment, including the owners of businesses, apartments, and agricultural property, can vote on benefit assessments, and these property owners have a “say” that is proportional to their property holdings. Therefore, because all property owners who own property within the proposed service areas can vote, and each owner’s vote is proportional to how much they are being asked to pay, the HJTA established a weighted majority threshold for these mailed ballot measures (via Proposition 218).

7.2 Comparison of Benefit Assessment with Parcel Tax

The following table, provided by Shilts Consultants, compares the features of a benefit assessment with the features of a parcel tax.

Figure 7-1 Comparisons of Benefit Assessment and Parcel Tax

	Parcel Tax	Benefit Assessment
Who Votes?	Registered Voters	Property Owners
Who Created Requirements?	HJTA	HJTA
Election Venue	Polling Booth	Mail Ballot
Election Period	1 Day	45 Days
Does Everyone Who Will Pay Get a Vote?	No	Yes
Are Votes Proportional to How Much You Will Pay?	No	Yes
Tax/Assessment Amounts Based on Benefit?	No	Yes
Threshold of Vote Required for Success	Super Majority	Weighted Majority
Most Common For Park Agencies	No	Yes

7.3 Legal Challenge to Benefit Assessments for Regional Parks & Open Space

The Silicon Valley Taxpayers Assn., Inc., et al appealed a trial court decision in favor of the Santa Clara County Open-Space Authority. As a result, the Sixth Appellate Court decided in favor of the Open Space Authority. A petition for review of this Court of Appeal decision was then filed with the State Supreme Court and the Supreme Court has agreed to review this appellate court decision sometime in 2006.

Section 7: Local Alternative Funding Options

30 years providing greater bonding leverage. The County's portion will be 42%, special districts 6%, and the remainder distributed to the cities on a population and need-based formula. The City/County Association of Governments of San Mateo County (C/CAG) will administer the funds, which will not supplant existing sources of funding. San Mateo County and each city in the County will establish a general fund baseline Parks and Recreation (P&R) budget in Fiscal Year 2006-07. The cities and the County must maintain their general fund baseline P&R budget or ensure that any reductions to those budgets are no greater than any other non-safety city departments to receive their full share of sales tax measure proceeds. If the cities or the County reduce their P&R budget more than any other non-public safety departments, they will receive a reduced amount of sales tax proceeds. This amount will be adjusted every five years to reflect changes in CPI.

A similar one-eighth cent sales tax increase for Sacramento County would be consistent with the results of the user survey performed by Fairbanks, Maslin, Maullin & Associates to test the acceptability of a potential benefit assessment or parcel tax to fund regional parks, recreation, open space and related projects. Extrapolating from the results of this survey, this sales tax increase would be most likely to achieve the mandatory two-thirds majority vote if the proceeds were shared among and supported by the County, Cities, and Special Districts responsible for parks operations and maintenance¹².

7.5 Conclusion

The benefit assessment is the most commonly used local funding augmentation for parks and recreation. However, because of the still-pending legal challenge to the benefit assessment district, many agencies are now seeking other viable forms of funding.

A local sales tax increase exclusively for park and recreation needs would provide many benefits, including a built-in increase tied to population

¹² 2004 *Local Funding Measure 2004 Survey*. Fairbanks, Maslin, Maullin & Associates

8. Political Entity Organizational Structures

Section 8: Political Entity Organizational Structures

election or protest ballot process required to levy such taxes or assessments.

8.1.2 Additional Organizational Structures

Two additional structures were identified that might allow for the creation of a parkway funding mechanism. They are:

- Joint Powers Authority, and
- American River Parkway Conservancy.

8.1.2.1 Joint Powers Authority

A Joint Powers Authority (JPA) may be established to provide funding for specific services under Government Code Sections 6502, 6504 and 6508. A JPA is formed for a specific purpose and may exercise any power common to one or all of the member agencies. Member agencies may include the State, any state department, the County, cities and public districts. A JPA formed for the purpose of establishing, improving, supporting, and maintaining parks, recreation opportunities, and open spaces would be included under this statute.

A JPA could levy a benefit assessment, a parcel tax, or a sales tax in order to provide local funding for the needs of the American River Parkway. It could have the flexibility to secure funding and distribute it between members, as well as provide oversight for the expenditures. All of the agencies with park, recreation, and open space responsibilities that are contained within the JPA boundaries can be represented on the Board of Directors.

One potential advantage of a JPA is its ability to provide representation of the cities and park and recreation districts on its governing Board. This structure could potentially be translated into higher voter or landowner approval due to support from multiple entities.

Section 8: Political Entity Organizational Structures

additional evaluation. The County should conduct a process involving appropriate funding and governance consultants in cooperation with the cities and Park and Recreation Districts in the County. The ultimate success of this most worthy undertaking will depend upon reaching consensus among all concerned.

Section 9: Recommendations for a Funding Measure

9. Recommendations for a Funding Measure

9.1 Ten Year Local Funding Measure

The recreation related funding augmentation needs of the Parkway are identified in *Section 5* of this study, and summarized in *Table 5-A: Summary of Budget Augmentation Needs Fiscal Year 2005-06*. The ten year projected augmentation need for the Parkway is \$85,954,270. Since no potential future funding sources have been identified for \$45,955,138 of that amount, this study has proposed a local funding measure to augment the Parkway budget.

Figure 9-1: Fiscal Year 2005-06 Annual Augmentation Needs Summary by Budget Category

Budget Category	10-Year Total	Annual Total
Operating Budget <i>(Exhibit 5-B: Operating Budget Augmentation Needs Fiscal year 2005-06)</i>	\$11,438,920	\$1,143,892
Equipment Purchase Items <i>(Exhibit 5-C: Equipment Augmentation Needs Fiscal Year 2005-06)</i>	\$2,000,000	\$200,000
Annual Scheduled Facility Repair/Replacement <i>(Exhibit 5-D: Annual Major Maintenance Projects Fiscal Year 2005-06)</i>	\$5,000,000	\$500,000
Facility Repair/Replacement Backlog <i>(Exhibit 5-E: Deferred Major Maintenance Items Carried Forward from Fiscal Year 1999-00, and Exhibit 5-F: Deferred Major Maintenance Items Added Since Fiscal Year 2005-06)</i>	\$7,320,870	\$732,087
Capital Improvements <i>(Exhibit 5-G: CIP Projects Carried Forward from Fiscal Year 1999-00, and Exhibit 5-H: New CIP Projects Added Since Fiscal Year 2005-06)</i>	\$15,991,020	\$1,599,102
Land Acquisition <i>(Exhibit 5-I: Land Acquisition Augmentation Needs Fiscal Year 2005-06)</i>	\$4,204,328	\$420,433
Total Augmentation Needs	\$45,955,138	\$4,595,514

Note: Reference *Exhibit 5-A: Summary of Budget Augmentation Needs Fiscal Year 2005-06*

Section 9: Recommendations for a Funding Measure

capital improvement needs and land acquisition needs for at least the next ten years. Beginning as soon as 2009, Measure A funds will provide a limited amount of funding for Parkway needs. These funds will be distributed over a 30-year period and shared by managing agencies along the Parkway.

The timing of a funding initiative, if undertaken, would best correspond with the adoption of the Parkway Plan Update in the Fiscal Year 2006-07 timeframe.

9.2 Specific Recommendations

It is recommended that the County of Sacramento pursue the actions outlined below. These actions would help secure augmentation funding to bring the Parkway up to the benchmark level of best management practice, and allow the County to sustain benchmark levels of maintenance, operations, equipment, acquisition, repair/replacement of fixed assets, new capital improvements, and critical land acquisitions in the future.

Specific Recommendations are as follows:

1. Identify the statutory functions and responsibilities of each of the other agencies with major responsibilities for operations within the Parkway. At minimum, this would include the Sacramento Area Flood Control Agency (SAFCA), The Water Forum, and the Cities of Sacramento and Rancho Cordova;
2. Pursue Memorandums Of Understanding (MOUs) between the County of Sacramento Department of Regional Parks and each of the agencies with major responsibilities in the Parkway;
3. Specify relationships of agencies with primary roles in the Parkway with MOUs, which can serve as background documents for later more formal agreements, if necessary;

Section 9: Recommendations for a Funding Measure

Exhibit 9

Proposed Park, Recreation and Open Space Ten Year Funding Measure Options

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total 10 YRS.
OPTION 1											
General Fund Operating budget shortfall	\$1,843,892	\$1,899,208	\$1,956,185	\$2,014,870	\$2,075,316	\$2,137,576	\$2,201,703	\$2,267,754	\$2,335,787	\$2,405,860	\$21,138,150
Deferred Repairs/Replacement	\$732,087	\$754,050	\$776,671	\$799,971	\$823,970	\$848,689	\$874,150	\$900,375	\$927,386	\$955,207	\$8,392,557
New Capital Improvements	\$1,599,102	\$1,647,075	\$1,696,487	\$1,747,382	\$1,799,803	\$1,853,797	\$1,909,411	\$1,966,694	\$2,025,695	\$2,086,465	\$18,331,912
Land Acquisition	\$420,433	\$433,046	\$446,037	\$459,418	\$473,201	\$487,397	\$502,019	\$517,079	\$532,592	\$548,569	\$4,819,790
Total Annual Funding Adjusted for Inflation	\$4,595,513	\$4,733,379	\$4,875,380	\$5,021,641	\$5,172,291	\$5,327,459	\$5,487,283	\$5,651,902	\$5,821,459	\$5,996,103	\$52,682,410
CPI .03%/yr. (1)	N/A	3%	3%	3%	3%	3%	3%	3%	3%	3%	
Annual Adjustment for Inflation	N/A	\$137,865	\$142,001	\$146,261	\$150,649	\$155,169	\$159,824	\$164,618	\$169,557	\$174,644	
Total Inflation Adjustment		\$137,865	\$279,867	\$426,128	\$576,777	\$731,946	\$891,770	\$1,056,388	\$1,225,945	\$1,400,589	\$6,727,277
General Fund Operating budget shortfall	\$1,843,892	\$1,899,208	\$1,956,185	\$2,014,870	\$2,075,316	\$2,137,576	\$2,201,703	\$2,267,754	\$2,335,787	\$2,405,860	\$21,138,150
Deferred Repairs/Replacement	\$732,087	\$754,050	\$776,671	\$799,971	\$823,970	\$848,689	\$874,150	\$900,375	\$927,386	\$955,207	\$8,392,557
New Capital Improvements	\$1,599,102	\$1,647,075	\$1,696,487	\$1,747,382	\$1,799,803	\$1,853,797	\$1,909,411	\$1,966,694	\$2,025,695	\$2,086,465	\$18,331,912
Land Acquisition	\$420,433	\$433,046	\$446,037	\$459,418	\$473,201	\$487,397	\$502,019	\$517,079	\$532,592	\$548,569	\$4,819,790
Flood Control Related Projects	\$4,000,000	\$4,120,000	\$4,243,600	\$4,370,908	\$4,502,035	\$4,637,096	\$4,776,209	\$4,919,495	\$5,067,080	\$5,219,093	\$45,855,517
Total Annual Funding Adjusted for Inflation	\$8,595,513	\$8,853,379	\$9,118,980	\$9,392,549	\$9,674,326	\$9,964,556	\$10,263,492	\$10,571,397	\$10,888,539	\$11,215,195	\$98,537,927
CPI .03%/yr. (1)	N/A	3%	3%	3%	3%	3%	3%	3%	3%	3%	
Annual Adjustment for Inflation	N/A	\$257,865	\$265,601	\$273,569	\$281,776	\$290,230	\$298,937	\$307,905	\$317,142	\$326,656	
Total Inflation Adjustment		\$257,865	\$523,467	\$797,036	\$1,078,813	\$1,369,042	\$1,667,979	\$1,975,884	\$2,293,026	\$2,619,682	\$12,582,794

See Notes on next page:

Appendices

Attachment A
AMERICAN RIVER PARKWAY
Proposition 40 Project List

Funded Projects	Per Capita	RZH
Projects Completed		
EYNC ADA Restroom Upgrade		36,510
Howe Ave Boat Launch		11,883
Projects in Active Planning		
Fair Oaks Boat Launch		50,000
ARP Acquisitions		255,000
Projects Not Yet Initiated		
ARP Irrigation		70,000
ARP Restroom Renovations Phase III		1,230,000
Total Proposition 40	\$0	\$1,653,393

Attachment B

AMERICAN RIVER PARKWAY

Proposition 12 Project List

Project	Per Capita	RZH	Required Match	Match Identified	Source of Match
Project Complete					
American River Parkway Restroom Renovation	\$195,397	\$150,282	\$64,407	\$64,407	Discovery Infrastructure
Effe Yeaw Nature Center Expansion & Parking Lot	\$174,654	\$669,667	\$287,000	\$287,000	CCF
Project Construction					
American River Parkway Entry Enhancements	\$88,268	\$45,000	\$19,286	\$19,286	Transfer from ARP M&O
Woodlake Area Enhancements	\$96,732				
American River Parkway (ARP) Signs Replacement, Park Amenities	\$77,500				
Project In Active Planning					
American River Parkway Acquisition	\$245,000				
Total Proposition 12	\$877,551	\$864,949	\$370,693	\$370,693	

COUNTY OF SACRAMENTO
OFFICE OF THE COUNTY COUNSEL

Intra-Department Correspondence

Date: March 1, 2005

To: Supervisor Susan Peters
Board of Supervisors

From: M. Holly Gilchrist
Supervising Deputy County Counsel

Subject: Regional Parks Maintenance – Possible financing strategies

You have requested this office research the methods available to the County to fund regional park maintenance costs. As part of my analysis, I have indicated the method of inclusion of city territory within a County district or area.

I have concluded the feasible statutory methods to finance the maintenance of regional parks are Community Facilities District (Government Code Section 53311 et seq.), Community Services District (Government Code Section 61000 et seq.), County Service Area (Government Code Section 25210.1 et seq.), Regional Park District (Public Resources Code Section 5500 et seq.), and Recreation and Park District (Public Resources Code Section 5780 et seq.). A Community Facilities District and County Service Area do not require an election to form. However, all of the districts/areas considered require an election or protest ballot to levy taxes or assessments.

Formation of a Community Services District, a County Service Area or a Recreation and Park District require application to and approval by the Local Area Formation Commission ("LAFCo"). Additionally, inclusion of city territory within a County Service Area requires consent of that city's legislative body. A Recreation and Park District may not include territory that is already within a recreation and park district.

Formation of a Community Facilities District and Regional Park District does not require LAFCo approval. However, a Regional Park District formed pursuant to the section specific to Sacramento County restricts the use of 75% of the assessments to capital outlay by the County and all revenues collected must be allocated among all of the affected public entities within the District, including cities and existing park districts. A Regional Park District formed by

provided in the territory of the district before the district was created. Id. The additional services may not supplant services already available within that territory when the district was created. Id.

The proceedings for formation of a CFD may be commenced by written request signed by two members of the legislative body, a petition signed by a requisite number of registered voters, or a petition signed by a requisite number of landowners. Section 53318. A county may not form a CFD that incorporates territory within a city without the consent of the legislative body of that city. Section 53315.8. The formation is not subject to review and approval of LAFCo. Section 53318.5. Within 90 days of receipt of a request or petition for formation, the legislative body adopts a resolution of intention to form the CFD. Section 53320. After a noticed public hearing, the legislative body may form the CFD by adoption of a resolution of formation.

A CFD may levy a special tax that is not, although it may be, apportioned on the basis of benefit to any property. Section 53325.3. The levy of the special tax shall be approved in an election of the registered voters residing in the CFD if more than 12 registered voters reside in the district. Section 53326. Ballots for the election may be distributed by mail. Id. If 2/3's of the votes cast are in favor of levying the tax, the CFD may levy the special tax. Section 53328.

COMMUNITY SERVICES DISTRICT (Government Code Section 61000 et seq.)

A Community Services District ("CSD") can be formed to provide "public recreation including, but not limited to aquatic parks and recreational harbors, equestrian trails, playgrounds, golf courses, swimming pools or recreational buildings." Section 61600(e). It is formed by LAFCo pursuant to a petition of registered voters or resolution of application adopted by the legislative body of any county or city which contains territory proposed to be included in the CSD. Sections 61101 and 61106. The resolution of application is subject to a public hearing. Section 61106. Once LAFCo approves the formation requested by a petition or resolution of application, the formation is subject to an election of the resident registered voters. Section 61110. If the formation is approved pursuant to a petition of registered voters and more than 80% of the registered voters signed the petition, the board of supervisors may form the district without an election. Section 61111(a).

If a special tax is included in the ballot question for formation, the combined question is subject to approval by 2/3's voter approval. Cal.Const.Art. XIIC §2(d). If a CSD contains unincorporated territory and territory of one or more cities, the district board may be elected or appointed by the county board of supervisors and the city councils in which the district is located. Section 61123.

The establishment of a CSA can not begin until the approval of the local agency formation commission ("LAFCo") is obtained. Section 25210.3a. The Board of Supervisors may institute proceeds to establish a CSA on its own initiative or through a written request of two Supervisors, a resolution of a majority vote of any city council within the county, or a petition signed by the requisite number of registered voters. Section 25210.11. Once the approval of LAFCo is obtained, the Board of Supervisors may adopt a resolution of intention to form the CSA, which resolution shall set a time and place for a noticed public hearing on the formation not less than 30 nor more than 60 days after the adoption of the resolution. Section 25210.15.

At the public hearing if 50% or more of the registered voters residing in the territory of the proposed CSA protest the formation, the board of supervisors shall abandon the proceedings to establish the CSA. Section 25210.17a. If such a protest is not presented, the board of supervisors may establish the CSA by resolution with or without an election. Section 25210.18.

After formation of the CSA, any tax or charge levied on behalf of a CSA must comply with the requirements of California Constitution, Article XIII C or D which requires either an election or ballot protest procedure. If the CSA is levying a special tax, an approval by 2/3's of the voters in an election of the registered voters residing within the CSA must be obtained. Cal.Consti.Art. XIII C §2(d). If the CSA is levying a property-related fee or charge, approval by a majority vote of the property owners or, at the County's option, 2/3's vote of the electorate residing in the CSA must be obtained. Cal.Consti Art. XIII D §6(e). The election may be done by mail ballot. Cal.Consti.Art. XIII D §4. The County may also choose to have a property related fee or charge subject to the same process as that required for assessments (an assessment protest ballot procedure). Cal.Consti.Art. XIII D §6(c).

A tax or charge for miscellaneous extended services shall be levied and collected in the same manner and at the same time as other county taxes. Sections 25210.72a, 25210.76, and 25210.77a. Therefore, failure to pay the CSA tax or charge would be subject to the same enforcement process as other county taxes.

RECREATION AND PARK DISTRICT (Public Resources Code Section 5780 et seq.)

A recreation and park district can be formed to "(a) organize, promote, conduct, and advertise programs of community recreation, including, but not limited to, parks and open space, parking, transportation, and other related services that improve the community's quality of life; (b) establish systems of recreation and recreation facilities, including, but not limited to, parks and open space; and (c) acquire, construct, improve, maintain, and operate recreation facilities, including, but not limited to, parks and open space, both inside and

Additionally, the resolution shall state that all revenue generated by the District shall be allocated among all affected public agencies within the District. "Affected public agencies" include the County, all incorporated cities, and any park district or county service area established for managing land or improvements for park, recreational, open space or conservation purposes including within the territory of the District. Id. The resolution must also state that in the first 20 years after an assessment is levied, 75% of the assessment proceeds shall be used for capital outlay purposes. Id. A District may also use assessment proceeds for the operation and maintenance of capital outlay projects and lands and improvements made to park, recreation and open space lands of the District. PRC Section 5506.10(e).

A District formed pursuant to PRC Section 5506.10 may levy assessments for a period of up to 30 years or until the last maturity date of any authorized bonds. PRC Section 5539.10.

Alternatively, three or more cities together with any parcels of city or county territory may organize and incorporate a District provided all of the territory is contiguous. PRC Section 5502. Also one or more cities together with any parcels of city or county territory with a combined population of at least 50,000 may organize and incorporate a District provided all of the territory is contiguous. Id. The formation is requested pursuant to a petition signed by at least 5,000 electors residing in the territory of the proposed district, which petition is presented to the board of supervisors of the county with the most territory within the proposed District. PRC Section 5503.

After certification of the petition by the clerk, the board of supervisors shall adopt a resolution setting a noticed public hearing on the question as to whether the petition should be granted and further proceedings taken and whether the property named in the petition will be benefited by the District and should be included in the proposed District. PRC Section 5510; 5513. After the petition is granted, the board of supervisors shall call an election for the purpose of determining whether the district shall be created and established and elect the first board of directors. PRC Section 5514. First, the board of supervisors shall divide the proposed District into 5 or 7 wards (PRC Section 5515) and then give notice of the election. PRC Section 5516. Within five days of calling the election, the board of supervisors shall send to LAFCo notice of the election call. PRC Section 5517.1. The LAFCo Executive Officer shall then submit an impartial analysis of the formation to LAFCo. Id. Within five days of its receipt, LAFCo shall approve or modify the analysis and submit it to the election officials. Id. The election ballot shall include the names of persons nominated in each ward to sit on the board of directors. PRC Section 5518.

If a majority of the votes cast have voted for formation of the District, the board of supervisors shall order and declare the District formed. PRC Section 5520. If the election is successful the District pays for the election costs; if the

CONCLUSION:

Of the types of districts I reviewed that can provide funding for regional park maintenance, it appears a Community Facilities District is the simplest method. The Board of Supervisors would be the legislative body of a CFD for park services and LAFCo approval of formation is not required. However, formation of a CFD which would include all of the incorporated cities in the County would require resolution of consent from each city council, and the levy of a special tax would require a 2/3's approval of the voters in a registered voter election.

If you need further information or wish to discuss this memo, please do not hesitate to let me know.

M. HOLLY GILCHRIST

cc: Supervisor Illa Collin
Supervisor Roger Dickinson
Supervisor Roberta MacGlashan
Supervisor Don Nottoli
Robert A. Ryan, Jr.
Cheryl Creson
Ron Suter



Fw: "Please vote for the November 8th Trail Priority Resolution"
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/08/2010 09:42 AM

----- Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:41 AM -----

"Please vote for the November 8th Trail Priority Resolution"

Laura Robbins to: bosfive

11/07/2010 09:26 AM

Dan and Laura Robbins
Shingle Springs Residents



Fw: Sups meeting Tues
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/08/2010 09:41 AM

----- Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:41 AM -----

Sups meeting Tues

patsybuhlert to: bosfive

11/07/2010 10:45 AM

Please respond to patsybuhlert

I hope to see you at the meeting Tues. I will be there and want to see the vote on the Friends of the EIDorado Trail. Take care, Patty Buhlert



Fw: El Dorado Trail
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/08/2010 09:40 AM

----- Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:40 AM -----



El Dorado Trail

JoAnn LoFranco to: bosfive

11/07/2010 11:19 AM

JoAnn LoFranco



trail letter to supervisors.docx

Supervisor Norma Santiago
El Dorado County
330 Fair Lane
Placerville, CA 95667

Dear Supervisor Santiago,

It's time to build the El Dorado Trail connecting Placerville to Folsom and The American River Parkway.

The best use for the railroad right-of-way is a non-motorized only trail for walking, bicycling, and horseback riding. Many people would use this trail to enjoy and explore our beautiful countryside.

Let the majority of the people of El Dorado County enjoy a trail connecting Placerville to the American River Parkway.

Dominick & JoAnn LoFranco
Shingle Springs, CA



Fw: Bike trail.
The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/08/2010 09:40 AM

----- Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:39 AM -----

Bike trail.


mike linker to: bosone, bosthree, bosfour, bosfive

11/07/2010 02:16 PM

Please vote for the Nov.8th Trail Priority Resolution. This issue is very important to me.

Michael Linker



Re: Support for the El Dorado Trail 
The BOSFIVE to: Robert Johnson
Sent by: **Judi E McCallum**
Bcc: Cynthia C Johnson

11/08/2010 09:39 AM

Thank you for writing. We appreciate your input.

The meeting to discuss this item begins at 1pm. We hope you will be able to join us.

Thanks again.

Judi McCallum
Assistant to Supervisor Norma Santiago
530.621.6577

Robert Johnson

I am writing to express my support for the El Do...

11/07/2010 07:50:51 PM

Support for the El Dorado Trail

Robert Johnson to: bosone, bostwo, bosthree, bosfour, bosfive

11/07/2010 07:50 PM

I am writing to express my support for the El Dorado Trail and am requesting that the Board of Supervisors designate it way to the Sacramento County line. I am a frequent user of the trail section from Placerville to Camino. This section of trail is used by hikers, bikers, and equestrians. I strongly encourage the Board of Supervisors to take whatever steps are necessary to ensure that the trail to the Sacramento County line becomes a reality in the near future.

Sincerely,
Robert T. Johnson
990 Roddan Ct.
Placerville, CA 95667



Trail item

The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/08/2010 09:39 AM

— Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:38 AM —



Nadine Petty to: bosfour, bosfive, bosthree, bosfive, bosone

11/07/2010 08:33 PM

First of all, I want to say thank you for your hard work and countless hours you put in to make this county a better place.

I am mainly a walker. I do like to ride my bike at times and I do have friends that ride often. I would like to see a vote for the El Dorado Bike, Equestrian Trail be a priority to move forward. **I do not want to see the Train tacks disturbed.**

- The railroad tracks were the first tacks installed in the State of California. They were installed in 1852. (Historic !!!)
www.co.el-dorado.ca.us/bos/wwwroot/attachments/7f71bf46
- The majority of the train tracks have a 100' right away, 50' on both sides!
- It is my understanding that at any time the government can take back the right away for Train Usage. We might want to request the trails on the sides.
(National Park Service- The National Trails System Act Sec 8 (d))
- Removing the tracks will stop any future possibilities for the El Dorado Train museum and minimize tourism for El Dorado County. The El Dorado county Chamber of Commerce could advertise Train and Biking trips.
Link address to Example **www.backroads.com/trips/BNZI/new-zealand-biking-tour#**

Healthy Outdoor family Togetherness,
Sorry this is coming to you so late,
Nadine



Fw: TRAIL RESOLUTION
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/08/2010 09:38 AM

— Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:38 AM —

TRAIL RESOLUTION

James Matthews to: bosone, bostwo, bosthree, bosfour, bosfive

11/07/2010 09:25 PM

To: El Dorado County Board of Supervisors

I urge each of you to vote NO on the proposed resolution coming before the El Dorado County Board of Supervisors on November 8 regarding trail "priority" for the former Southern Pacific railroad right-of-way in El Dorado County.

What this resolution really seems to be saying is that if the railroad's continued presence causes the trail to have even one additional curve, grade, or narrow spot, then the track has to go. Here are my understandings of trail arguments, with my rebuttal to each.

TRAIL ARGUMENT: The trail will attract users (presumably mostly bicycle riders) from all over the world who will spend lots of money in El Dorado County, and therefore a perfect trail has to be developed, and, to this end, other options will have to be sacrificed.

REBUTTAL: A railroad route, with the scenery and history of this one in El Dorado County would be as much if not more of a tourist draw than the trail beside it. There are successful tourist railroads near most national recreational areas, including the Grand Canyon, the Napa Valley, the Colorado Rockies, New England, and several locations in Alaska and Hawaii. In fact, business leaders in Ft. Bragg, California fought hard to keep service from the California Western (Skunk) trains when their continued operation was in question. The "Skunk" trains were and are money makers for them. Additionally, the recent Public Television series entitled "Great Railway Journeys" demonstrates that there are large numbers of people who are interested in traveling around the world for unique train rides (they aired 34 one-hour episodes in all). Without the tracks, El Dorado County would lose this possibility forever. I might also reference the Kansas trail project report that was sent to you. In that case, the trail was not nearly the economic stimulus that its proponents suggested.

TRAIL ARGUMENT: This trail will be part of a nation-wide system.

REBUTTAL: This rail line is also a connection to a larger world. It connects with the Regional Transit light rail system in Folsom, which in turn connects with Amtrak and Capitol Corridor trains in Sacramento. The Capitol Corridor connects with BART in the San Francisco Bay Area. Amtrak, of course goes all over the country. And all of these carriers take bicycles.

TRAIL ARGUMENT: Since the track has not been used in regular service for fifteen years, it is not likely to ever be used and therefore should not be a priority for development, which in practical terms, means the track should be

removed.

REBUTTAL: For a project like this, fifteen years before complete restoration is not a long time. For example, I was involved with the restoration of the Delta King riverboat. In 1969 a group of people decided that the Delta King could be a good tourist attraction. Then for many years, it went through frequent changes of ownership and planning, while its physical shape deteriorated. But twenty years later, in 1989, albeit permanently docked, that boat did finally open as a popular up-scale hotel and meeting place in Old Sacramento. The Virginia & Truckee Railroad between Carson City and Virginia City, Nevada has a similar story. It was about 1970 when I first heard of and became involved in efforts to restore that railroad to operation between Virginia City and Carson City. Several periods of varying visions and more limited operations followed, but finally this year (2010) actual operations between Carson City and Virginia City have been restored. Things like this do get done.

TRAIL ARGUMENT: Local residents might ride a train in this corridor only once for the experience, while a trail would be used by local residents repeatedly.

REBUTTAL: Trains can be used repeatedly by local residents for special theme runs, with special "Santa Claus" or "Halloween" themes. But the greatest potential for repeat local resident train use is complementary to the trail. Trail proponents are talking about a trail from the Sacramento Valley to Lake Tahoe, and beyond. I submit that few have the energy to peddle all that way. As with Amtrak and Regional Transit, bicycles will be welcome through El Dorado County on the trains. One could extend a bike ride by taking the train to its eastern terminal and bike from there. Or take the train in the uphill direction and return by bike - kind of like a ski lift. Through plans such as these, the railroad and the trail could serve to promote each other.

TRAIL ARGUMENT: It is not practical to have a trail parallel to a railroad.

REBUTTAL: There are answers to issues around crossings, shared bridges, cuts, special accommodations, etc. FEDS members are more than willing to meet with trail proponents and demonstrate how these issues can be safely, economically, and pleasantly be resolved.

IN SUMMARY, there will need to be some give and take, but if we work together, we can have a great train ride AND a great trail in El Dorado County.

James R. Matthews



Fw: Preserve rails while building trail system
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/08/2010 09:37 AM

--- Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:37 AM ---

Preserve rails while building trail system

Lindell Price to: Norma Santiago

11/07/2010 09:51 PM

Dear Supervisor Santiago,

The SPTC (Sacramento Placerville Transportation Corridor) provides wonderful and unique opportunities for El Dorado County. Please do not let the one-sided, overly enthusiastic activism of special interest groups override the great opportunity that we have here in El Dorado County to build trails while preserving our historic rail.

Just as I asked the Board of Supervisors to hold off on approving the rail resolution, and to develop similar provisions facilitating volunteer trails work along the SPTC, I am now asking the Board of Supervisors to refrain from this unnecessary and premature resolution to prioritize trail use along this corridor. We should make an extended and concerted effort to develop coordinated rail and trail along the SPTC, before considering sacrifice of our historic rails. Educational, heritage rail combine with a trails system can multiply the benefits beyond either rail or trail alone.

The SPTC has great potential as a recreational corridor, but most of it is too remote from population centers to provide significant alternative transportation benefits. We should absolutely develop our recreational potential for both its economic benefits and for our local residents. However, it is misleading to sell a facility that is predominantly recreational on the basis of its marginal transportation potential.

While remote or isolate trails limit hazards from motor vehicles, they do not provide good security, for pre-dawn, after-dark, or stormy weather commuting. We badly need more all-weather, 24-hour opportunities to walk, bicycle and take public transit to meet our essential transportation needs. Let's not confuse recreation with transportation.

We need to build pedestrian and bicycle connections around needs: safe, secure, and inviting access between homes, schools, public transit stops, and local centers of activity. The social interaction benefits of walking should begin in our own neighborhoods.

Rather than responding to the claims of the special interest groups on either side of this trails vs. rails controversy, consider the broader community. Please don't prematurely or unnecessarily give away our historic rail, or fail to develop our trail systems potential.

Sincerely,

Lindell Price
3672 Millbrae Road
Cameron Park, CA 95682

(916) 804-7316

Healthy Roads for Community Health



Fw: trail priority
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/08/2010 09:36 AM

----- Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:36 AM -----

trail priority

Helmreich, Kurt@EDD to: 'bosfive@edcgov.us'

11/08/2010 09:09 AM

Hello Norma Santiago,

I want to voice my support in the effort to bring the "rails to trails" the trail priority resolution to El Dorado County. This effort to connect the El Dorado Trail from Folsom to Lake Tahoe would be of great benefit for hikers, bikers and horseback riders for recreational purposes now and for future generations.

Regards,
Kurt Helmreich



Fw: Trail Priority Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/08/2010 09:34 AM

— Forwarded by Judi E McCallum/PV/EDC on 11/08/2010 09:34 AM —

Trail Priority Resolution

john lindow to: bosone, bostwo, bosthree, bosfour, bosfive

11/08/2010 09:31 AM

To El Dorado County Supervisors- John Knight, Ray Nutting, Jack Sweeney, Ron Briggs and Norma Santiago

Please vote to make the El Dorado Trail a top priority at your November 8th meeting. The trail will benefit many residents of our area for biking, hiking and walking. It is a wonderful opportunity to change the old rail line to a positive use for the entire community.

Sincerely,

John Lindow
1020 Manning Dr
El Dorado Hills, CA 95762
j.lindow@comcast.net



Re: Caffe Santoro supports efforts to develop the El Dorado Trail 

The BOSFIVE to: The Team@Caffe Santoro

11/06/2010 04:06 PM

Sent by: **Judi E McCallum**

Cc: Cynthia C Johnson

Thank you for writing. We appreciate your input.

The meeting to discuss this item begins at 1pm. We hope you will be able to join us.

Thanks again.

Judi McCallum
Assistant to Supervisor Norma Santiago
530.621.6577

"The Team @ Caffe Santoro" Dear Norma, John, Ray, Jack and Ro...

11/04/2010 04:07:37 PM

Caffe Santoro supports efforts to develop the El Dorado Trail

The Team@Caffe Santoro to: bosone, bostwo, bosthree, bosfour, bosfive

11/04/2010 04:07 PM

Dear Norma, John, Ray, Jack and Ron;

I just wanted to let you know that as small coffee shop owner who has a vested interest in the economic development of our county I am %100 in support of the El Dorado Trail and what it could mean for our community and our county. We plan on being involved as the plans unfold. What could be better than having people come to our community to experience the beauty of our county in an eco friendly way. The up side for businesses is products and services that people will seek out while they recreate. Please vote for access for this trail!

Thank you

Ken Santoro
(Caffe Santoro)



Re: hiking, biking and equestrians 

The BOSFIVE to: J. R. Power

Sent by: **Judi E McCallum**

Cc: Cynthia C Johnson

11/06/2010 04:05 PM

Thank you for writing. We appreciate your input.

The meeting to discuss this item begins at 1pm. We hope you will be able to join us.

Thanks again.

Judi McCallum
Assistant to Supervisor Norma Santiago
530.621.6577

"J. R. Power"

Dear Supervisor Nutting, and all. Please vote for...

11/04/2010 05:02:23 PM

hiking, biking and equestrians

J. R. Power to: bostwo

11/04/2010 05:02 PM

Cc: bosone, bosthree, bosfour, bosfive

Dear Supervisor Nutting, and all.

Please vote for the El Dorado Trail Priority Resolution this coming Monday, November 8th.

Regards

John Le Pouvoir

Pollock Pines



Fw: El Dorado Trail
The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/06/2010 04:05 PM

— Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 04:04 PM —

El Dorado Trail

Carol Misquez to: bosone

11/04/2010 05:44 PM

Cc: bostwo, bosthree, bosfour, bosfive

I am 72 and have biked and hiked for all my life almost. Now I am slower but the use of the safe trails keep me healthy in body, mind, and soul. Please vote to extend and finish the wonderful work that is started. You are not working alone, we the cycling groups and clubs will help continue the connecting trails. Sincerely, Carol Misquez Sacto. Bike Hiker



Fw: EDT Priority Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/06/2010 04:04 PM

— Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 04:04 PM —

EDT Priority Resolution

Sharon O'Neill to: bosfive

11/04/2010 06:00 PM

“Please vote for the November 8th El Dorado Trail Priority Resolution”

Sharon O'Neill



Fw: El Dorado Trail
The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/06/2010 03:56 PM

— Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:56 PM —



El Dorado Trail

Steve Brown to: bosfive

11/04/2010 07:30 PM

Why should you support this trail resolution?

- 1) Trails supply the community with a SAFE place to exercise, recreate, and travel.
- 2) Trails connect communities, schools, neighborhoods, businesses, and towns.
- 3) Trails boost the economy! The American River Parkway reports \$360 million in economic benefits.
- 4) The El Dorado Trail will be a trail of National Significance connecting the Sacramento region to the Lake Tahoe Region.
- 5) The El Dorado Trail is already benefiting walkers, bicyclists, equestrians, moms with strollers, and the dog walkers too. But the trail is benefiting even more groups that you may realize. The El Dorado Trail is utilized by Union Mine and El Dorado High School's track teams, Marshall Hospital's physical rehab program, Placerville's spinal injury support group, kids walking to school, Geo Cache groups, and more. Fund Raising events are held on the trail. The El Dorado Trail serves the entire community!

Thanks Norma, SB



Fw: El Dorado Trail
The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/06/2010 03:56 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:56 PM -----



El Dorado Trail

Steve Brown to: bosfive

11/04/2010 07:32 PM

Please vote for the November 8th El Dorado Trail Priority Resolution"
Thanks Norma, SB.



Fw: El Dorado Trail Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/06/2010 03:55 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:55 PM -----



El Dorado Trail Resolution

lelwilson to: bosfive

11/04/2010 08:32 PM

Dear Supervisor Santiago,

I just walked across Europe last summer and saw the kind of economic impact good walking and cycling paths have. Please vote for the Trail Priority Resolution, not just for cyclists like me, but for the small business community in the County.

Thanks,

Luke Wilson



Fw: "Please vote for the November 8th Trail Priority Resolution"

The BOSFIVE to: Cynthia C Johnson

11/06/2010 03:55 PM

Sent by: Judi E McCallum

— Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:55 PM —

"Please vote for the November 8th Trail Priority Resolution"

Joe Di Meglio to: Joe Di Meglio

11/04/2010 11:33 PM

"Please vote for the November 8th Trail Priority Resolution"

Thank you,

**Giosue Di Meglio
1650 Rose Ln.
Placerville, CA 95667**



Fw: Bike Trail
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/06/2010 03:54 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:54 PM -----



Bike Trail

Judy Palmer to: bosfive

11/05/2010 08:43 AM

Cc: "Jackie & Steve"



Dear Mrs. Santiago,

I am contacting you , to ask for your support of the local Bike Trail.
When the trail is complete, people will come from all over the Country to experience the Beauty of the Mother Lode. The will become an adventure of a life time.

Thank You, Mr. Palmer



FREE Animations for your email - by IncrediMail!

Click Here!



Fw: El Dorado Trail Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/06/2010 03:54 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:54 PM -----

El Dorado Trail Resolution

wo8700 to: bosfive

11/05/2010 08:45 AM

Supr. Santiago,

I am writing today in support the Friends of El Dorado Trail and our efforts to support a trail for bikers, walkers, hikers, equestrians, moms with strollers and dog walkers. In the political and economic enviroment we are in today that is unprecedented in our history, it only makes sense for your vote to be to add this trial to El Dorado County. Economically, it will be a boom to a county that needs a real stimulus. Politically, it will be a feather in your cap to make this happen.

It is nice to think of a rail line as a way to utilize this trail, but from a citizen viewpoint, I feel strongly that the best decision is one that encompasses a trail.

On November 8th, please vote yes on the resolution to make the old track a trail to accomodate many of our tax paying citizens.

Sincerely,

Gordon Paterson
Katherine Paterson
Bobby Paterson
Grace Paterson
Annie Paterson
Bonnie Paterson

The Paterson Clan



Fw: El Dorado Trail
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/06/2010 03:53 PM

— Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:53 PM —

El Dorado Trail

Rose Giardina to: bosfive

11/05/2010 09:03 AM

Dear Ms. Santiago,

My husband and I regularly walk the El Dorado Trail and have recently been exploring along the rails west of Missouri Flat Road. We understand that the Board is in the process of deciding the future of the rails toward the county line. We strongly support converting the rails to a biking, hiking, equestrian trail for the benefit of all who live in our beautiful county, as well as those who visit.

Rose and Paul Giardina



Fw: Please vote for the November 8th Trail Priority Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: **Judi E McCallum**

11/06/2010 03:53 PM

— Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:53 PM —

Please vote for the November 8th Trail Priority Resolution

hayes5029-2 to: bosone, bostwo, bosthree, bosfour, bosfive

11/05/2010 11:27 AM

Please vote for the November 8th Trail Priority Resolution!!!

-Hayes Ewing

5218 Garlenda Dr.

EDH, CA 95762



Fw: November 8th Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/06/2010 03:52 PM

----- Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:52 PM -----

November 8th Resolution

Laura Choate to: bosfive

11/05/2010 12:39 PM

As a local cyclist I am in support of the El Dorado Trail and believe you should also support this trail resolution for the following reasons.

- 1) Trails supply the community with a SAFE place to exercise, recreate, and travel.*
- 2) Trails connect communities, schools, neighborhoods, businesses, and towns.*
- 3) Trails boost the economy! The American River Parkway reports \$360 million in economic benefits.*
- 4) The El Dorado Trail will be a trail of National Significance connecting the Sacramento region to the Lake Tahoe Region.*
- 5) The El Dorado Trail is already benefiting walkers, bicyclists, equestrians, moms with strollers, and the dog walkers too. But the trail is benefiting even more groups that you may realize. The El Dorado Trail is utilized by Union Mine and El Dorado High School's track teams, Marshall Hospital's physical rehab program, Placerville's spinal injury support group, kids walking to school, Geo Cache groups, and more. Fund Raising events are held on the trail. The El Dorado Trail serves the entire community!*

Sincerely,

Laura Choate - Folsom Resident



Fw: Trail Resolution
The BOSFIVE to: Cynthia C Johnson
Sent by: Judi E McCallum

11/06/2010 03:51 PM

—— Forwarded by Judi E McCallum/PV/EDC on 11/06/2010 03:51 PM ——

Trail Resolution

Jackie Neau to: bosone, bostwo, bosthree, bosfour, bosfive

11/05/2010 03:57 PM

Dear Board of Supervisors,

Please support the El Dorado Trail priority resolution coming before you November 8th. The El Dorado Trail is already a proven success and provides a safe place to exercise, travel, and recreate within the communities it exists. The trail benefits many different parts of the community. Please support bringing those benefits to everyone down the western slope of El Dorado County.

Thank you,
Jackie Neau



Re: El Dorado Trail

The BOSFIVE to: Joanne Kenison

Sent by: Judi E McCallum

Bcc: Cynthia C Johnson

11/08/2010 09:42 AM

Thank you for writing. We appreciate your input.

The meeting to discuss this item begins at 1pm. We hope you will be able to join us.

Thanks again.

Judi McCallum
Assistant to Supervisor Norma Santiago
530.621.6577

Joanne Kenison

Vote for this resolution and let my husband negotiate the development to the ol...

11/07/2010 06:06:42 AM

El Dorado Trail

Joanne Kenison to: John Knight, Jack Sweeney, Norma Santiago, Ray Nutting, Ron Briggs

11/07/2010 06:06 AM

Vote for this resolution and let my husband negotiate the development to the old rail line. He is an honest person and will work for the best solution for all in EDC. That includes the rail guys.

Joanne Kenison