

AGENDA TRANSMITTAL FORM

<input checked="" type="checkbox"/>	Regular Agenda
<input type="checkbox"/>	Consent Agenda
<input type="checkbox"/>	Blue Slip
<input type="checkbox"/>	Closed Session
Meeting Date Requested:	
07/28/15	

To: Board of Supervisors

Date: July 21, 2015

From: Jon Hopkins, Director Phone Ext. X759
 (Department Head - please type)

Department Head Signature 

Agenda Title: Jail Needs Assessment Update

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)

For review and approval is the Needs Assessment Update for the Jail. Nacht and Lewis was hired to update the existing Needs Assessment due to: 1) a new 40 bed addition project and; 2) changes in previous projections and; 3) to provide an assessment through 2019 as required to be submitted with the County's Senate Bill (SB) 863 proposal to potentially receive state lease-revenue bond financing for an addition to the existing County Jail.

Recommendation/Requested Action:

Based upon feed back from the Board, approve the Updated Needs Assessment.

Fiscal Impacts (attach budget transfer form if appropriate)

Staffing Impacts Unknown

Undetermined

Is a 4/5ths vote required?

Yes

No

Contract Attached:

Yes

No

N/A

Resolution Attached:

Yes

No

N/A

Ordinance Attached

Yes

No

N/A

Comments: Jail Needs Assessment Update is attached

Committee Review?

N/A

Name _____

Committee Recommendation: _____

Request Reviewed by:

Chairman 

Counsel GG

Auditor JOR

GSA Director Hop

CAO 

Risk Management 

Distribution Instructions: (Inter-Departmental Only, the requesting Department is responsible for distribution outside County Departments)

GSA Director - Jon Hopkins ; Auditor

FOR CLERK USE ONLY

Meeting Date 7-28-15

Time _____

Item # 6

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___

Ayes: _____ Resolution _____ Ordinance _____ Other: _____

Noes _____ Resolution _____ Ordinance _____

Absent: _____ Comments: _____

Distributed on _____

A new ATF is required from _____

Department _____

Completed by _____

For meeting _____

of _____

I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors.

ATTEST: _____

Clerk or Deputy Board Clerk

Save

AGENDA TRANSMITTAL FORM

- Regular Agenda
- Consent Agenda
- Blue Slip
- Closed Session

To: Board of Supervisors

Date: July 28, 2015

From: Patricia M. Lesky
(Department Head - please type)

Phone Ext. 830

Meeting Date Requested:

07/28/15

Department Head Signature *Patricia M. Lesky*

Agenda Title: Presentation of the 2014 Crop and Livestock Report

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)

Recommendation/Requested Action:

n/a

Fiscal Impacts (attach budget transfer form if appropriate)

n/a

Staffing Impacts

Is a 4/5ths vote required?

Yes

No

Contract Attached:

Yes

No

N/A

Resolution Attached:

Yes

No

N/A

Ordinance Attached

Yes

No

N/A

Comments:

Committee Review?

N/A

Name _____

Committee Recommendation:

Request Reviewed by:

Chairman *B*

Counsel *GG*

Auditor *JCR*

GSA Director *Hop*

CAO *[Signature]*

Risk Management *[Signature]*

Distribution Instructions: (Inter-Departmental Only, the requesting Department is responsible for distribution outside County Departments)

FOR CLERK USE ONLY

Meeting Date 7/28/15

Time _____

Item # 17

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___

Ayes: _____ Resolution _____ Ordinance _____ Other: _____

Noes _____ Resolution _____ Ordinance _____

Absent: _____ Comments: _____

Distributed on _____

A new ATF is required from _____

I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors.

Completed by _____

Department _____
 For meeting _____
 of _____

ATTEST: _____

Clerk or Deputy Board Clerk

OFFICE OF

DEPARTMENT OF AGRICULTURE / WEIGHTS AND MEASURES

LOCATION: 12200-B AIRPORT ROAD, MARTELL, CA • PHONE (209) 223-6487 • FAX (209) 223-3312

MAIL: 12200-B AIRPORT ROAD, JACKSON, CA 95642-9527 • email: agriculture@amadorgov.org



July 21, 2015

TO: Board of Supervisors

FROM: Patricia M. Lesky, Agricultural Commissioner/Sealer

A handwritten signature in black ink, reading "Patricia M. Lesky". The signature is written in a cursive style with a large, looping initial "P".

Presentation of the 2014 Amador County Agricultural Crop and Livestock Report

AGENDA TRANSMITTAL FORM

- Regular Agenda
 - Consent Agenda
 - Blue Slip
 - Closed Session
- Meeting Date Requested:
07/28/2015

To: Board of Supervisors

Date: 07/22/2015

From: Brian Oneto, Chairman
(Department Head - please type)

Phone Ext. x470

Department Head Signature _____

Agenda Title: 9\$ for 9 Lives

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)

Discussion and possible action relative to a request from the Amador County Animal Control and Adoption Center Promotions Committee for approval of a 9\$ for 9 Lives promotion to be held during the month of August 2015.

Recommendation/Requested Action:

Fiscal Impacts (attach budget transfer form if appropriate)

Staffing Impacts

Is a 4/5ths vote required? Yes No

Contract Attached: Yes No N/A
Resolution Attached: Yes No N/A
Ordinance Attached: Yes No N/A

Committee Review? Name _____ N/A

Comments: _____

Committee Recommendation: _____

Request Reviewed by:

Chairman [Signature] Counsel GG
Auditor JOR GSA Director [Signature]
CAO [Signature] Risk Management [Signature]

Distribution Instructions: (Inter-Departmental Only, the requesting Department is responsible for distribution outside County Departments)

FOR CLERK USE ONLY

Meeting Date 7/28/15 Time _____ Item # 8

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___
Ayes: _____ Resolution _____ Ordinance _____ Other: _____
Noes: _____ Resolution _____ Ordinance _____
Absent: _____ Comments: _____

Distributed on _____
Completed by _____
A new ATF is required from _____ Department _____ For meeting of _____

I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors.
ATTEST: _____
Clerk or Deputy Board Clerk

Amador County Adoption Center
Promotions Committee
12200 B Airport Road
Jackson, Ca. 95642

Dear Supervisors,

7/13/15

The Amador County Animal Control and Adoption Center Promotions Committee would like to gain your approval for a \$9 for 9 lives promotion to be held during the month of August 2015. This coincides with our greatest need for kitten and cat adoptions and is also lined up with the Best Friends national promotion.

We hope to utilize the Best Friends national advertising slicks and announcements and social media to drive people to our shelter to adopt. Our intake at this time of year is the highest and quick adoptions save labor dollars and little lives.

Our promotions group includes Shelter Director, Kelly Reason. We also have a great group of professionals including Lisa Peterson who runs our meetings, has volunteered for the shelter for 5 years and has a background as a paralegal and office administrator. Gretchen Kingsbury is a retired Amador County teacher who has volunteered for our shelter for 15 years and also drives the cancer van.

Sabeth Ireland is a graphic artist who donates her expertise to this group in design and newsletter construction and distribution and she has been a shelter volunteer for 6 years. Jan Migliacio is a new member of this committee who also volunteers as a dog walker and is a retired physical therapist. I have owned the Feed Barn for 20 years and am a former Risk Director for a chain of 88 retail stores and have been a shelter volunteer for 16 years.

Our primary goals are to reduce shelter intake and to increase the shelter save rate. We would like to obtain your approval to implement this promotion. Thank you for your consideration.


Susan Manning

AGENDA TRANSMITTAL FORM

To: Board of Supervisors

Date: 07/16/2015

From: Michael W. Israel
(Department Head - please type)

Phone Ext. 536

- Regular Agenda
- Consent Agenda
- Blue Slip
- Closed Session

Meeting Date Requested:

07/16/2015 7/28/15

Department Head Signature Michael W. Israel

Agenda Title: Request for Variance to Amador County Code

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)

Section 14.12.100 (G) of the Amador County Code requires a setback of 10 feet between a building, driveway, patio, deck or other ground covering and a leachfield. The owner of Amador County APN 031-260-010 proposes to construct a metal building which would be less than 10 feet from approximately 20 feet of an existing leachline. The building is proposed upslope of the leachfield and is unlikely to cause significant damage to the leachfield. There is sufficient area available for full replacement of the leachfield if need be.

Recommendation/Requested Action:

Approve Variance

Fiscal Impacts (attach budget transfer form if appropriate)

none

Staffing Impacts

none

Is a 4/5ths vote required?

Yes

No

Contract Attached:

Yes

No

N/A

Resolution Attached:

Yes

No

N/A

Ordinance Attached

Yes

No

N/A

Comments:

Committee Review?

N/A

Name _____

Committee Recommendation:

Request Reviewed by:

Chairman [Signature]

Counsel GG

Auditor [Signature]

GSA Director [Signature]

CAO [Signature]

Risk Management [Signature]

Distribution Instructions: (Inter-Departmental Only, the requesting Department is responsible for distribution outside County Departments)

Environmental Health

FOR CLERK USE ONLY

Meeting Date 7/28/15

Time _____

Item # 9

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___

Ayes: _____ Resolution _____ Ordinance _____ Other: _____

Noes: _____ Resolution _____ Ordinance _____

Absent: _____ Comments: _____

Distributed on _____

A new ATF is required from _____

I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors.

Completed by _____

Department _____
For meeting _____
of _____

ATTEST: _____
Clerk or Deputy Board Clerk

July 16, 2015

Amador County Board of Supervisors
810 Court Street
Jackson, CA 95642

Re: Variance Request
Assessor's Parcel Number 031-260-010

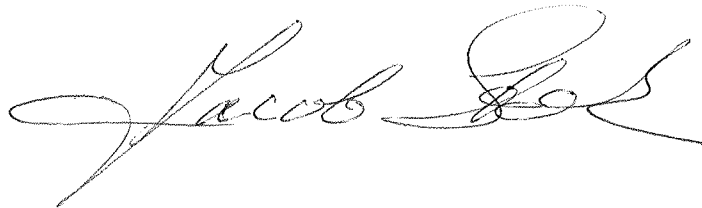
Members of the Board:

I am the homeowner at 23720 Bonanza Road, Pioneer. I have plans to construct a metal building on the parcel and, due to slope, lot size and setbacks, there is only one suitable location for the building. I plan to begin construction as soon as plan review by the Building Department is complete.

The building would be less than 10 feet from a short portion at the far end of one of my leachlines. While there is sufficient area to replace the leachline I believe that the cost in doing so is excessive given the minimal risk of damaging the leachline and potential for failure caused by the building.

I request a variance to Section 14.12.100, Amador County Code, which establishes a 10 foot setback between structures and leachlines. The risk of damage is very low. My property extends for a considerable distance down slope from the leachfield so the potential impact to neighbors is very minimal in the event of failure. I also have plenty of repair area, if needed, to repair or replace the leachfield if this is needed in the future.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Jacob", written in a cursive style.



AMADOR COUNTY COMMUNITY DEVELOPMENT AGENCY
ENVIRONMENTAL HEALTH DEPARTMENT

PHONE: (209) 223-6439
FAX: (209) 223-6228
WEBSITE: www.amadorgov.org
EMAIL: ACEH@amadorgov.org

COUNTY ADMINISTRATION CENTER • 810 COURT STREET • JACKSON, CA 95642-2132

MEMORANDUM

TO: Amador County Board of Supervisors

FROM: Michael W. Israel, Environmental Health Department *MWI*

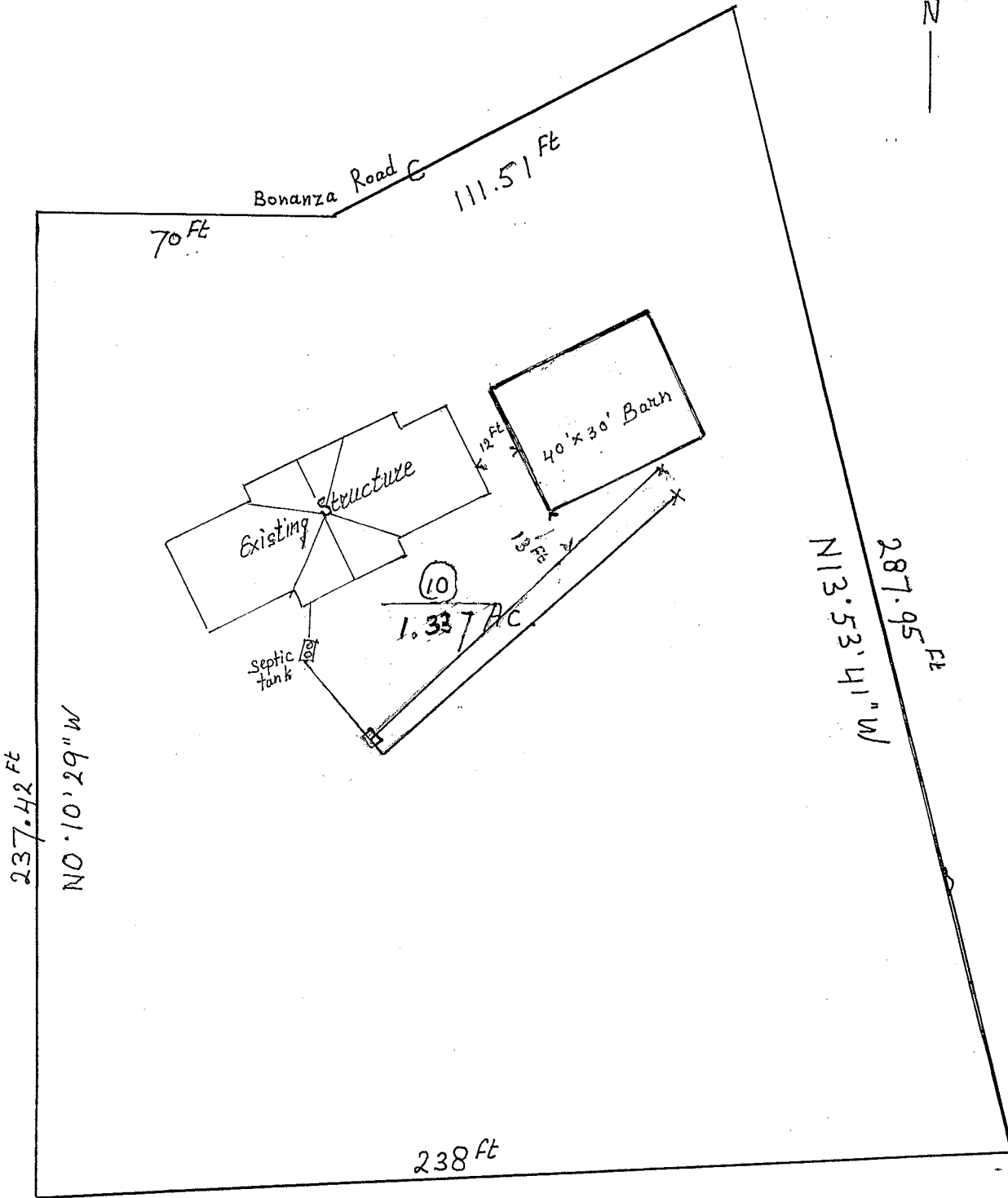
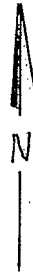
DATE: July 16, 2015

SUBJECT: Stocker Variance Request
APN 031-260-010

Section 14.12.100 (G), Amador County Code, calls for a ten foot setback between buildings and leachfields. Mr. Stocker plans to build a metal structure roughly 2 feet from the end of a leachline which angles away from the building; roughly 20 feet would be less than 10 feet from the building. There does not appear to be room to feasibly relocate the building to make the setback. The leachline could be replaced but that would cost a significant amount. The proposed structure is upslope of the leachfield, on fill, and is not likely to cause significant damage.

In the event of leachfield failure it is unlikely there would be immediate impact to adjoining properties since there is significant downslope area on the property. That same area provides plenty of room for repair or replacement should that ever become necessary. It does not appear that a variance would pose an undue risk to public health and safety.

POR. SEC. 30. T. 7N. R. 13E. M.D.B. 8.M.



23720 Bonanza Rd., Pioneer, CA 95666

APN. 031-260-010-000

AGENDA TRANSMITTAL FORM

To: **Board of Supervisors**

Date: 07/23/2015

From: Lynn A. Morgan, District III Supervisor
(Department Head - please type)

Phone Ext. x470

<input checked="" type="radio"/> Regular Agenda
<input type="radio"/> Consent Agenda
<input type="radio"/> Blue Slip
<input type="radio"/> Closed Session
Meeting Date Requested: <u>07/28/2015</u>

Department Head Signature _____

Agenda Title: Board of Supervisors

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)

Discussion and possible action relative to adoption of an Interim Emergency Ordinance of the Board of Supervisors adding Chapter 19.22, Adopting a Moratorium on the permitting and construction of formula businesses in Supervisorial District III pending adoption of more comprehensive zoning regulations.

Recommendation/Requested Action:

Fiscal Impacts (attach budget transfer form if appropriate)

Staffing Impacts

Is a 4/5ths vote required? Yes No

Contract Attached: Yes No N/A
 Resolution Attached: Yes No N/A
 Ordinance Attached: Yes No N/A

Committee Review? N/A

Name _____

Committee Recommendation: _____

Comments: _____

Request Reviewed by:

Chairman _____ Counsel _____

Auditor _____ GSA Director _____

CAO _____ Risk Management _____

Distribution Instructions: (Inter-Departmental Only, the requesting Department is responsible for distribution outside County Departments)

FOR CLERK USE ONLY

Meeting Date 7/28/15 Time _____ Item # 10

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___

Ayes: _____ Resolution _____ Ordinance _____ Other: _____

Noes: _____ Resolution _____ Ordinance _____

Absent: _____ Comments: _____

Distributed on _____
Completed by _____
A new ATF is required from _____
Department _____
For meeting _____
of _____

I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors.

ATTEST: _____
Clerk or Deputy Board Clerk

ORDINANCE _____

AN INTERIM URGENCY ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF AMADOR ADDING CHAPTER 19.22 ADOPTING A MORATORIUM ON THE PERMITTING AND CONSTRUCTION OF FORMULA BUSINESSES IN SUPERVISORIAL DISTRICT THREE PENDING ADOPTION OF MORE COMPREHENSIVE ZONING REGULATIONS

The Board of Supervisors of the County of Amador ordains as follows:

SECTION 1. FINDINGS. The Board of Supervisors finds as follows:

- A. The County of Amador is known for its small-town, rural quality of life, which is supported in large part by its locally owned, small businesses. These businesses cater to the needs of county's residents and visitors in unique ways rather than using the formulaic approach of large retail chains.
- B. Locally owned small businesses create more economic benefit to the county since their income recirculates in the community more times than formula stores owned by corporations based in other communities, which move their profits outside the County of Amador and often outside the state.
- C. Locally owned small businesses employ local residents, support local sports teams and charitable organizations, and make many contributions to the local quality of life and communities.
- D. The County of Amador is in the process of updating the county's general plan, which will be followed by an update of the zoning code and the development of guidelines, boundaries and form-based codes for the Town Centers named in the plan. The Buckhorn area is one of the Town Centers.
- E. Specific policies in the County's pending general plan update emphasize local quality of life and the retention and expansion and health of existing small businesses.
- F. The County's pending update of its general plan also proposes that the Town Centers' form-based codes, guidelines and boundaries be developed with direction from the public.
- G. Allowing the proliferation of formula businesses in Amador County's District 3 conflicts with policies in the County's draft general plan update and could conflict with the update of the zoning code as well as the form-based codes and guidelines developed for the Town Centers named in the plan.
- H. The proliferation of formula businesses in District 3 will detract from the scenic beauty and rural quality of life in the county by making the Buckhorn area look more like "Anywhere USA," which could harm the county's tourism industry.
- I. The proliferation of formula businesses in District 3 is a direct threat to the health, retention and expansion of the area's small businesses which it may lead to the loss of local small businesses and a resulting threat to the public's health, safety

and welfare since that loss would force residents to drive farther to purchase essential goods, increasing greenhouses gas emissions and causing residents in the upcountry areas of the county to drive more miles on icy and snowy roads.

- J. Discussing formula businesses as part of the update of the county's zoning code and development of Town Center guidelines and form-based codes would provide time for public input and adequate discussion and deliberation of the place and role of formula businesses.
- K. The Board of Supervisors desires to suspend, on an interim basis, the permitting and construction of formula businesses since those businesses conflict with the policies in the county's draft general plan update and are a threat to the public's health, safety and welfare.
- L. This urgency interim ordinance is adopted consistent with requirements of Government Code section 65858 and based on the need to protect the public's safety, health and welfare as set forth in the above findings. A 4/5 vote is required for adoption.
- M. The ordinance may be extended in the future in accordance with Government Code section 65858, subsections (a) and (b).
- N. This Ordinance is not subject to the California Environmental Quality Act pursuant to section 15061(b)(3) because it is designed to preserve the status quo.

SECTION 2: The following Chapter 19.22 is hereby added to the Amador County Code to read as follows:

“CHAPTER 19.22

SMALL BUSINESS AND COMMUNITY PRESERVATION

19.22.010 Definitions.

For the purposes of this chapter, these words shall be defined as follows

A. “Formula Business” means a retail sales or rental establishment, including hotels, motels, and restaurants, which along with at least ten other businesses of the same establishment in any location, has at least two of the following characteristics:

1. Standardized façade and signage.
2. Standardized array of merchandise or standardized menu.
3. Standardized décor and color scheme.
4. Standardized staff uniforms.
5. Standardized logos, trademarks, or symbols.
6. Standardized layout and architectural design.
7. Standardized advertising slogans and language.

“Formula business” does not include: gas stations and businesses primarily providing services rather than goods for sale, including but not limited to banks and credit unions, movie theaters, entertainment services, mailing services, and vehicle and equipment rental.

B. “Third Supervisorial District” shall mean all lands within the boundaries of said district as defined on July 1, 2015.

19.22.020 Moratorium on formula businesses.

The permitting and construction of formula businesses shall be prohibited within the Third Supervisorial District pending the development of more comprehensive standards and regulations.

19.22.030 Exemptions.

The following shall be exempt from this Chapter:

A. A formula business for which a discretionary permit application was received and deemed complete by the County before July 28, 2015 date and is currently pending.

B. Any formula business for which an applicant has received a valid building permit from the County before July 28, 2015 and performed substantial work and incurred substantial liabilities in good faith reliance on such permit as of the date of this Ordinance.

19.22.040 Waivers and Adjustments.

The following shall be grounds for a request for waiver or adjustment of this Ordinance:

A. An applicant may request that the requirements of this be adjusted or waived based on a showing that applying the requirements of this chapter would effectuate an unconstitutional taking of property or otherwise have an unconstitutional application to the property.

The applicant shall bear the burden of presenting substantial evidence to support a waiver or modification request under this section and shall set forth in detail the factual and legal basis for the claim, including all supporting technical documentation. Any such request under this section shall be submitted to the Planning Director together with an economic analysis or other supporting documentation and shall be acted upon by the Board of Supervisors.

19.22.050 Severability.

If any part or subsection of this chapter is for any reason held to be invalid, unlawful, or unconstitutional, such invalidity, unlawfulness, or unconstitutionality shall not affect the validity, lawfulness, or constitutionality of any other part of this chapter.

SECTION 3. WRITTEN REPORT.

Government Code Section 65858(d) states requires that at least ten (10) days before this Urgency Ordinance or any extension expires, the Board of Supervisors shall issue a written report describing the measures taken to alleviate the conditions that led to the adoption of this Urgency Interim Ordinance.

SECTION 4. EFFECTIVE PERIOD.

This urgency ordinance shall take full force and effect immediately upon adoption. In accordance with Government Code Section 65856, this ordinance shall be in full force and effect for a period of forty-five (45) days from adoption. Unless extended by the Board of Supervisors as provided in Government Code Section 65858, this ordinance shall have no further force and effect after 11:59 p.m. on September 10, 2015. The Clerk of the Board is hereby directed to publish this Ordinance as required by law.

The foregoing ordinance was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting thereof, held on the 28th day of July 2015, by the following vote:

AYES:

NOES:

ABSENT:

Chairman, Board of Supervisors

ATTEST:

JENNIFER BURNS, Clerk of the
Board of Supervisors, Amador County, California

AGENDA TRANSMITTAL FORM

To: Board of Supervisors
 Date: 07/23/2015
 From: Lynn A. Morgan, District III Supervisor
 (Department Head - please type)

Phone Ext. x470

<input checked="" type="radio"/> Regular Agenda <input type="radio"/> Consent Agenda <input type="radio"/> Blue Slip <input type="radio"/> Closed Session Meeting Date Requested: <u>07/28/2015</u>
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Department Head Signature _____

Agenda Title: Board of Supervisors

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)
 Discussion and possible action relative to adoption of a Resolution of Intention to initiate proceedings to amend the Amador County Code as it relates to the regulations of formula businesses.

Recommendation/Requested Action: _____

Fiscal Impacts (attach budget transfer form if appropriate) _____ Staffing Impacts _____

Is a 4/5ths vote required? Yes No

Committee Review? Name _____ N/A
 Committee Recommendation: _____

Contract Attached: Yes No N/A
 Resolution Attached: Yes No N/A
 Ordinance Attached: Yes No N/A
 Comments: _____

Request Reviewed by:
 Chairman _____ Counsel _____
 Auditor _____ GSA Director _____
 CAO _____ Risk Management _____

Distribution Instructions: (Inter-Departmental Only, the requesting Department is responsible for distribution outside County Departments)

FOR CLERK USE ONLY

Meeting Date 7/28/15 Time _____ Item # 11
 Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___
 Ayes: _____ Resolution _____ Ordinance _____ Other: _____
 Noes: _____ Resolution _____ Ordinance _____
 Absent: _____ Comments: _____

Distributed on _____
 Completed by _____
 A new ATF is required from _____
 Department _____
 For meeting of _____

I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors.
 ATTEST: _____
 Clerk or Deputy Board Clerk

BEFORE THE BOARD OF SUPERVISORS

COUNTY OF AMADOR, STATE OF CALIFORNIA

RESOLUTION OF INTENTION TO INITIATE)
PROCEEDINGS TO AMEND THE AMADOR) RESOLUTION NO. 15-
COUNTY CODE AS IT RELATES TO THE)
REGULATION OF FORMULA BUSINESSES)

WHEREAS, the Amador County Board of Supervisors finds that Amador County has no explicit zoning or other land use regulations governing chain or “formula businesses,” and

WHEREAS, the County of Amador is known for its small-town, rural quality of life, which is supported in large part by its locally owned, small businesses. These businesses cater to the needs of county’s residents and visitors in unique ways rather than using the formulaic approach of large retail chains, and

WHEREAS, locally owned small businesses create more economic benefit to the county since their income recirculates in the community more times than formula stores owned by corporations based in other communities, which move their profits outside the County of Amador and often outside the state, and

WHEREAS, locally owned small businesses employ local residents, support local sports teams and charitable organizations, and make many contributions to the local quality of life and communities, and

WHEREAS, the proliferation of formula businesses in District 3 will detract from the scenic beauty and rural quality of life in the county by making the Buckhorn area look more like “Anywhere USA,” which could harm the county’s tourism industry, and

WHEREAS, the Amador County Board of Supervisors finds that regulations may be necessary to address the location and manner in which formula businesses should be allowed in District 3.

BE IT RESOLVED by the Board of Supervisors of the County of Amador, State of California, that a Resolution of Intention to initiate proceedings to consider amending Amador County Code to include regulations pertaining formula businesses in District 3.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting thereof, held on the _____th day of July, by the following vote:

AYES:

NOES:

ABSENT:

Chairman, Board of Supervisors

ATTEST:

JENNIDER BURNS, Clerk of the
Board of Supervisors, Amador County,
California

AGENDA TRANSMITTAL FORM

To: Board of Supervisors

Date: 07/22/2015

From: Louis Boitano, District IV Supervisor
(Department Head - please type)

Phone Ext. x470

<input checked="" type="radio"/>	Regular Agenda
<input type="radio"/>	Consent Agenda
<input type="radio"/>	Blue Slip
<input type="radio"/>	Closed Session
Meeting Date Requested:	
<u>07/28/2015</u>	

Department Head Signature _____

Agenda Title: State and Local Transportation Infrastructure

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)

Discussion and possible action relative to adoption of a Resolution urging the State to provide new sustainable funding for State and Local Transportation Infrastructure.

Recommendation/Requested Action:

Fiscal Impacts (attach budget transfer form if appropriate)

Staffing Impacts

Is a 4/5ths vote required? Yes No

Contract Attached: Yes No N/A
 Resolution Attached: Yes No N/A
 Ordinance Attached: Yes No N/A

Committee Review? Name _____ N/A

Comments: _____

Committee Recommendation: _____

Request Reviewed by:

Chairman <u>[Signature]</u>	Counsel <u>GG</u>
Auditor <u>JOR</u>	GSA Director <u>Hop</u>
CAO <u>[Signature]</u>	Risk Management <u>[Signature]</u>

Distribution Instructions: (Inter-Departmental Only, the requesting Department is responsible for distribution outside County Departments)
CSAC 1100 K St. Suite 101, Sacramento, CA. 95814 ; Auditor

FOR CLERK USE ONLY

Meeting Date 7/28/15 Time _____ Item # 12

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___
 Ayes: _____ Resolution _____ Ordinance _____ Other: _____
 Noes _____ Resolution _____ Ordinance _____
 Absent: _____ Comments: _____

Distributed on _____	A new ATF is required from _____ Department _____	I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors. ATTEST: _____ Clerk or Deputy Board Clerk
Completed by _____	For meeting of _____	

**A RESOLUTION URGING THE STATE TO PROVIDE NEW SUSTAINABLE FUNDING FOR
STATE AND LOCAL TRANSPORTATION INFRASTRUCTURE**

WHEREAS, Governor Edmund G. Brown, Jr. has called an extraordinary session to address the immense underfunding of California's transportation infrastructure; and

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the City/County of _____ has participated in efforts with the California State Association of Counties, League of California Cities, and California's Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, including sidewalks and other essential components; and

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the "at risk" category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventative maintenance if funding is not increased; and

WHEREAS, the results show that the City/County of _____'s local streets have a statewide average pavement index of _____, placing them in the "_____" category; and

WHEREAS, if funding remains at the current levels, in 10 years, 25 percent of local streets and roads in California will be in "failed" condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo pavement condition of 66, and much more revenue to operate the system with Best Management Practices, which would reduce the total amount of funding needed for maintenance in the future; and

WHEREAS, models show that an additional \$3 billion annual investment in the local streets and roads system is expected to improve pavement conditions statewide from an average "at risk" condition to an average "good" condition; and

WHEREAS, if additional funding isn't secured now, it will cost taxpayers twice as much to fix the local system in the future, as failure to act this year will increase unmet funding needs for local transportation facilities by \$11 billion in five years and \$21 billion in ten years; and

WHEREAS, modernizing the local street and road system provides well-paying construction jobs and boosts local economies; and

WHEREAS, the local street and road system is also critical for farm to market needs, interconnectivity, multimodal needs, and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, in addition to the local system, the state highway system needs an additional \$5.7 billion annually to address the state's deferred maintenance; and

WHEREAS, in order to bring the local system back into a cost-effective condition, at least \$7.3 billion annually in new money going directly to cities and counties; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL/BOARD OF SUPERVISORS OF THE CITY/COUNTY OF _____ strongly urges the Governor and Legislature to identify a sufficient and stable funding source for local street and road and state highway maintenance and rehabilitation to ensure the safe and efficient mobility of the traveling public and the economic vitality of California.

RESOLVED FURTHER, that the CITY/COUNTY OF _____ strongly urges the Governor and Legislature to adopt the following priorities for funding California's streets and roads.

1. **Make a significant new investment in transportation infrastructure.** Any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.
2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe

merging and other traffic hazards. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

3. **Equal split between state and local projects.** We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties, given the equally-pressing funding needs of both systems, as well as the longstanding historical precedent for collecting transportation user fees through a centralized system and sharing the revenues across the entire network through direct subventions. Ensuring that funding to local governments is provided directly, without intermediaries, will accelerate project delivery and ensure maximum accountability.
4. **Raise revenues across a broad range of options.** Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options, including fuel taxes, license fees, and registration fees, rather than just one source. Additionally, any package should move California toward an all-users pay structure, in which everyone who benefits from the system contributes to maintaining it – from traditional gasoline-fueled vehicles, to new hybrids or electric vehicles, to commercial vehicles.
5. **Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.** While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.
6. **Strong accountability requirements to protect the taxpayers' investment.** Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Local governments are accustomed to employing transparent processes for selecting road maintenance projects aided by pavement management systems, as well as reporting on the expenditure of transportation funds through the State Controller's Local Streets and Roads Annual Report.

ADOPTED this _____ day of _____, 2014.



CSAC Priorities for a Comprehensive Transportation Funding Package

1100 K Street
Suite 101
Sacramento
California
95814
Telephone
916.327-7500
Facsimile
916.441.5507

Requirements

1. **Make a robust investment in transportation infrastructure.** Any solution must provide an investment large enough to demonstrate tangible benefits to taxpayers and the traveling public. Recent focus group efforts and polling conducted by the California Alliance for Jobs and Transportation California suggests that voters support new taxes of up to \$5 billion a year, as long as there are accountability provisions and assurances that funds will be dedicated to transportation purposes.
2. **Focus on maintenance of existing transportation infrastructure.** Counties, and voters polled on transportation issues, support provisions requiring new revenues to be invested into the existing transportation system, including local streets and roads and state highways.
3. **Equitable revenue sharing between systems.** Cities, counties and the state are all facing tremendous funding shortfalls for road and highway maintenance. County Supervisors feel very strongly that revenues for road maintenance must be shared equally, in order to support a comprehensive road and highway network.
4. **Direct subventions.** Counties have historically received gas and sales tax revenues via direct subventions for the investment in local roads. Counties base maintenance programs on information from required pavement management systems to ensure cost effective investments. Plans are typically adopted in county budgets and counties report detailed information on how the monies are spent on an annual basis to the State Controller. In short, local investments of these formula funds are transparent, accountable and effective.
5. **Repay all existing transportation loans and return OHV related tax swap revenues.** We must repay all existing transportation fund loans and end diversions of off-highway vehicle funding related to the transportation tax swap before increasing taxes or fees for transportation as a precondition for raising additional revenues.
6. **Constitutional guarantees.** Time and time again (Proposition 42, 2002; Proposition 1A, 2006), voters have overwhelmingly supported dedicating and constitutionally-protecting transportation dollars for transportation purposes. The results of recent focus group and polling efforts confirm that voters fear that increased revenues will be diverted and therefore want to include protections against using new transportation revenue for other purposes.
7. **Fix the annual price-based excise tax adjustment.** While the former sales tax revenues naturally adjusted to real-time changes in the price of gasoline, the new excise rate is only adjusted annually. When there are significant fluctuations in gas prices during a single year, the excise rate must be raised or lowered in one large adjustment, which can create budgeting and planning problems for local agencies and Caltrans. This problem has real costs when rates are adjusted too far downward

based on current prices, as inflation and increases in construction costs make funds available today more valuable than a true-up in future years. A fix to this process could be to incorporate historical price data into the rate setting calculation or simply eliminating the BOE adjustment and indexing the rate to inflation.

Flexible Options

1. **Provide Prop 1B like transparency and accountability.** Likely voter support increases when accountability and transparency measures are added to any transportation funding package. CSAC could support additional accountability and transparency measures in the form of Prop 1B like reporting, which included submitting project lists to the Department of Finance and additional year end reporting.
2. **Use truck weight fees for transportation projects.** As a part of the 2010 transportation tax swap, transportation stakeholders, including CSAC, agreed to provide the state with approximately \$1 billion in tax swap revenue, now in the form of truck weight fees, for general obligation debt service related to transportation bonds. Some decision-makers and stakeholders would like to see truck weight fees used for new transportation projects rather than bond debt service. CSAC could support such a shift as long as the package provides a backfill to ensure there is not a state general fund impact.
3. **Increase taxes/fees across a broad base of options.** Potential voters support spreading any potential tax or fee increases across a range of options rather than generating revenue from just one source. CSAC supports a broad based approach or other approaches that can achieve a 2/3rds vote of the legislature and the Governor's approval.
4. **Incentivize and reward self-help counties.** The existing 20 self-help counties generate approximately \$3.9 billion a year for investment into the state highway system, local streets and roads, transit and other local priorities. Another 15 counties are actively considering measures that could generate up to another \$300 million a year annually. CSAC supports providing an incentive for additional communities to tax themselves at the local level for a variety of transportation purposes and rewarding those who have already made this decision at the ballot box.
5. **Cap and Trade.** A significant portion of the revenues generated by California's cap and trade program are attributable to the cap on fuels. Accordingly, revenues generated from fuels should be reinvested back into transportation programs and projects that reduce greenhouse gas emissions.

FIXING OUR ROADS

#MAKEGOVWORK

A ROADMAP OF PRIORITIES: A NINE-POINT, \$6.6 BILLION PLAN TO FUND TRANSPORTATION INFRASTRUCTURE & FIX OUR ROADS WITH EXISTING RESOURCES **6 EXISTING FUNDS**

40% of funds in California's Cap & Trade program: \$1 Billion+ Annually

The goal of Cap & Trade is to offset the impacts of greenhouse gas emissions on our environment. Californians currently pay higher prices at the pump because fuels are now included in the Cap & Trade Program, making Cap & Trade funds directly linked to transportation infrastructure. Additionally, better roads means better fuel efficiency which leads to a clear reduction in greenhouse gas emissions.

Existing funds from Vehicle Weight Fees: \$1 Billion Annually

The Vehicle Weight Fee (VWF) is a non-controversial payment made to offset the costs of damage done to our roads by heavy trucks. During the recession, VWF revenue was diverted to purposes other than road maintenance. This budget gimmick is no longer needed. It is time to put this money back toward its intended use.

Invest half of the Governor's strategic growth fund into shovel-ready roads projects: \$200 Million Annually The state budget provides the Governor with \$400 million a year for projects of his choosing. The Assembly Republican plan prioritizes safe roads and reduces this discretionary pot of money by half, freeing up \$200 million for road projects that can quickly make a difference for Californians who use cars to get around our state.

Eliminate redundancies at Cal Trans: \$500 Million annually

We support the non-partisan Legislative Analyst Office's (LAO) recommendation to eliminate the 3,500 redundant positions at Cal Trans. The LAO reports this will not negatively impact any construction projects.

Eliminate and capture savings from 25% of long-term vacant state positions: \$685 Million annually

There are thousands of vacant positions in state government that remain unfilled for more than six months. Until recently, the law required that any such position be eliminated. While some positions are essential and difficult to fill, the majority are not and, in fact, are intentionally kept vacant so that state agencies can capture the money and spend it elsewhere. This money is better used fixing roads than padding state bureaucracy. Our proposal is for 25 percent of these vacant positions to be eliminated, using the savings to fund transportation projects.

Make a formal commitment in the State Budget General Fund to fund transportation: \$1 Billion annually The last two state budgets grew spending by \$8.1 billion and \$7.5 billion respectively. Early indications are that we will have \$4 billion more revenue next year. Despite this revenue surge, these budgets completely ignored the state's transportation needs. According to the LAO, the three-year revenue forecast is such that we can fully fund Prop. 98 and the Rainy Day Fund, and still dedicate \$1 billion annually to transportation. We propose doing this. Transportation is a top priority, a core function of government, and must be funded as such.

+ \$2.3 billion in approved spending for 2015-16 fiscal year

= \$6.6 Billion to fund transportation projects and 90,000 jobs added to the workforce without raising taxes

FIXING OUR ROADS

#MAKEGOVWORK

3 POLICY CHANGES TO GET OUR ROADS FIXED

CEQA Relief for Highway Projects

Relief from abuses of the California Environmental Quality Act could reduce costs and delays associated with highway projects and move our transportation projects out of lawsuits and red tape. Under our plan, highway projects would be insulated from injunctions, like the model enacted for the Kings basketball arena. Highway projects could be expedited by prohibiting a court from staying or enjoining a project unless certain specific factors are present (threat to health and safety, Native American artifacts, etc.). If we can do it for billionaire professional sports team owners, we should be able to do it for Californians who want out of traffic gridlock and those who will be put to work on the projects. The present and future of our state economy relies on a strong transportation network that can reliably move goods and services. Building and maintaining such a network of roads, highways, and bridges should not get hung up in endless years of CEQA litigation and bureaucracy.

Foster Public-Private Partnerships (P3s) for transportation projects

Removing the sunset on provisions authorizing the use of development lease agreements (aka “public-private partnerships” or P3s) for transportation projects will get roads fixed faster. Due to limited available funding for highway construction and maintenance, P3s are an attractive option for the state to most efficiently use limited resources to repair its deteriorating infrastructure. SB 2X 4 (Cogdill) (Chapter 2, Statutes of 2009) authorized Caltrans and regional transportation agencies to enter into an unlimited number of P3 agreements for a broad range of highway, road, and transit projects, through December 31, 2016. Deleting this sunset will maintain the flexibility for Caltrans and regional agencies to leverage private investment in project design, construction, and operation.

Get the politics out of transportation projects: Restore CTC Independence

Removing the California Transportation Commission (CTC) from the Executive Branch restores its status as an independent body. The CTC was created by the Legislature in 1978 as an independent body responsible for the programming and allocating of funds for the implementation of highway, passenger rail and transit improvements throughout California. The Governor’s Reorganization Plan No. 2 (GRP2) of 2012 changed the CTC from an independent agency to an entity within the newly created Transportation Agency. Keeping CTC under the control of the Secretary of Transportation frustrates meaningful oversight of the administration, and creates the potential for politicization of transportation funding decisions.

*<http://lao.ca.gov/reports/2014/budget/capital-outlay/capital-outlay-support-program-051414.pdf>

New Local Streets and Roads Funding
Estimated Annual Allocations of \$3 Billion/Year to Cities and Counties (50% Each)

County	NO. OF REGISTERED VEHICLES (11/30/14)	MAINTAINED MILEAGE (11/30/14)	Annual Funding	10-Year Funding
Alameda	1,260,613	470.76	\$ 47,985,035.77	\$ 479,850,357.67
Alpine	3,544	134.96	\$ 901,012.20	\$ 9,010,121.96
Amador	53,484	410.63	\$ 4,275,415.57	\$ 42,754,155.74
Butte	220,438	1,300.00	\$ 15,371,644.47	\$ 153,716,444.69
Calaveras	71,194	689.64	\$ 6,511,135.82	\$ 65,111,358.15
Colusa	28,180	713.24	\$ 5,101,194.57	\$ 51,011,945.69
Contra Costa	928,778	659.84	\$ 37,148,149.98	\$ 371,481,499.78
Del Norte	25,780	300.88	\$ 2,651,003.10	\$ 26,510,031.04
El Dorado	211,539	1,079.31	\$ 13,786,787.02	\$ 137,867,870.24
Fresno	731,518	3,515.79	\$ 46,434,346.43	\$ 464,343,464.31
Glenn	35,384	861.85	\$ 6,211,941.22	\$ 62,119,412.24
Humboldt	145,533	1,206.81	\$ 12,146,518.09	\$ 121,465,180.94
Imperial	168,003	2,567.86	\$ 20,756,346.18	\$ 207,563,461.84
Inyo	27,413	1,133.49	\$ 7,482,846.44	\$ 74,828,464.36
Kern	700,445	3,331.91	\$ 44,263,934.16	\$ 442,639,341.64
Kings	105,858	944.09	\$ 9,215,114.27	\$ 92,151,142.69
Lake	83,796	615.58	\$ 6,539,279.59	\$ 65,392,795.88
Lassen	35,943	881.04	\$ 6,342,035.01	\$ 63,420,350.09
Los Angeles	7,414,236	3,186.50	\$ 284,616,586.05	\$ 2,846,165,860.55
Madera	129,919	1,511.39	\$ 13,331,694.29	\$ 133,316,942.90
Marin	233,788	419.36	\$ 10,802,704.52	\$ 108,027,045.23
Mariposa	27,549	560.50	\$ 4,202,899.97	\$ 42,028,999.66
Mendocino	109,617	1,014.19	\$ 9,752,021.28	\$ 97,520,212.78
Merced	207,137	1,756.37	\$ 17,510,093.29	\$ 175,100,932.91
Modoc	13,409	985.27	\$ 6,130,052.34	\$ 61,300,523.41
Mono	17,038	684.42	\$ 4,535,710.26	\$ 45,357,102.65
Monterey	355,157	1,242.60	\$ 19,882,228.19	\$ 198,822,281.86
Napa	137,660	446.40	\$ 7,504,416.51	\$ 75,044,165.12
Nevada	123,917	562.19	\$ 7,674,512.83	\$ 76,745,128.35
Orange	2,549,270	320.30	\$ 93,416,199.65	\$ 934,161,996.48
Placer	386,049	1,045.00	\$ 19,859,192.95	\$ 198,591,929.51
Plumas	32,116	679.49	\$ 5,049,109.74	\$ 50,491,097.41
Riverside	1,758,296	2,197.83	\$ 75,764,734.04	\$ 757,647,340.38
Sacramento	1,212,653	2,202.02	\$ 56,187,072.93	\$ 561,870,729.28
San Benito	57,556	383.63	\$ 4,266,912.75	\$ 42,669,127.53
San Bernardino	1,651,511	2,553.56	\$ 73,967,915.11	\$ 739,679,151.12
San Diego	2,687,292	1,938.71	\$ 107,652,509.48	\$ 1,076,525,094.79
San Francisco*	476,588	930.75	\$ 22,456,744.96	\$ 224,567,449.65
San Joaquin	585,976	1,651.49	\$ 30,518,252.01	\$ 305,182,520.14
San Luis Obispo	287,017	1,336.25	\$ 17,971,242.44	\$ 179,712,424.42
San Mateo	685,420	315.45	\$ 26,431,440.10	\$ 264,314,401.03
Santa Barbara	372,063	873.29	\$ 18,372,382.22	\$ 183,723,822.17

New Local Streets and Roads Funding
Estimated Annual Allocations of \$3 Billion/Year to Cities and Counties (50% Each)

County	NO. OF REGISTERED VEHICLES (11/30/14)	MAINTAINED MILEAGE (11/30/14)	Annual Funding	10-Year Funding
Santa Clara	1,534,825	633.68	\$ 58,769,815.22	\$ 587,698,152.19
Santa Cruz	243,113	599.74	\$ 12,171,776.77	\$ 121,717,767.74
Shasta	206,592	1,191.19	\$ 14,250,455.67	\$ 142,504,556.74
Sierra	5,495	391.34	\$ 2,440,872.98	\$ 24,408,729.84
Siskiyou	63,625	1,360.91	\$ 10,087,477.90	\$ 100,874,778.98
Solano	374,096	585.25	\$ 16,794,142.49	\$ 167,941,424.88
Sonoma	489,736	1,382.75	\$ 25,520,295.48	\$ 255,202,954.79
Stanislaus	447,256	1,512.78	\$ 24,739,678.64	\$ 247,396,786.38
Sutter	93,565	757.78	\$ 7,705,424.12	\$ 77,054,241.21
Tehama	71,733	1,089.25	\$ 8,821,379.62	\$ 88,213,796.18
Trinity	20,221	692.30	\$ 4,695,230.77	\$ 46,952,307.67
Tulare	355,633	3,037.75	\$ 30,190,548.46	\$ 301,905,484.63
Tuolumne	73,695	608.08	\$ 6,133,415.28	\$ 61,334,152.85
Ventura	742,363	541.87	\$ 29,775,079.31	\$ 297,750,793.08
Yolo	179,580	756.95	\$ 10,790,669.14	\$ 107,906,691.39
Yuba	65,903	656.90	\$ 6,133,370.32	\$ 61,333,703.18
COUNTY TOTALS	31,316,108	65,413.16	\$ 1,500,000,000.00	\$ 15,000,000,000.00
SF City Share	N/A	N/A	\$ 39,195,000.00	\$ 391,950,000.00

*county share only

AGENDA TRANSMITTAL FORM

To: Board of Supervisors

Date: 07/22/2015

From: Brian Oneto, Chairman
(Department Head - please type)

Phone Ext. x470

<input checked="" type="radio"/>	Regular Agenda
<input type="radio"/>	Consent Agenda
<input type="radio"/>	Blue Slip
<input type="radio"/>	Closed Session
Meeting Date Requested:	
<u>07/28/2015</u>	

Department Head Signature _____

Agenda Title: Resilient Federal Forest Act of 2015

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)
Discussion and possible action relative to approval of the Chairman's signature on a letter of support for HR 2647-The Resilient Federal Forest Act of 2015.

Recommendation/Requested Action:

Fiscal Impacts (attach budget transfer form if appropriate)

Staffing Impacts

Is a 4/5ths vote required? Yes No

Contract Attached: Yes No N/A
Resolution Attached: Yes No N/A
Ordinance Attached: Yes No N/A

Committee Review? Name _____ N/A

Comments: _____

Committee Recommendation: _____

Request Reviewed by:
Chairman B Counsel GG
Auditor JOR GSA Director Hop
CAO [Signature] Risk Management [Signature]

Distribution Instructions: (Inter-Departmental Only, the requesting Department is responsible for distribution outside County Departments)
Senator boxer, Congressman Tom McClintock

FOR CLERK USE ONLY

Meeting Date 7/28/15 Time _____ Item # 13

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___
Ayes: _____ Resolution _____ Ordinance _____ Other: _____
Noes: _____ Resolution _____ Ordinance _____
Absent: _____ Comments: _____

Distributed on _____	A new ATF is required from _____ Department _____	I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors. ATTEST: _____ Clerk or Deputy Board Clerk
Completed by _____	For meeting of _____	

COUNTY OF EL DORADO

330 Fair Lane
Placerville, CA 95667
(530) 621-5390
(530) 622-3645 Fax

JAMES S. MITRISIN
Clerk of the Board



BOARD OF SUPERVISORS

RON MIKULACO
District I
SHIVA FRENTZEN
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MICHAEL RANALLI
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SUE NOVASEL
District V

June 23, 2015

The Honorable Bruce Westerman
United States House of Representatives
130 Cannon House Office Building
Washington, DC 20515

RE: SUPPORT HOUSE OF REPRESENTATIVES BILL 2647 (WESTERMAN)

Dear Congressman Westerman,

On behalf of El Dorado County, I am pleased to report that our board has decided to support H.R. 2647, the Resilient Federal Forests Act of 2015. If enacted, this legislation will enhance management practices on our national forest lands, and give the US Forest Service (USFS) the tools it needs to better protect lands from wildfire, disease and infestation.

First, this bill will grant categorical exclusions for 5,000 acre forest management projects. This number increases to 15,000 acres for collaborative projects. Categorical exclusions (CEs) play an important role in ensuring that land management objectives are met. CEs do not exempt forest management projects from rigorous environmental analysis, but instead expedite the decision-making process. USFS officials have described a decision-making process stymied by "paralysis of analysis". H.R. 2647 will help to ease this burden, and get foresters doing what they do best: managing our forests, instead of constantly responding to threats of lawsuits.

Another provision related to forest health requires USFS to reforest at least 75% of a burned area within five years. It also ensures that reforestation activities will undergo an expedited environmental assessment of three months. Reforestation is just as critical as wildfire suppression. By reforesting an area within a timely manner, our national forests can return to a healthy, vibrant state. This is good for the environment, wildlife, and public access.

Finally, H.R. 2647 requires interest groups threatening to sue to post a bond before their lawsuits can move forward. Many management plans find themselves tied up in litigation, leading to unnecessary delays or even the abandonment of projects designed to protect the forests from wildfire or other disasters. If a group wants to sue, they must realize that frivolous lawsuits have consequences, including financial ones. If they win, H.R. 2647 ensures they get their money back. If they lose, they pay the taxpayers' legal fees. This is good for the taxpayers and good for the forests.

I would like to thank you for sponsoring this much needed legislation. I hope that the Resilient Federal Forests Act passes Congress in the near future, and is signed into law. Our national forests are in a critical state of danger, and this legislation will go a long way toward better stewardship of our land.

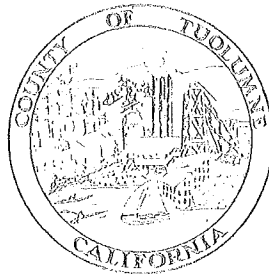
For these reasons, El Dorado County is supporting H.R. 2647.

Sincerely,


Brian K. Veerkamp
Chairman, El Dorado County Board of Supervisors

cc:
Members, El Dorado County Board of Supervisors

Tuolumne County
Administration Center
2 South Green Street
Sonora, California 95370



Alicia L. Jamar, *Chief Deputy
Clerk of the Board of Supervisors*

Telephone: (209) 533-5521
Facsimile: (209) 533-6549
www.tuolumnecounty.ca.gov

BOARD OF SUPERVISORS COUNTY OF TUOLUMNE

Sherri Brennan, *First District*
John L. Gray, *Fourth District*

Randy Hanvelt, *Second District*

Evan Royce, *Third District*
Karl Rodefer, *Fifth District*

July 21, 2015

Senator Dianne Feinstein
331 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Feinstein:

The Tuolumne County Board of Supervisors encourages your support of HR 2647, the Resilient Federal Forests Act of 2015. This legislation changes the way federal forests are managed and will make numerous process improvements during wildfire suppression and especially during the wildfire recovery phase. Tuolumne County is currently working closely with United States Forest Service (USFS) in regards to Rim Fire recovery and is finding multiple roadblocks to an expedited recovery. HR 2647 fixes many of these while at the same time protecting funding for fire prevention projects.

On July 9, 2015 HR 2647 passed the House and moved onto the Senate where it awaits further action. The benefits of this bill are numerous as follows:

- Permanently solves wildfire budgetary problems by allowing FEMA to transfer limited funds to the USFS/Bureau of Land Management when all other suppression funding has been exhausted.
- Allows for quick timber salvage and reforestation following wildfires.
- Incentivizes and rewards collaboration and protects collaborative projects from unnecessary delay by requiring bonding from would-be litigants.
- Encourages and speeds up wildlife habitat improvement for certain forest dependent species.
- Creates a larger role for tribes to participate in forest health projects.
- Reauthorizes and modernizes Resource Advisory Committees.
- Returns County share of forest receipts for long term stewardship projects.

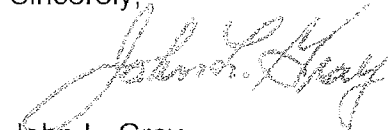
Dianne Feinstein, Senator
July 21, 2015
Page 2

- Maintains that all new projects comply with Forest Plans. No clear cutting of national forests.

Not only will recovery from catastrophic wildfire be streamlined under HR 2647, but fire prevention will be enhanced. If this bill had been enacted prior to the Rim Fire, recovery efforts would be much further along and the frivolous lawsuits may have been prevented.

The Tuolumne County Board of Supervisors strongly encourages your support of HR 2647 due to its myriad fire prevention and fire recovery benefits. This common sense bill addresses a number of loopholes, causing unnecessary delays during the fire recovery process. If enacted, forest health, watershed health, and wildlife habitat would all improve. We look forward to your support of this important legislation.

Sincerely,




John L. Gray
Chairman

cc: Senator Barbara Boxer
Congressman Tom McClintock

I hereby certify that according to the provisions of Government Code Section 25103, delivery of this document has been made.

ALICIA L. JAMAR
Clerk of the Board

By: 

AGENDA TRANSMITTAL FORM

To: Board of Supervisors

Date: 07/22/2015

From: Brian Oneto, Chairman
(Department Head - please type)

Phone Ext. x470

<input checked="" type="radio"/> Regular Agenda
<input type="radio"/> Consent Agenda
<input type="radio"/> Blue Slip
<input type="radio"/> Closed Session
Meeting Date Requested: <u>07/28/2015</u>

Department Head Signature _____

Agenda Title: Senate Bill 762

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)

Discussion and possible action relative to the Chairman's signature on a letter of opposition to Senate Bill 762 as it relates to Counties Competitive Bidding/Best Value Pilot Program.

Recommendation/Requested Action:

Fiscal Impacts (attach budget transfer form if appropriate)

Staffing Impacts

Is a 4/5ths vote required? Yes No

Contract Attached: Yes No N/A
Resolution Attached: Yes No N/A
Ordinance Attached: Yes No N/A

Committee Review? Name _____ N/A

Comments: _____

Committee Recommendation: _____

Request Reviewed by:

Chairman _____ Counsel _____

Auditor _____ GSA Director _____

CAO _____ Risk Management GA

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FOR CLERK USE ONLY

Meeting Date 7/28/15 Time _____ Item # 14

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___

Ayes: _____ Resolution _____ Ordinance _____ Other: _____

Noes: _____ Resolution _____ Ordinance _____

Absent: _____ Comments: _____

Distributed on _____
Completed by _____
A new ATF is required from _____ Department For meeting of _____

I hereby certify this is a true and correct copy of action(s) taken and entered into the official records of the Amador County Board of Supervisors.
ATTEST: _____
Clerk or Deputy Board Clerk



Jennifer Burns <jburns@amadorgov.org>

[clerkoftheboard:21] SB 762 (Wolk). Counties: competitive bidding: best value: pilot program

1 message

Nicole Goehring <nicole@abcnorcal.org>

Tue, Jul 21, 2015 at 4:04 PM

To: "ciley@amadorgov.org" <ciley@amadorgov.org>, "boneto@amadorgov.org" <boneto@amadorgov.org>, "clerkoftheboard@amadorgov.org" <clerkoftheboard@amadorgov.org>

CAO Iley and Board Chairman Oneto:

I would like to request the Amador County Board of Supervisors agendaize SB 762 (Wolk). Counties: competitive bidding: best value: pilot program at a future meeting to consider taking a position in opposition.

SB 762 is currently in Assembly Appropriations. The legislature is on summer recess until August 17. We are requesting the county fax a letter to Senator Wolk and Assembly Appropriations Chair Jimmie Gomez.

Senator Wolk Fax: 916-323-2304

Assembly Appropriations: 916-319-2181

Background:

ABC California agreed with prior versions of the bill. However, as just amended, SB 762 creates a near-monopoly on the county best value contracting for contractors with collective bargaining agreements. Language in SB 762 in new proposed Public Contract Code 20155 mandates percentages of journey level workers if those who wish to be pre-qualified for, bid on, be awarded or work on a county best value contract. Counties who use project labor agreements will be exempt from the requirements.

Under SB 762 as currently structured, local businesses and their workers who learned their trade in the military, at community colleges or other avenues outside of apprenticeship will be unable to prequalify in their home county unless they can document at least as many hours of on-the-job experience in the applicable occupation as would be required to graduate from an apprenticeship program for the applicable occupation.

If these bills are approved, out of town contractors in communities with access to apprenticeship programs will come into your community and bring those workers with them causing local unemployment.

The legislation also allows for workers who have graduated from federal apprenticeship programs outside the state to come in and replace local workers.

ABC California has asked the author and the Division of Apprenticeship in the Department of Industrial Relations to find an acceptable path to ensure those with documented, extensive experience through the military be "grandfathered" in so that their service experience is counted towards journeyman status.

ABC California continues to believe there should be an extended phase-in period to ensure enough skilled journey level workers will be available to meet the new skilled workforce mandate in SB 762. Otherwise there will be unanticipated construction bottlenecks due to lack of sufficient workers available when counties look to build, replace or modernize their facilities. It should be noted that even the sponsor has indicated they cannot predict how the new requirements will impact workforce availability if enacted.

In addition, barriers exist in the state which hamper the creation of additional apprenticeship programs which would assist the workforce in meeting realistic training goals.

Thank you for your time this morning and your consideration on this important and timely matter. Please let me know if you have any additional questions.

Proposed ratios:

(A) As of January 1, 2016, at least 20 percent of the skilled journeypersons employed to perform work on the contract or project by the entity and each of its subcontractors at every tier are graduates of an apprenticeship program for the applicable occupation that was either approved by the Chief of the Division of Apprenticeship Standards pursuant to Section 3075 of the Labor Code or located outside California and approved for federal purposes pursuant to the apprenticeship regulations adopted by the federal Secretary of Labor.

(B) As of January 1, 2017, at least 30 percent of the skilled journeypersons employed to perform work on the contract or project by the entity and each of its subcontractors at every tier are graduates of an apprenticeship program for the applicable occupation that was either approved by the Chief of the Division of Apprenticeship Standards pursuant to Section 3075 of the Labor Code or located outside California and approved for federal purposes pursuant to the apprenticeship regulations adopted by the federal Secretary of Labor.

(C) As of January 1, 2018, at least 40 percent of the skilled journeypersons employed to perform work on the contract or project by the entity and each of its subcontractors at every tier are graduates of an

apprenticeship program for the applicable occupation that was either approved by the Chief of the Division of Apprenticeship Standards pursuant to Section 3075 of the Labor Code or located outside California and approved for federal purposes pursuant to the apprenticeship regulations adopted by the federal Secretary of Labor.

(D) As of January 1, 2019, at least 50 percent of the skilled journeypersons employed to perform work on the contract or project by the entity and each of its subcontractors at every tier are graduates of an apprenticeship program for the applicable occupation that was either approved by the Chief of the Division of Apprenticeship Standards pursuant to Section 3075 of the Labor Code or located outside California and approved for federal purposes pursuant to the apprenticeship regulations adopted by the federal Secretary of Labor.

(E) As of January 1, 2020, at least 60 percent of the skilled journeypersons employed to perform work on the contract or project by the entity and each of its subcontractors at every tier are graduates of an apprenticeship program for the applicable occupation that was either approved by the Chief of the Division of Apprenticeship Standards pursuant to Section 3075 of the Labor Code or located outside California and approved for federal purposes pursuant to the apprenticeship regulations adopted by the federal Secretary of Labor.

Nicole Goehring

Community and Government Relations Director

ABC NorCal

4577 Las Positas Road, Unit C, Livermore, CA 94551

nicole@abcnorcal.org |(p) 925.960.8513 |(c) 209.482.1697 |(f) 925.474.1310

abcnorcal.org

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Join us for a summer wine tasting event!

Toast | July 24 | 5:30 p.m. – 7:30 p.m.

4 attachments



Unions quietly push agenda to promote Project Labor Agreements _ SanDiegoUT-printLayout.jpg
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POLITICS

Union-Tribune

A TRIBUNE PUBLISHING COMPANY
NEWSPAPER DAILY • FOUNDED 1868

Publisher

AUSTIN BEUTNER
TUESDAY, JULY 21, 2015
VOLUME 24, NUMBER 202

Published daily by
The San Diego Union-Tribune LLC
(ISSN 1063-102x)

Street address
350 Camino de la Reina,
San Diego, CA 92108-3090

Periodicals Postage Paid at San Diego, CA
and additional mailing offices.

Postmaster send address changes to
Mailing address

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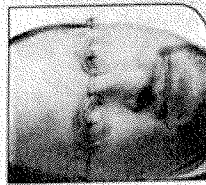
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American Trivia question:
In 1988, the California Leg-
islature passed the Field
Act, one of the first laws
in the U.S. to mandate
earthquake-resistant con-
struction. What prompted



STEVEN GREENHUT California

Legislators quietly push bills to quash nonunion contractors

SACRAMENTO

Many far-reaching bills proposed in the state Capitol grab headline coverage, such as ones involving global warming, physician-assisted suicide and immigration. It's hard for Californians to miss those high-profile debates. But many significant legislative changes take place under the radar, with little public discussion or debate. One of those issues involves the construction of school facilities and other public-works projects. Through a variety of bills — most of which are still alive, and one which has made its way to the governor — the state's construction unions are trying to prod local agencies to use what are known as project labor agreements, or PLAs.

These are union-only agreements. If, say, a school district enters into one of them for the construction of a high school, the bid-winning contractor must hire most of his or her labor in

the union hiring hall, pay into the union health and retirement system (even if he already pays benefits for his workers), pay union dues and train workers in union-based apprentice-ship programs.

Most studies suggest these agreements hike construction costs by as much as 25 percent because they reduce the number of contractors — and especially lower-cost nonunion contractors — who bid for these projects. As a result, trade unions have had a tough road in convincing districts to embrace them given the impact on costs, even though they tout them as a way to assure labor peace (i.e., no strikes).

In the last 15 years, school districts have passed 720 construction bonds, explains Eric Christen, executive director of the Poway-based Coalition for Fair Employment in Construction, which fights against PLAs. Of those, only 37 have had a PLA. “Unions haven’t been successful at the districts, so

what do you do?” he asked. You change state law.

The State Construction Trades Council of California is upfront that several bills have the goal of “incentivizing the use of Project Labor Agreements.” In particular, they impose new regulations on school districts to assure they hire a “skilled and trained workforce” on many projects. That means workers who have completed union-dominated apprenticeship programs. Districts can opt out of those cumbersome provisions by signing a PLA.

“It would virtually put us out of business,” said Kathy Rodriguez, of SJR Masonry and Construction in rural Humboldt County. It would force her employees to go to an apprenticeship program, typically lasting more than four years. There aren’t many union contractors in her rural area, which would mean shipping in contractors from the Bay Area or Sacramento. The closest

masonry program is more than four hours away. Critics also point to a shortage of workers who would be qualified to work under the terms of the legislation.

“We believe that our construction project costs would see increases in the 20 percent-25 percent range,” wrote Kern (County) High School District Trustee Jeff Flores, in one of many letters from rural officials to AB 566’s author, Assemblyman Patrick O’Donnell, D-Long Beach. “Additionally, we estimate about 50 percent of the local workers would not qualify to work on our projects.”

The apprenticeship bills allow nonunion workers if they prove “equivalency” with their skills, but as Rodriguez explains, they must prove the hours they have worked in the exact type of work detailed in the programs. By the way, around 84 percent of the state’s contractors are open shop, according to the Associated Builders

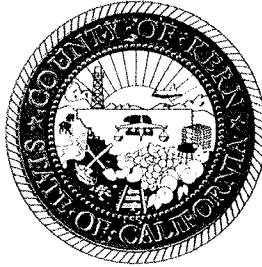
and Contractors, which represents nonunion contractors. PLAs cut them out of the mix unless they become de facto union contractors.

Other bills advance a similar agenda. For instance, AB 1185 creates a pilot project that allows “a procurement process whereby the selected bidder may be selected on the basis of objective criteria for evaluating the qualifications of bidders with the resulting selection representing the best combination of price and qualifications.” Allowing subjective criteria in bid selection also gives union firms another leg up.

This is a strange approach for the Legislature to take when virtually everyone — Democrat and Republican — complains about insufficient infrastructure funding. At the very least, these policies deserve wider discussion.

steven.greenhut@suniontribune.com • (916) 476-6473
Twitter: @StevenGreenhut

BAKERSFIELD OFFICE
1115 TRUXTUN AVENUE, ROOM 503
BAKERSFIELD, CA 93301
PHONE (661) 868-3670
FAX (661) 868-3677
district3@co.kern.ca.us



FIELD OFFICE
1348 NORRIS ROAD
BAKERSFIELD, CA 93308
PHONE (661) 391-7480
FAX (661) 391-7488
www.co.kern.ca.us/bos/dist3

MIKE MAGGARD

SUPERVISOR - THIRD DISTRICT

July 10, 2015

Governor Jerry Brown
State Capitol, Suite 1173
Sacramento, CA 95814

SUBJECT: SB 762 (Wolk) DESIGN BUILD CONSTRUCTION: ANTI LOCAL WORKER PROVISIONS – OPPOSE UNLESS AMMENDED

Dear Governor Brown:

As a County Supervisor, I strive to keep the cost of our expensive infrastructure projects down, and maintain as many local construction jobs as possible. For these reasons, I must oppose SB 762 unless it is amended.

SB 762 was recently amended with provisions that limit our ability to utilize contractors by requiring a workforce that has graduated from an apprenticeship program approved by the State of California Division of Apprenticeship Standards. There are many ways to train our State's construction workforce and we have partnered with those contractors for many years completing a number of well-built, well-priced facility projects.

I am concerned the impacts of the legislation will lead to a number of local contractors not qualifying to bid on our construction projects. Our community does not have a large number of apprenticeship programs, as such; the majority of the workforce received their training in other ways. If the State's goal is to mandate graduates from apprenticeship programs, then the legislation needs to be amended to allow for time for the workforce to transition over to meet these new mandates. Also, removing barriers to the creation of additional apprenticeship programs in the State would assist the workforce in meeting realistic training goals.

Secondly, because a majority of the local workforce we partner with today will not meet the requirements laid out in these bills, our local taxpayers will not be able to build the very projects their taxes have financed. Utilizing local workers and employers is a noble goal for every elected official. If these bills are approved without amendments, out of town contractors in

communities with access to apprenticeship programs will come into our community and bring those workers with them, causing local unemployment.

We are certain that limiting a County's ability to contract with qualified firms, and utilizing a local workforce was not the intent of these bills. Therefore, we urge you to join us in opposing these bills unless they can be amended to address the problems that we have described above.

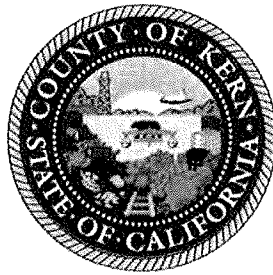
Best regards,

A handwritten signature in black ink, appearing to read "Mike Maggard". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Maggard
Kern County Supervisor
3rd District

DELANO OFFICE
455 LEXINGTON STREET
DELANO, CA 93215

LAKE ISABELLA OFFICE
7050 LAKE ISABELLA BLVD.
P.O. BOX 3073
LAKE ISABELLA, CA 93240
PHONE (760) 549-2068



RIDGECREST OFFICE
400 N. CHINA LAKE BLVD.
RIDGECREST, CA 93555
PHONE (760) 384-5829

SHAFTER OFFICE
329 CENTRAL VALLEY HWY.
SHAFTER, CA 93263
PHONE (661) 746-7561

MICK GLEASON

SUPERVISOR - FIRST DISTRICT

July 10, 2015

Senator Wolk
State Capital
Sacramento, CA 95814

SUBJECT: SB 762 (Wolk) DESIGN BUILD CONSTRUCTION: ANTI LOCAL WORKER PROVISIONS – OPPOSE UNLESS AMMENDED

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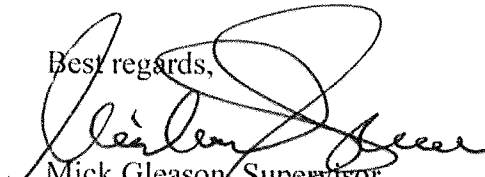
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We are certain that limiting a County's ability to contract with qualified firms, and utilizing a local workforce was not the intent of these bills. Therefore, we urge you to join us in opposing these bills unless they can be amended to address the problems that we have described above.

Best regards,



Mick Gleason, Supervisor
Kern County, First District

BOARD OF SUPERVISORS

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July 14, 2015

Senator Wolk
State Capital
Sacramento, CA 95814

DEBBIE ARNOLD
SUPERVISOR DISTRICT FIVE

SUBJECT: SB 762 (Wolk) DESIGN BUILD CONSTRUCTION: ANTI LOCAL WORKER PROVISIONS – OPPOSE UNLESS AMENDED

Dear Senator Wolk:

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Sincerely,

Debbie Arnold
Supervisor, 5th District

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To: Board of Supervisors

Date: 07/22/2015

From: Jennifer Burns, Clerk of the Board
(Department Head - please type)

Phone Ext. x470

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<input type="radio"/> Closed Session
Meeting Date Requested: <u>07/28/2015</u>

Department Head Signature _____

Agenda Title: Minutes

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)

Review and possible approval of the July 14, 2015 Board of Supervisors Meeting Minutes.

Recommendation/Requested Action:

Fiscal Impacts (attach budget transfer form if appropriate)

Staffing Impacts

Is a 4/5ths vote required? Yes No

Contract Attached: Yes No N/A
Resolution Attached: Yes No N/A
Ordinance Attached: Yes No N/A

Committee Review? Name _____ N/A

Comments: _____

Committee Recommendation: _____

Request Reviewed by:

Chairman _____ Counsel _____
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CAO _____ Risk Management _____

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Meeting Date 7/28/15 Time _____ Item # 15

Board Action: Approved Yes ___ No ___ Unanimous Vote: Yes ___ No ___

Ayes: _____ Resolution _____ Ordinance _____ Other: _____
Noes _____ Resolution _____ Ordinance _____
Absent: _____ Comments: _____

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