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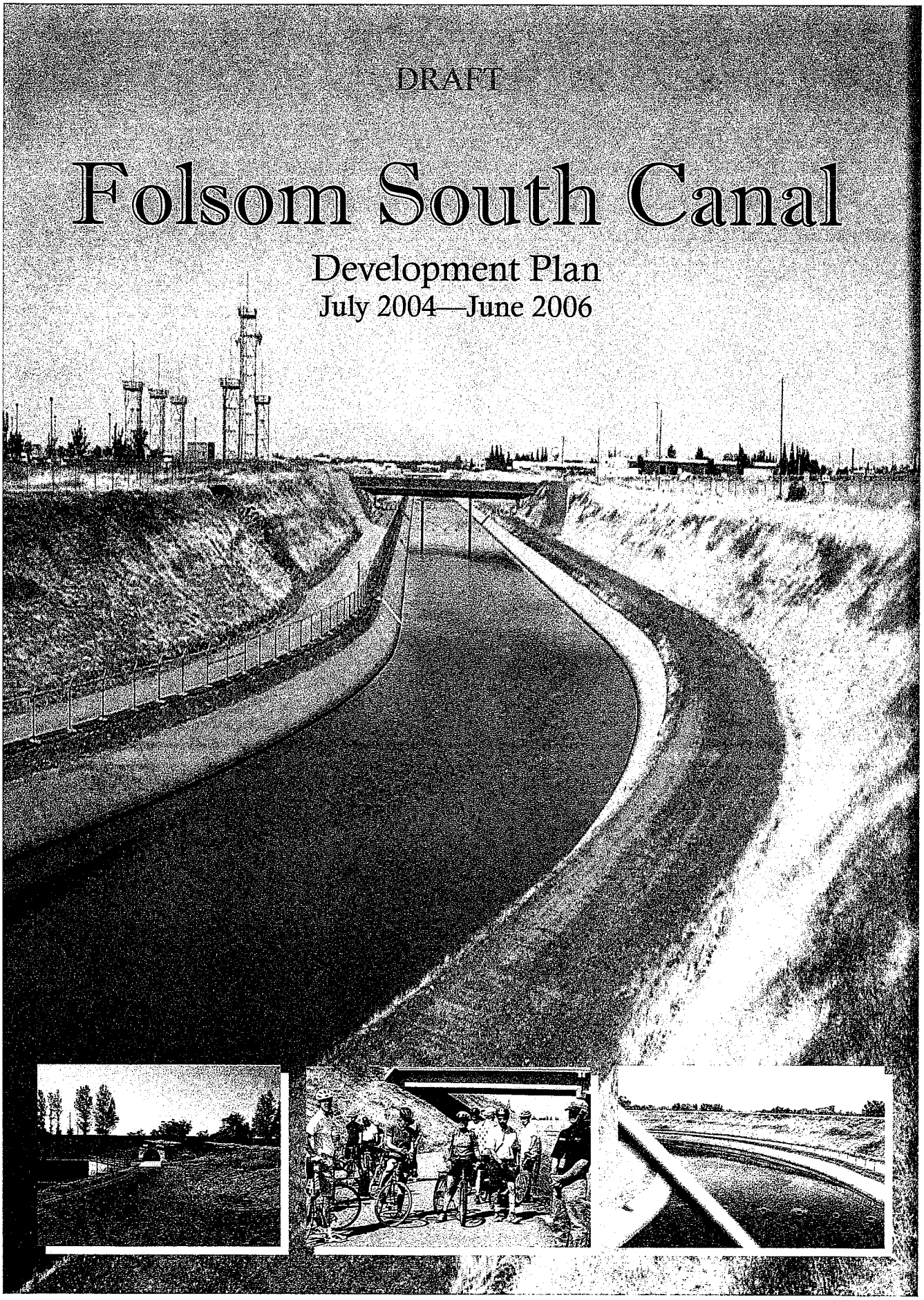
Folsom South Canal

Development Plan

July 2004—June 2006



FOLSOM SOUTH CANAL DEVELOPMENT PLAN

Purpose

The purpose of this Development Plan is to outline a two-year procedure for evolving the Folsom South Canal, which was initially intended as a water storage and delivery resource, into a transportation and recreation corridor. While physical improvements to the canal are mentioned in this plan, the purpose of the document is to outline a process which allows this federal facility to be managed fully, or in partnership, with local agencies and entities. This process is envisioned to begin July 2004 and end in June 2006.

Intended Outcomes

At the conclusion of the two-year process, we expect the following outcomes:

- The completion of a Resource Management Plan
- An established Public Outreach effort for the project
- Establishment of a separate support group, Friends of Folsom South Canal

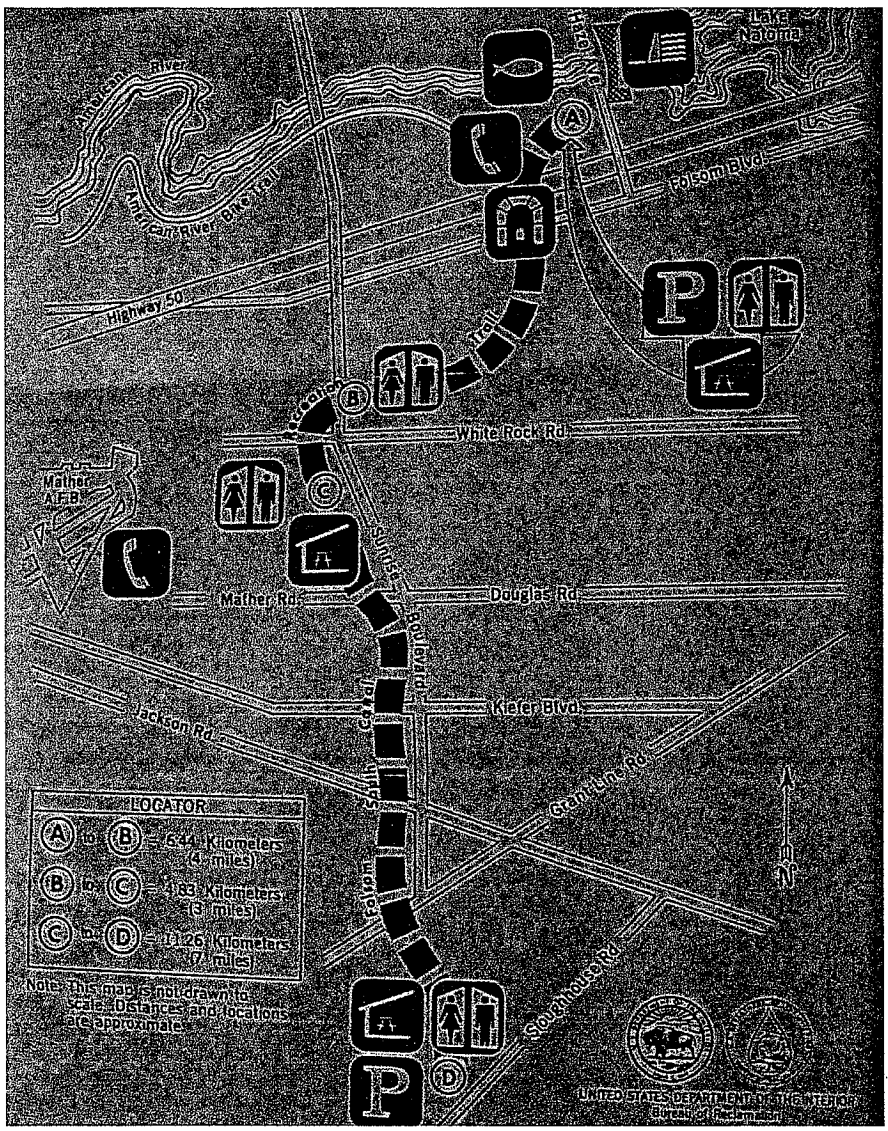
Resource Management Plan

The Resource Management Plan will be the key outcome of the two-year process. It will address:

- Short term capital improvements / budget
- Long term capital improvements / budget
- Funding opportunities and funding mechanisms
- Operating budgets
- Recommendations for long-term facility management
- Identification of additional partners
- Marketing plan
- Opportunities for linking with other transportation infrastructure

Background

In 2003, the United States Bureau of Reclamation contacted the 50 Corridor Transportation Management Association for assistance in developing the Folsom South Canal as a transportation and recreation corridor. The canal and its accompanying service roads, an asset owned by the federal government and managed by the Bureau of Reclamation, had potential, the Bureau believed, to be more than a water storage and delivery facility.



When the canal was built in the 1970s as part of the Auburn-Folsom South Unit of the Central Valley Project, it had a recreational component.

The Bureau, however, was not able to identify a long-term funding partner to provide maintenance for the recreational function of the canal.

As a result, "no trespassing" signs were placed at various entry points to the canal to discourage public use of the canal and limit federal liability.

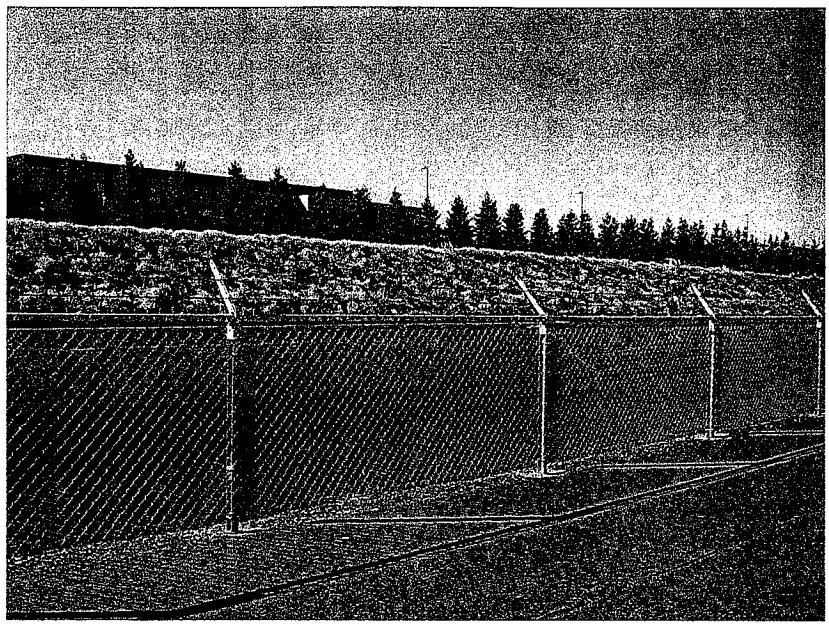
Originally, the canal was intended to provide water for industrial, municipal and irrigation users in Sacramento and San Joaquin counties. The canal would also supply cooling water for the Rancho Seco Nuclear Power Plant.

For the last decade the canal has not been used to provide water to any major users. Instead, it has become an underutilized asset for the Bureau. Water remains in the canal but only for maintaining the integrity of the canal walls.

While there are new opportunities for the Bureau to use the canal to store and deliver water, the canal will not likely realize the mission it was designed for.

About the Folsom South Canal

The canal originates near the California State University/Sacramento Aquatic Center at Lake Natoma and ends near Lake Rancho Seco Lake.



A paved road parallels the canal from Lake Natoma approximately 14 miles to Sloughhouse Road (on the north and west sides of the canal) A gravel road parallels the canal on the east and south sides of the canal.

The canal and accompanying road/trail is strategically located in the new growth areas south of Highway 50 in Sacramento County and the city of Rancho Cordova. It touches on Gold Pointe Corporate Center, Aerojet, Mather Commerce Center, Villages of Zinfandel (primarily, a residential community) and Sunrise Douglas (primarily a residential community slated for development with the ultimate addition of 22,000 homes).

With appropriate improvements, the Folsom South Canal could provide a very useful alternative route for cyclists and pedestrians who need to travel along Sunrise Boulevard, Folsom Boulevard and US 50.

It has the potential to link the American River Parkway, the Laguna Creek Trail and a planned bicycle/pedestrian facility along the CCTRR corridor.

Funding the Two-Year Development Plan and Process

The 50 Corridor TMA and the Bureau of Reclamation have successful identified base-line funding requirements for the two-year development plan. Current Funding stakeholder include:

Sacramento County Department of Transportation	$30,000
Sacramento Regional County Sanitation District*	$30,000
City of Rancho Cordova	$30,000
AKT Inc.	$30,000
Elliott Homes	$10,000
U.S. Bureau of Reclamation	130,000
Total	$260,000

**Recommended by staff, pending Board approval*

Managing the Two-Year Plan and Process

The 50 Corridor TMA, as its contribution to the development of the Folsom South Canal as a transportation and recreation corridor, will manage the two-year process defined in this document. The TMA will work closely with the Bureau of Reclamation and the Folsom South Canal Partners, composed of funding stakeholders.

During this process, the on-going management of the canal will remain with the Bureau.

The TMA will provide staff and administrative services, and act at the direction of the Folsom South Canal Partners.

Tasks assigned to the TMA: set meeting dates; post agendas in compliance with state open meeting laws; record actions of the advisory council; assist with public outreach; coordinate a Friends of Folsom South Canal organization; collect, distribute and account for funds on behalf of the FSC Partners.

Folsom South Canal Partners

The Folsom South Canal Partners will be comprised of the existing six funding stakeholders and any additional stakeholders which join the effort prior to July 1, 2004.

The Partners will have the responsibility of developing a plan of action for the Canal which will be acceptable to the U. S. Bureau of Reclamation. Each stakeholder will have one vote, however, recommendations will be made based on 100% consensus.

Each funding stakeholder should appoint a representative to the FSC Partners, as well as a back-up representative.

Tasks of FSC Partners: attend meetings which will be called as necessary in accordance with state public meeting laws; participate in public outreach activities; select contractor(s) to develop the Resource Management Plan; direct work on the Resource Management Plan; accept the Resource Management Plan; and, help build political support for the project.

The ultimate task of the FSC Partners is to develop a long-term strategy for the canal's management and infrastructure improvements.

Challenges and Opportunities for the Folsom South Canal

- The existing Canal is well positioned to serve the growing commercial and residential area south of US 50 along Sunrise Boulevard.

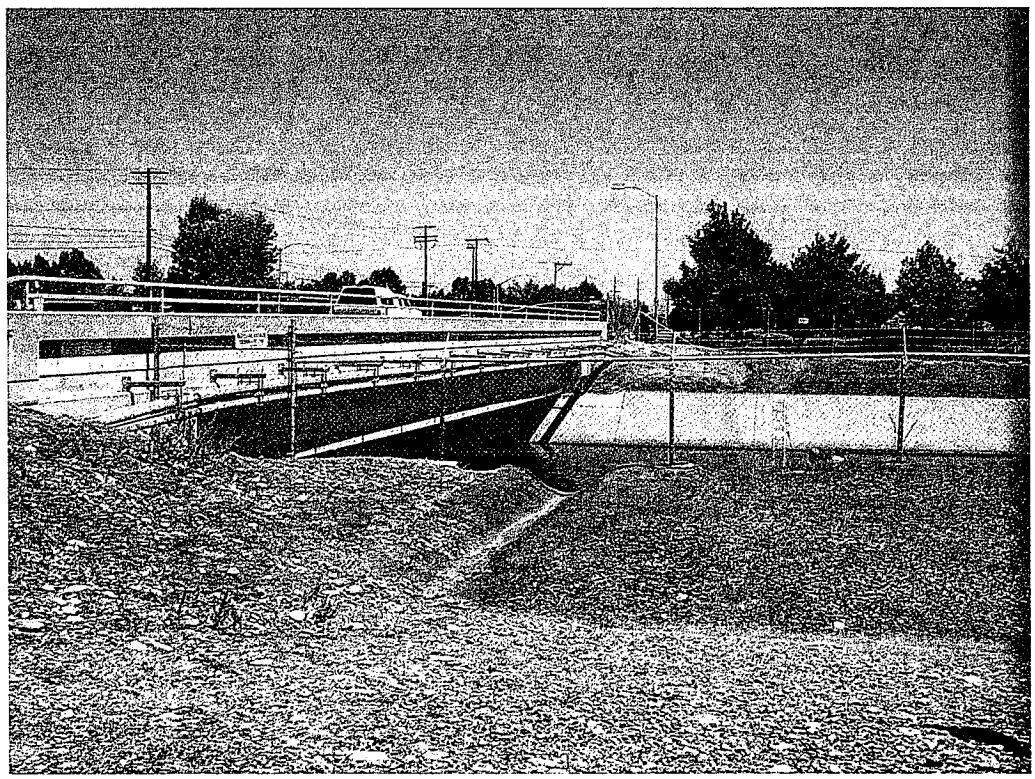
- The infrastructure is already developed and only needs improvements to make it a viable transportation and recreation corridor.

- The Bureau, while mandated to retain ownership of the canal, can lease the facility to a managing partner and is willing to cost share planning, improvements and on-going maintenance.

- The canal corridor could potentially provide right of way for the sewer interceptor planned to be built along Sunrise Blvd., offering significant savings in transportation interruption along Sunrise as well as construction costs.

- Short term capital improvements include signage, landscaping and the addition of key access points.

- Long term capital improvements include additional bridges from one side of the canal to the other and addressing the crossings of Hazel Avenue, Tributary Road, Sunrise Boulevard and White Rock Road.



Four points along the canal require at-grade crossings including the busy intersections of Hazel and Sunrise. Pictured above is the White Rock Road intersection

Proposed Timeline

July 2004
Confirm funding stakeholders
MOUs signed by each funding stakeholder
First meeting of Folsom South Canal Partners
Approve Scope of Work for Resource Management Plan (RMP)
Recommend the advertising of bids for the RMP

October 2004
Second meeting of Folsom South Canal Partners
Finalize selection of RMP contractor
Approve budget

January 2005
Third meeting of the Folsom South Canal Partners
Hear update on RMP
Begin Public Outreach

April 2005
Fourth meeting of the Folsom South Canal Partners
Hear update on RMP
Begin formation of Friends of Folsom South Canal
Public Meeting

July 2005
Fifth meeting of the Folsom South Canal Partners
Hear update on RMP
Review budget, determine is funding is available for short term capital improvements

October 2005
Sixth meeting of Folsom South Canal Partners
Final acceptance of the RMP
Propose RMP to Bureau of Reclamation

January 2006
Sixth meeting of the Folsom South Canal Partners
Report from the Bureau of Reclamation on RMP
Begin implementation process of RMP
Public Meetings

April 2006
Seventh meeting of Folsom South Canal Partners
Report on RMP implementation efforts/progress

June 2006
Advisory Council disbands
Transition ready for RMP-recommended management of the Folsom South Canal
Friends of Folsom South Canal fully functioning as a support group for the Canal

Proposed Budget

Resource Management Plan	(not to exceed)	$150,000
Meeting Management (hard costs)		5,000
Marketing		25,000
Legal and Accounting		12,000
Outreach (public meetings, etc.)		10,000
Friends of Folsom South Canal		8,000
Short-term capital improvements		50,000
(Signage, maps, minimal landscaping)		
Total:		$260,000

Additional funds collected will be used for short-term capital improvements to maximize the immediate usefulness of the canal as a transportation corridor.