

AGENDA TRANSMITTAL FORM

<input checked="" type="radio"/> Regular Agenda <input type="radio"/> Consent Agenda <input type="radio"/> Blue Slip <input type="radio"/> Closed Session Meeting Date Requested: 05/24/2016

To: **Board of Supervisors**
 Date: 05/03/2016

From: Judy Dias, Human Resources Director Phone Ext. 473
(Department Head - please type)

Department Head Signature Judy Dias

Agenda Title: Employee Years of Service Recognition

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)
 Requesting BOS approval of the attached Resolution as it relates to recognizing employees who have reached 20, 25, 30 and 45 years of service with the County of Amador in 2016.

Recommendation/Requested Action:
Approval

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

Is a 4/5ths vote required? Yes No

Committee Review? N/A
 Name _____
 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 <u>OG</u>
Auditor <u>JOR</u>	GSA Director <u>[Signature]</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)
Human Resources

FOR CLERK USE ONLY

Meeting Date 5/24/16 Time _____ Item # 5

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

Ayes: _____ Resolution #116-058 Ordinance _____ Other: _____

Noes: _____ Resolution _____ Ordinance _____

Absent: _____ Comments: _____

Distributed on _____
 Completed by _____
 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 OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

**RESOLUTION RECOGNIZING EMPLOYEES WHO) RESOLUTION NO. 16-058
HAVE REACHED TWENTY, TWENTY-FIVE,)
THIRTY, FORTY FIVE YEARS OF SERVICE WITH)
THE COUNTY OF AMADOR IN 2016)**

BE IT RESOLVED by the Board of Supervisors of the County of Amador, State of California, that said Board does hereby recognize and express its sincere gratitude to the employee who, in 2016, has served the community of Amador for forty-five (45) years: Karen Gonzales; and

BE IT FURTHER RESOLVED that the Board of Supervisors would like to recognize and express its sincere gratitude to the employee who, in 2016, has served the community of Amador for thirty (30) years: Elaine Williams; and

BE IT FURTHER RESOLVED that the Board of Supervisors would like to recognize and express its sincere gratitude to the employee who, in 2016, have served the community of Amador for twenty-five (25) years: Michael Ryan; and

BE IT FURTHER RESOLVED that the Board of Supervisors would like to recognize and express its sincere gratitude to those employees who, in 2016, have served the community of Amador for twenty (20) years: John Silva, Mark Bonini, Patricia Lesky and Jim Rooney.

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 24^t day of May 2016, by the following vote:

AYES: Brian Oneto, John Plasse, Lynn Morgan, Richard M. Forster, Louis D. Boitano
NOES: None
ABSENT: None

Chairman, Board of Supervisors

ATTEST:

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

Deputy

AGENDA TRANSMITTAL FORM

To: Board of Supervisors
 Date: 05/18/2016
 From: John Plasse, 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>05/24/2016</u>
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Department Head Signature _____

Agenda Title: Proposal for Development of Additional Secondary Effluent Disposal at Mule Creek State Prison

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)
Discussion and possible action relative to a presentation by Mr. Bob Sleppy, CDCR, Facilities Planning and Management, regarding the subject proposal.

Recommendation/Requested Action: _____

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

Is a 4/5ths vote required?
 Yes No

Committee Review? N/A

Name _____

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 GG
 Auditor JCR GSA Director HP
 CAO R Risk Management ME

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

FOR CLERK USE ONLY

Meeting Date 5-24-16 Time _____ Item # 6

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
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Jennifer Burns <jburns@amadorgov.org>

Briefing

2 messages

Sleppy, Bob@CDCR <Robert.Sleppy@cdcr.ca.gov>
To: "jburns@amadorgov.org" <jburns@amadorgov.org>

Wed, May 4, 2016 at 12:46 PM

Jen: Here's a suggested title for my item: CDCR Briefing – Proposal for Development of Additional Secondary Effluent Disposal

We will have a short PowerPoint presentation and I assume there might be some questions. I guess 15 minutes minimum; 30 minutes maximum. I will bring copies of the presentation for the Supervisors, staff, and the audience. I will also bring you a CD of the show for your Board minutes.

Thanks. See you on the 24th. Hold onto that tan...

Bob

916 801-2899

Jennifer Burns <jburns@amadorgov.org>
Draft To: "Sleppy, Bob@CDCR" <Robert.Sleppy@cdcr.ca.gov>

Wed, May 18, 2016 at 9:43 AM

[Quoted text hidden]

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Jennifer Burns
Clerk of the Board
Amador County Board of Supervisors
810 Court Street
Jackson, CA 95642
(209)223-6471
jburns@amadorgov.org

AGENDA TRANSMITTAL FORM

To: Board of Supervisors
 Date: 05/18/2016
 From: Chuck Iley, County Administrative Officer
 (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: _____	

Department Head Signature _____

Agenda Title: 2016-2017 Proposed Budget

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)
 Discussion and possible action relative to review and direction to staff regarding the 2016-2017 Proposed Budget.
 (Recommended Budget will be presented for adoption at the June 14, 2016 Board Meeting).

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 GO
 Auditor JOR GSA Director _____
 CAO _____ Risk Management [Signature]

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

FOR CLERK USE ONLY

Meeting Date 5/24/16 Time _____ Item # 7

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

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

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 Clerk or Deputy Board Clerk

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**AMADOR COUNTY
ADMINISTRATIVE AGENCY**

County Administration Center
810 Court Street ▪ Jackson, CA 95642-9534
Telephone: (209) 223-6470
Facsimile: (209) 257-0619
Website: www.co.amador.ca.us

May 18, 2016

MEMORANDUM

TO: Amador County Board of Supervisors

FROM: Chuck Iley, County Administrative Officer 

RE: 2016/2017 Budget

As directed at the Budget Workshop held on May 3, 2016, this item is back before the Board for clarification and further discussion regarding a few minor questions and direction regarding the Promotion (1910) and Special Services (2700) budgets. I have attached the proposed budgets for those two departments to this memo.

The outstanding questions that required staff research, along with their responses are as follows:

Is the Board of Supervisors getting billed for the Audit through the A-87 since they are paying for the audit out of the 1100 budget?

The annual cost plan charges to the Board of Supervisors' Dept. includes a credit (reimbursement) for the external audit. For example, the A-87 cost plan charges to the Board of Supervisor's for FY15/16 is \$347,281.00, which includes a credit of \$50,537 for the external audit charges billed to other departments. This is based on the 13/14 actual charges paid for the external audit of \$58,900.00.

Tobacco Settlement Fund, does it sunset?

The settlement agreement requires tobacco companies to make payments to the states in perpetuity. However, the amount to be allocated will change over time. The contribution is

received in advance, so the funds are received before they are budgeted, so the changes do not affect the already-approved budget.

Where is 1902-57002 Insurance money going?

I have attached a spreadsheet detailing these funds and their use.

What are the current outstanding loans for the Water Development account?

The Auditor has provided a detail of the outstanding loans, and it is attached. In addition, there is a \$300,000 loan to AWA that has been conceptually approved by the BOS, but the agreement has not yet been approved by the Board. That amount is not included in this list.

Once the Board gives direction on these final items, staff will return with a Recommended Budget for approval by the Board at the first meeting in June.

Water Development Fund

Loans Receivable Balance

As of 5/18/2016

	<u>Loan Balance</u>
1) Fiddletown C.S.D.	\$ 30,503.52
2) Fiddletown Assmt Dist.	\$ 2,230.14 (No Activity Since 6/30/2014)
3) C.S.A. 3 Water Bond Res	\$ 119,000.00 (No activity since 7/31/2002)
4) Water Agency Loans:	
a) 4/22/14 Tanner Hydro Water Supply Loan	\$ 1,450,000.00
b) 7/28/15 Backwash Water Loan	\$ 428,142.23
5) JVID Loans	
a) Revolving Line of Credit	\$ 8,893.52
b) Meters/Water Conservation Loan (WTP)	\$ 32,232.13
Total Loans Receivable:	<u>\$ 2,071,001.54</u>

General Fund Contribution to Insurance Accounts -Department 1902-57002

Contributions to Insurance Accounts from from General Fund	FY12/13	FY13/14	FY14/15	FY15/16
	\$230,000.00	\$150,000.00	\$150,800.00	\$360,800.00

Liability Insurance Revenue				
General Fund Contribution	\$175,000.00	\$100,000.00	\$100,000.00	\$325,000.00
Charges to Departments*	\$210,725.00	\$213,608.00	\$209,949.00	\$110,000.00
Fund Balance Contribution	\$11,004.00	\$60,298.00	\$175,811.00	\$0.00
Total Revenue	\$396,729.00	\$373,906.00	\$485,760.00	\$435,000.00
Liability Insurance Department Costs				
7962-Liability Insurance	\$396,729.00	\$373,906.00	\$422,769.00	\$373,869.00
Deductibles			\$59,118.00	\$9,652.00
Total	\$396,729.00	\$373,906.00	\$481,887.00	\$383,521.00

*Public Works had been paying \$205,000 per year based on a schedule from Joe Lowe. That was reduced to \$105,000 for FY15/16, and to \$100,000 for 16/17. The allocation method is currently being reviewed at the request of the Community development Director

Property Insurance Revenue				
General Fund Contribution	\$55,000.00	\$50,000.00	\$50,800.00	\$35,800.00
Charges to Departments*	\$620.00	\$613.00	\$29.00	\$700.00
Fund Balance Contribution	\$0.00	\$1,106.00	\$85,607.00	\$26.00
Total Revenue	\$55,620.00	\$51,719.00	\$136,436.00	\$36,526.00
Liability Insurance Department Costs				
7962-Liability Insurance	\$53,575.00	\$51,719.00	\$136,436.00	\$36,526.00
Total	\$53,575.00	\$51,719.00	\$136,436.00	\$36,526.00

Note: Insurance cash accounts need to have a balance large enough to pay the insurance premiums at the beginning of each fiscal year.

AGENDA TRANSMITTAL FORM

To: Board of Supervisors

Date: 05/18/2016

From: Richard M. Forster, District II 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>05/24/2016</u>
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Department Head Signature _____

Agenda Title: Amador County Tree Mortality Hazard Tree Removal Plan

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

Discussion and possible action relative to approval of the subject Plan.

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

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 5-24-16 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
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AGENDA TRANSMITTAL FORM

To: Board of Supervisors
 Date: 05/18/2016

From: Aaron Brusatori Phone Ext. 248
(Department Head - please type)

<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>5-24-16</u>

Department Head Signature *Aaron Brusatori*

Agenda Title: Camp Silverado Objection Letter

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)
 At the May 10, 2016 Board of Supervisors Meeting, direction was given to staff to work with Mr. John Hofman to refine our objection letter to the FONSI for the proposed Camp Silverado. The included letter is the work product of staff and Mr. Hofman. The letter has been prepared for the endorsement by the CAO Iley as required. Staff requests that the board recommend any changes and authorize CAO Iley to endorse and submit the letter by email and hard copy before May 25, 2016 as required in the FONSI.

Recommendation/Requested Action:
Authorize CAO to endorse and submit objection letter on behalf of Amador County.

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 NA N/A

Committee Recommendation: _____

Comments: _____

Request Reviewed by:

Chairman _____	Counsel <u>GS</u>
Auditor <u>JOR</u>	GSA Director <u>Hof</u>
CAO <u>A</u>	Risk Management <u>meo</u>

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

FOR CLERK USE ONLY

Meeting Date _____ Time _____ Item # 9

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

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 of _____
 Department _____
 For meeting _____

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



May 24, 2016

Randy Moore, Regional Forester
USDA Forest Service
Attn: Camp Silverado
1323 Club Drive,
Vallejo, Ca 94592

**Subject: Objection to Decision Notice Finding of No Significant Impact April 4, 2016
Camp Silverado Recreation Site Development Project
Amador Ranger District, Eldorado National Forest,
Amador County, California**

Dear Mr. Moore,

Amador County received notice regarding the availability of the April 4, 2016, Decision Notice for the Finding of No Significant Impact (FONSI) for Camp Silverado Recreation Site and Development Project on the Amador Ranger District of the Eldorado National Forest. Amador County objects to the Finding of No Significant Impact and is filing this letter under CFR 218.8(d) **Filing an Objection**. The responsible official is Laurence Crabtree, Eldorado National Forest Supervisor.

Amador County is willing to meet with the Forest Service at a mutually acceptable time to discuss our comment on the proposed Camp Silverado project. Comments from Amador County generate from Mike Israel, Environmental Health Director, Aaron Brusatori, Community Development Director and myself. Amador County designates Mr. Israel and Mr. Brusatori as our lead objectors. They may be contracted at:

Mike Israel
810 Court Street
Jackson, CA 95642
misrael@amadorgov.org
209-223-6439

Aaron Brusatori
810 Court Street
Jackson, CA 95642
abrusatori@amadorgov.org
209-223-6429

On June 12, 2015, Amador County submitted comments on the proposed Camp Silverado and met with the Forest Service on January 25, 2016 to clarify and resolve those comments. In the letter, Amador County asked specific questions for which responses have not been provided. There remain questions on the amount and type of campers and users of the facility along with questions regarding traffic impacts, water, waste water and appropriate mitigations. Please refer to the letter submitted June 25, 2015. As such, Amador County has standing to object.

Environmental Health Department Comments-

The comments included in the June 25, 2015 letter originating from the Environmental Health Department are included below as the comments have not been addressed in the Environmental Assessment or the FONSI.

1. Introduction (Background): The EA states "since its construction, there have been no major upgrades to facilities". Two wells were drilled to replace a surface water source: Well # 1 (South Well) was drilled in 1991 and Well #2 (North Well) was drilled in 1993.
2. Section 2.4 (Water Distribution System): Prior to opening the group campsites and lodge per Alternative 2, the USFS shall obtain a Domestic Water Supply Permit to operate a transient-noncommunity public water system as defined in CA Health and Safety Code Section 116275(o).
3. Section 2.4 (Water Distribution System): A 10-day pump test was performed on each well by Mark Fredrick in 2007. Mark Fredrick reported a capacity for Well #1 at 1.5 gallons per minute, or approximately 2100 gallons per day. The capacity of Well #2 was estimated at 0.95 gpm or 1300 gpd. In accordance with the California Waterworks Standards (California Code of Regulations, Title 22, Section 64554(a), at all times, a public water system's water source(s) shall have the capacity to meet the system's maximum day demand.
4. Section 2.4 (Water Distribution System): At the time the BSA ceased operation of the organized camp, there were only two approved water sources for Camp Silverado: Well #1 (South) and Well #2 (North). Section 2.4 states that "a combination of two existing wells and abandoned spring fed water line would be used to provide water." Please clarify whether or not the USFS intends to seek approval from the Amador County Environmental Health Department for another source in addition to Well #1 and Well #2.
5. Section 2.6 (Medical Building): It is not clear how the repaired Medical Building will be used under Alternative 2.
6. Section 2.11 (Power Generation): Will the solar system be capable to providing all needed power (including powering submersible well pumps) even in inclement weather?
7. Section 2.12 (Site Operation): Please indicate whether or not the water system will be operated during the winter months.
8. It is typical for the USDA-FS to require that organized camps and other lease holders comply with local requirements regarding hazardous materials, on-site sewage, retail food service, etc. It is recommended that USDA-FS clarify whether local oversight is intended for the proposed project.
9. Section 2.3 (Restroom Facilities) Six existing vault restroom facilities are to be removed and three new restroom facilities installed at each group site and lodge area pursuant to an engineered site plan. Sections 2.5 through 2.7 discuss the renovation of several structures, some or all of which may generate wastewater. Section 2.5 also mentions compliance with current county building code requirements.
10. Soil conditions in some areas may not be highly conducive to effective on-site wastewater treatment and disposal. Additionally, harsh winter weather conditions can severely damage structures including those existing septic systems on site. In order to guard against potential water quality

impacts it is recommended that existing wastewater facilities be reviewed by a qualified consultant to assure proper treatment and disposal of wastewater for their intended use. It is also recommended that any new wastewater facilities be designed by a qualified consultant and constructed by an appropriately licensed and experienced installer.

Transportation and Public Works Comments-

The July 25, 2015 letter identified Traffic Impacts and Emergency Evacuation as not being addressed. Those comments are still valid and still remain unaddressed and without identified mitigation.

A Traffic Impact Assessment was prepared by Ms. Jennifer DeWoody, NEPA Planner, March 22, 2016. The prepared traffic assessment did not follow the Amador County Traffic Impact Study Guidelines or the Caltrans Guide for the Preparation of Traffic Impact Studies. Further, the study was not prepared by a licensed Civil Engineer or a Traffic Engineer and did not report the minimum content as required.

The Camp Silverado Project is expected to increase traffic on a one lane road which currently carries more than 100 vehicle trips per day. According to the Amador County Traffic Impact Study Guidelines, an increase in traffic to a one lane road, which already carries 100 or more vehicle trips per day **is a significant impact**. This impact needs to be mitigated for the safety of the existing cabins, resort, campgrounds and the addition of Camp Silverado.

A traffic study must be prepared by a professional engineer according to the Amador County Traffic Impact Study Guidelines and the Caltrans Guide for the Preparation of Traffic Impact Studies and submitted to Amador County and Caltrans for review and comment.

The request for an Emergency Evacuation Plan is required so that the USDA Forest Service can demonstrate how evacuation will be accomplished. Postponing the preparation of this document **is not acceptable**. The impacts of an evacuation need to be evaluated with the NEPA document, not after the impacts are created. Will there be any significant impacts associated with the facilitation of safe evacuation and circulation during an emergency. At a minimum, the following questions must be answered prior to further endangerment of occupants of existing cabins along with the future occupants of Camp Silverado:

- How will vehicles circulate during an emergency?
- How will fire trucks, emergency response vehicles, passenger cars or recreational vehicles safely enter and exit the area at the same time during an emergency?
- How will a responding ambulance access the camp without delay when a passenger vehicle or recreation vehicle is driving west on Kit Carson Road at the same time the ambulance is trying to drive east on Kit Carson Road?
- How will vehicles pass in opposite directions along Kit Carson Road?
- Where are safe turn-outs located along Kit Carson Road?
- How will turn-outs be identified along the road to communicate their purpose?

The requested Traffic Impact Study and Emergency Evacuation Plan documents are minimum information that Amador County would request of any individual or entity proposing a project.

Mitigation for the increased traffic and to facilitate evacuation are required. Amador County proposes that Camp Silverado do the following in effort to mitigate the proposed increase in traffic and number of people served by the proposed camp:

- Provide an Emergency Evacuation Plan for review prior to approval of the NEPA document.
- Environmentally evaluate the impacts of the Evacuation Plan.
- Turn-Outs –Environmentally review the installation of turn-outs located every 400 feet. Turn-outs shall be provided to allow safe opportunities for vehicles to pass, during normal operations and during an emergency.
- Financial Support - The USDA Forest Service shall provide funding to Amador County for the annual maintenance of Kit Carson Road. Annual Maintenance includes but is not limited to snow removal, pothole filling and cleaning of drainage structures.

As identified under the heading Intensity starting on page 3 of the Decision Notice and FONSI, Amador County takes exception to the following:

2. The degree to which the proposed action affects public health or Safety. *One issue identified during public scoping was potential public safety issues arising from the potential increase in traffic on Kit Carson Road. These concerns have been incorporated into the design of the project and in operations plans. (See EA pages 9-10.)*

Pages 9-10 of the April 4, 2016 Environmental Assessment do not address traffic circulation or health and safety. Improvements need to be made to Kit Carson Road, beyond the currently paved limits, to facilitate safe circulation, the improvements to the road beyond the currently paved limits may create environmental impacts along the road which have not been analyzed in the Environmental Assessment.

3. Unique characteristics of the geographic area, such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas. *There will be no significant effects on unique characteristics of the area, because of mitigation actions designed to alleviate any potential effects. Two proximate and historical and cultural resources will be avoided and monitored during project implementation. (See EA page 16-17.) The project area is proximate to Hidden Pond and Silver Lake, and these hydrologic resources will not be affected by the proposed action. (See EA page 17-18.) No ecologically critical areas or critical wildlife habitat were located within the project area. (See EA page 17-23.)*

The Environmental Assessment fails to identify impacts associated with improvements to Kit Carson Road, such as turn-outs every 400 feet, which will be required for safe circulation and emergency evacuation. Because these areas have not been environmentally assessed, the impacts to cultural resources, biological and or ecological resources are not known.

4. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks. *The effects on the quality of the human environment are not likely to be highly controversial as they are similar to previous uses of the facility (see EA page 1.) There is no known credible scientific controversy over the impacts of the proposed action. The proposed action is no larger or more complex than other camp renovation projects undertaken by the Forest Service, and will follow established planning measures and Best Management Practices (BMP's).*

There is a credible scientific concern with traffic impacts and emergency evacuations. Amador County believes this project to be controversial if Traffic Impacts are not mitigated and a evacuation plan is not developed for proper environmental review. Traffic Studies are documents prepared

based upon science which predict outcomes and means of mitigation. The traffic assessment prepared for the April 4, 2016 Environmental Assessment has not been prepared by a professional engineer, competent in traffic engineering, to the minimum requirements of Amador County and Caltrans, and does not identify impacts caused by the project traffic or provide adequate mitigations for the increase in traffic. In order to claim there are not likely to be effects on the human environment, adequate objective, scientific study must be completed, specifically for traffic and emergency evacuation.

The metric for measuring the impacts of the proposed action, Camp Silverado, shall not be measured against the size of other Forest Service renovation projects but to the impacts caused by the proposed action/project on the environment. The Environmental Assessment has failed to analyze the full impacts of the project.

5. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks. *The Forest Service has considerable experience with actions like the one proposed. The analysis shows the effects are not uncertain, and do not involve unique or unknown risk.*

The failure of the Forest Service to prepare a Traffic Impact Study consistent with the Amador County Traffic Impact Study Guidelines or an Emergency Evacuation Plan as requested in the letter dated July 12, 2015, demonstrates that the Forest Service does not have considerable experience with actions like the one proposed and that they have not evaluated the project to conclude that there are not any unique or unknown risks. Amador County identified two risks for evaluation both of which the Forest Service has not provided adequate environmental review.

7. Whether the action is related to other actions with individually significant but cumulatively significant impacts. *The cumulative impacts are not significant. Analysis of risks to recreation, botanical, and wildlife resources identified no cumulative effects due to the proposed action. (See EA 16-18, 20-23.)*

Adequate analysis of traffic impacts has not been performed so it cannot be concluded that the cumulative impacts are not significant. Amador County Traffic Impact Study Guidelines identify increases in traffic on one lane roads which have 100 vehicle trips per day as a significant impact.

8. The degree of which the action may adversely affect districts, sites, highways, structures, or objects listed, or eligible for listing, in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources. *The action will have no significant adverse effect on districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places, as the project complies with historic preservation regulations (see EA page 10-11). The action will also not cause loss or destruction of significant, scientific, cultural, or historical resources because of appropriate design criteria will be used to avoid the cultural resources (see EA page 16-17).*

County maintained roadways are considered highways in the streets and highways code. The proposed action will create a significant impact by increasing traffic on a one lane road. The project does not provide sufficient analysis or mitigation of traffic impacts. The project should improve Kit

Carson Road to include turn-outs every 400 feet to allow for circulation. The proposed action will have significant impact upon Kit Carson Road, an Amador County Roadway.

10. Whether the action threatens to violate Federal, State, or local laws or requirements imposed for the protection of the environment. *The action will not violate Federal, State, and local laws or requirements for the protection of the environment. Applicable laws and regulations (such as Section 106 of the National Historic Preservation Act of 1966 and the Endangered Species Act of 1970) were considered in the EA (see EA pages 16-21). The action includes an amendment to the El Dorado National Forest Land and Resource Management Plan. (See EA page7.)*

The proposed action violates local laws and or requirements for the protection of the environment by not adequately analyzing traffic impacts.

Amador County will require the preparation of a Traffic Impact Study and an Emergency Evacuation Plan prior to issuance of an encroachment permit onto Kit Carson Road.

Amador County insists that the Forest Service respond to the questions regarding water and waste water and prepare a Traffic Impact Study and an Emergency Evacuation Plan to identify and evaluate the associated impacts. As prepared, the Environmental Assessment fails to identify mitigations for water, waste water, traffic impacts and address safety during an emergency.

We look forward to participating in the objection resolution process.

Respectfully,

Chuck Iley
Amador County Administrative Officer

cc: File,
Carl Baker, Caltrans District 10,
John Gedney, Amador County Transportation Commission
Richard Hopson – Amador Ranger District
Chris Post - CalFire
Laurence Crabtree – Forest Supervisor
Aaron Brusatori, Amador County Community Development Agency

AGENDA TRANSMITTAL FORM

To: Board of Supervisors

Date: 05/18/2016

From: Louis Boitano, District IV

(Department Head - please type)

Phone Ext. x470

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

Meeting Date Requested:
05/24/2016

Department Head Signature _____

Agenda Title: Assembly Bill 2395-Legacy Phone Service

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 relative to the subject legislation.

Recommendation/Requested Action:

Fiscal Impacts (attach budget transfer form if appropriate)

Staffing Impacts

Is a 4/5ths vote required?

Yes

No

Committee Review?

N/A

Name _____

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 GG

Auditor JOR

GSA Director _____

CAO AL

Risk Management Chen

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

RCRC _____

FOR CLERK USE ONLY

Meeting Date

5-24-16

Time _____

Item #

10

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

Print Form

1215 K Street, Suite 1650

Sacramento, CA 95814

916.447.4806

916.448.3154 (Fax)

916.600.3433 (Cell)



From: Rural County Representatives of California [mailto:RCRC@public.govdelivery.com]

Sent: Tuesday, April 19, 2016 1:36 PM

To: Justin Caporusso

Subject: ACTION ALERT: RCRC Urges Member County Opposition: AB 2395



ACTION ALERT

RCRC Urges

Member County Opposition: AB 2395

RCRC-opposed Assembly Bill 2395, a measure which addresses "legacy phone service" and is sponsored by AT&T, was introduced by Assembly Member Evan Low (D-Silicon Valley) earlier this year. Last Wednesday, the Assembly Utilities & Commerce Committee approved this controversial telecommunications (telecom) measure, with Assembly Member Brian Dahle voting "no."

On the surface, AB 2395 offers consumers the promise of an alternative telecom service, often available through Voice over Internet Protocol (VoIP) or Internet Protocol (IP) and/or wireless services. These services primarily rely on fiber or broadband-based networks that are often non-existent and too costly to deploy in rural communities.

The primary purpose of AB 2395 is to allow a mechanism for legacy carriers to relinquish their decades-old obligations that guarantee basic two-way telephone service via a landline. The bill attempts to require legacy telephone carriers to meet certain thresholds before a relinquishment; however RCRC is concerned the bill does not ensure alternatives are affordable, provide good quality-of-service, and remain viable over the long-term.

AB 2935 will now be reviewed in the Assembly Appropriations Committee in the coming weeks. RCRC is urging member counties to formally oppose AB 2395 at their earliest convenience. Once a large contingent of RCRC-member counties have formally opposed, RCRC staff will launch a coordinated media strategy to support the advocacy efforts in late May.

Additional Information

The text of AB 2395 can be accessed [here](#). RCRC's AB 2395 opposition letter can be accessed [here](#).

A template opposition letter can be accessed [here](#).



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This email was sent to jcaporusso@rcrcnet.org using GovDelivery, on behalf of: Rural County Representatives of California · 1215 K Street, Suite 1650 · Sacramento, CA 95814





RURAL COUNTY REPRESENTATIVES
OF CALIFORNIA

April 11, 2016

The Honorable Evan Low
Member, California State Assembly
State Capitol, Room 2175
Sacramento, CA 95814

RE: Assembly Bill 2395 - OPPOSE

Dear Assembly Member Low:

On behalf of the Rural County Representatives of California (RCRC), I write to respectfully inform you of our opposition to your Assembly Bill 2395 which attempts to establish a framework for telecommunication providers to relinquish their traditional landline services.

RCRC is an association of thirty-five rural California counties and the RCRC Board of Directors is comprised of elected supervisors from each of those member counties. The deployment and expansion of modern telecommunication networks in rural/remote areas remains a priority for our member counties. Unfortunately, modern communications systems (broadband, Voice Over Internet Protocol, and/or wireless) are either non-existent, unreliable, or cost-prohibitive in many of our member counties. Subsequently, traditional landline phone service remains the backbone and only reliable two-way communication mode.

For decades, Californians have enjoyed the benefit of a carefully-crafted scheme to ensure universal access to traditional telephone service at an affordable rate. In fact, the Legislature has shown wisdom in establishing and continuing the High Cost-B Fund to ensure traditional landline services are available as this fund assists incumbent phone providers with the cost of servicing remote areas. RCRC recognizes that this decades-old regulatory model needs to be reviewed and altered as many residents are opting for other modes of communication. However, any such alteration must be done in a very judicious manner and contain fail-safe mechanisms in order that 1) basic communication tools remain unequivocally viable; and 2) there is an opportunity to ensure more advanced telecommunications infrastructure can replace out-dated modes.

Regrettably, we believe that while AB 2395 offers the promise of a more modern communications system for California, the bill devises a scheme that minimizes

1215 K Street, Suite 1650, Sacramento, CA 95814 | www.rcrcnet.org | 916.447.4806 | FAX: 916.448.3154

consumer protections and provides avenues for telecommunication providers to abandon their current subscribers from ever experiencing these modern telecommunications options.

AB 2395 requires that a legacy telephone carrier meet certain thresholds before a relinquishment of their landline obligations: customer notice and an assurance that the replacement option contains two-way, voice grade access as well as 9-1-1 capability. We question whether a replacement is viable in areas that do not currently have either adequate wireless capabilities or Voice Over Internet Protocol, meaning the incumbent landline infrastructure will be the default but yet operated by another entity. More importantly, even if there are replacement options, we question the quality of the replacement service and the price point that would be offered. We fear that the California Public Utilities Commission (CPUC) – the regulatory agency for legacy activities - might initially find that a replacement option is technically available and provide consent for a relinquishment, but for all practical reasons the basic communication mode is not sustainable in the medium- and long-term. Of utmost concern in this relinquishment scenario is that rural communities would be left with little or no opportunity to see an investment in modern, alternative infrastructures.

We are also deeply troubled by AB 2395's timeline and default provisions. Under the bill, the CPUC has 120 days (four months) to review a legacy carrier's petition for relinquishment. We believe that is an incredibly short timeframe for such an undertaking, especially if a review is to assess the technical viability in the medium- and long-term. But even more disturbing is that if the CPUC fails to complete its review within 120 days, the relinquishment is deemed approved.

AB 2395 contains other provisions of serious concern – only a 30-day-after-relinquishment time period to petition the CPUC for a review. In other words, on the 45th day after relinquishment, the alternative system could fail and residents would have no recourse to have their pre-relinquishment system restored. And, when a customer does act within the 30 days, there are no guarantees that the CPUC will exhaust its options. Again, even if the CPUC “does the right thing” it can only order a temporary restoration.

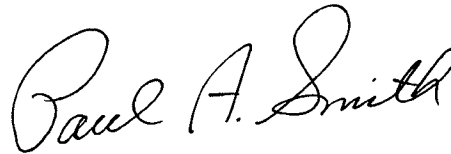
We would be remiss not to remind policymakers that this measure is being sponsored by one of the handful of remaining legacy carriers. That entity may be forthright and noble in intentions and deeds relative to their obligations – past, present and future. However, this is a proposed scheme that all legacy carriers – current and future - can utilize. We would encourage the Legislature to carefully consider the alterations posed by this bill in a broader context of other industry players as well as the fast-paced world of telecommunications mergers and acquisitions.

The Honorable Evan Low
Assembly Bill 2395
April 11, 2016
Page 3

On a final note, RCRC would have far more comfort with relinquishment proposals if California's telecommunications stakeholders, including the CPUC, had met their obligations in providing near universal access. And that access included quality, demand-functions found in other areas of the State. Unfortunately, much of California has either no connectivity (unserved) or inferior connectivity (under-served). Until this digital divide is eliminated, we cannot support changes in the regulatory and statutory environment which furthers this gulf between who gets access and who does not.

For these reasons, we respectfully oppose your AB 2395. If you should have any questions regarding our opposition, please don't hesitate to contact me directly at (916) 447-4806 or psmith@rcrcnet.org.

Sincerely,

A handwritten signature in black ink that reads "Paul A. Smith". The signature is written in a cursive, flowing style.

PAUL A. SMITH
Senior Legislative Advocate

cc: Members of the Assembly Utilities & Commerce Committee
Edmond Cheung, Senior Consultant, Assembly Utilities & Commerce
Committee

[INSERT DATE]

Template

The Honorable Evan Low
Member, California State Assembly
State Capitol, Room 2175
Sacramento, CA 95814

RE: Assembly Bill 2395 - OPPOSE

Dear Assembly Member Low:

On behalf of [COUNTY NAME], I write to respectfully inform you of our opposition to your Assembly Bill 2395, which attempts to establish a framework for telecommunication providers to relinquish their traditional landline services.

[INSERT LOCAL COUNTY INFORMATION]

The deployment and expansion of modern telecommunication networks in [COUNTY NAME] remains a priority for the county to maintain our economic competitiveness and provide our schools, libraries, businesses and constituents with 21st Century connectivity. While on the surface AB 2395 offers consumers the promise of an alternative telecommunications service, often available through Voice over Internet Protocol (VoIP) or Internet Protocol (IP) and/or wireless services, these services primarily rely on technologies that are not yet deployed in our communities.

AB 2395 will allow legacy carriers to relinquish their decades-old obligations that guarantee basic two-way telephone service via a landline. [COUNTY NAME] is extremely concerned with the approach the bill takes, particularly as it relates to consumer protections and the ability for carriers to abandon their current subscribers without a guarantee that consumers will have access to these alternative services. Additionally, the California Public Utilities Commission (Commission) is responsible for enforcement and should the Commission fail to meet the very strict timeframes under the AB 2395 regulatory requirements, the relinquishment will be deemed automatically approved.

AB 2395 contains various other provisions of serious concern, including unknown economic and public safety impacts that may leave our rural and remote communities without any reliable communications services. [COUNTY NAME] is concerned that the bill does not ensure alternatives are affordable, provide good quality-of-service, and remain viable over the long-term.

For these reasons and others, [COUNTY NAME] has adopted an oppose position to your AB 2395. If you should have any questions concerning our position, please don't hesitate to contact me directly at [EMAIL] or [PHONE].

Sincerely,

[NAME]

cc: Members, Assembly Appropriations Committee
Jennifer Galehouse, Deputy Chief Consultant, Assembly Appropriations Committee

Jennifer Swenson, Principal Consultant, Assembly Appropriations Committee

AMENDED IN ASSEMBLY MAY 16, 2016
AMENDED IN ASSEMBLY APRIL 20, 2016
AMENDED IN ASSEMBLY MARCH 17, 2016
CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 2395

Introduced by Assembly Member Low

February 18, 2016

An act to add Section 711 to the Public Utilities Code, relating to telecommunications.

LEGISLATIVE COUNSEL'S DIGEST

AB 2395, as amended, Low. Telecommunications: replacement of public switched telephone network.

Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Existing law, until January 1, 2020, prohibits the commission from regulating Voice over Internet Protocol and Internet Protocol enabled service (IP enabled service), as defined, except as required or delegated by federal law or expressly provided otherwise in statute.

This bill would require a telephone corporation that is transitioning to IP enabled services and networks to complete a customer education and outreach program before seeking to withdraw traditional circuit-switched and other legacy telephone services. The education and outreach program would be required to explain the transition from legacy public switched telephone network services regulated by the commission to IP enabled services, the benefits and advantages of IP enabled services, a description of the advanced services available to consumers, and information regarding the projected timeframes for the

transition, including that withdrawal of any voice grade single-line telephone service will not take place prior to January 1, 2020. The bill would prohibit a telephone corporation from withdrawing any voice grade single-line circuit-switched legacy telephone services without first giving prior ~~notice~~ *notice, as specified, to any customer that would be affected by the planned discontinuance. The bill would require the telephone corporation, upon giving the required notice to customers, to give notice to the commission certifying (1) that the telephone corporation has completed the education and outreach program, and (2) that an alternative voice service is available for the affected customers in the affected area. The bill would require the commission to confirm that the replacement service has specified elements. Upon completion of these steps, but no sooner than January 1, 2020, the bill would authorize a telephone corporation to elect to discontinue legacy telephone service upon providing not less than 90-days' notice to the affected customers and to the commission, as specified. The bill would authorize a customer of the telephone corporation, within ~~30~~ 60 days after receipt of the notice of withdrawal of legacy voice ~~service~~ *service*, to request in writing that the commission review the availability of the alternative service at the customer's location. The bill would require the commission to review and resolve the customer's request within 60 days of receipt of the request. The bill would authorize the commission, if it determines after investigation that no alternative service is available to that customer at the customer's location, to order the withdrawing telephone corporation to provide voice service to the customer for a period no longer than 12 months after withdrawal. If an order to continue to provide voice service to a customer is issued, the bill would require the commission to evaluate whether an alternative service has become available for the customer during the period the order is in effect and if an alternative service meeting specified requirements does not become available, would ~~authorize~~ *require* the commission to order the withdrawing telephone corporation to continue to provide voice service to the affected customer until an alternative service is available at the customer's location.*

Under existing law, a violation of the Public Utilities Act or any order, decision, rule, direction, demand, or requirement of the commission is a crime.

Because the provisions of this bill are within the act and require action by the commission to implement its requirements, a violation of these

provisions would impose a state-mandated local program by creating a new crime.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) California continues to be the world's advanced technology
4 leader, the center of the innovation economy, and a pioneer in
5 clean and sustainable technology. The state must adopt a strategy
6 to build our digital infrastructure while retiring outdated
7 technology. The transition from 20th century traditional
8 circuit-switched and other legacy telephone services to 21st century
9 next-generation Internet Protocol (IP) networks and services is
10 taking place at an extraordinary pace. A significant majority of
11 Californians have already transitioned to upgraded communications
12 services such as high-speed Internet, Voice over Internet Protocol
13 (VoIP), and mobile telephony services.

14 (b) Between 1999 and 2015, California witnessed an estimated
15 85 percent decline in landlines providing legacy telephone services
16 and relying on dated technology. At the same time, consumer
17 adoption of advanced services over IP-based networks has
18 continued to grow. Californians have quickly adopted new
19 technologies to communicate. More than 9 out of 10 Californians
20 use a smartphone or other mobile devices, 86 percent use the
21 Internet, and there are over 5.7 million VoIP subscriptions. As of
22 2014, approximately 6 percent of Californians resided in
23 households with only a landline, a 44 percent decline from 2010.

24 (c) So many California consumers have made this transition so
25 quickly because IP-based services offer greater functionality than
26 legacy phone service. The gap will only widen with the continuing
27 integration of IP networks with cloud computing and the Internet
28 of Things. The policy of the state is to help all Californians

1 transition to advanced technologies and services so that everyone,
2 including low-income, senior, and rural communities, can benefit
3 from and participate fully in 21st century modern life.

4 (d) The legacy telephone network is underutilized.

5 (e) (1) This act will establish state policy for a clearly
6 communicated, planned, and orderly transition to advanced
7 technologies, so that continuity of service for consumers and
8 businesses is ensured, while maintaining safeguards to preserve
9 universal connectivity.

10 (2) This act will ensure that the alternative services replacing
11 legacy services provide quality voice service and access to
12 emergency communications as part of a 21st century policy
13 framework.

14 (3) This act will ensure that alternative services are available
15 to replace legacy services before the transition, so that all
16 Californians are able to benefit from the opportunities presented
17 by advanced technologies and services.

18 SEC. 2. Section 711 is added to the Public Utilities Code, to
19 read:

20 711. (a) Before seeking to withdraw traditional circuit-switched
21 and other legacy telephone services pursuant to this section, a
22 telephone corporation transitioning to IP-enabled services and
23 networks shall complete a customer education and outreach
24 program explaining the IP transition, its benefits and advantages,
25 which may include environmental benefits and advantages, and a
26 description of the advanced services available to consumers. The
27 customer education and outreach program shall also include
28 information regarding the projected timeframes for the transition,
29 including the fact that the withdrawal of any voice grade single-line
30 telephone service will not take place prior to January 1, 2020.

31 (b) A telephone corporation planning to discontinue any voice
32 grade single-line circuit-switched legacy telephone service shall
33 first give prior notice to *any customer that would be affected by*
34 *the planned discontinuance. The notice to the customer shall*
35 *include information regarding the projected timeframe for the*
36 *discontinuance of legacy voice service and specify the alternative*
37 *service or services that will be available to the customer after the*
38 *withdrawal. The notice to the customer shall also state that,*
39 *pursuant to subdivision (e), the telephone corporation will provide*
40 *90-days' prior notice before legacy voice service is withdrawn*

1 *and, if applicable, that legacy voice service will not be withdrawn*
2 *sooner than January 1, 2020. Upon giving notice to customers,*
3 *the telephone corporation shall provide notice to the commission*
4 *certifying both of the following:*

5 (1) The telephone corporation has completed the education and
6 outreach program prescribed in subdivision (a).

7 (2) An alternative voice service is available for the affected
8 customers in the affected area.

9 (c) Upon receipt of the notice to withdraw, the commission shall
10 confirm that the alternative service has all of the following
11 elements:

12 (1) Voice grade access to the public switched telephone network
13 or its successor.

14 (2) Real-time, two-way voice communications.

15 (3) Access for end users of those services to the local emergency
16 telephone systems described in the Warren-911-Emergency
17 Assistance Act (Article 6 (commencing with Section 53100) of
18 Chapter 1 of Part 1 of Division 2 of Title 5 of the Government
19 Code), and where available, enhanced 911 access.

20 (4) Alternative services requiring a residential power supply to
21 operate are in compliance with the backup-battery capability
22 standards established by the Federal Communications Commission.

23 (d) The commission's confirmation process shall be limited to
24 the determination of whether the alternative service has the
25 elements set forth in subdivision (c) and shall be completed within
26 120 days from receipt of notice from the telephone corporation
27 pursuant to subdivision (b). If the commission fails to complete
28 its technical review within 120 days from receipt of notice, the
29 telephone corporation will be conclusively presumed to have
30 complied with the requirements of subdivisions (b) and (c).

31 (e) Upon completion of the requirements of subdivisions (b),
32 (c), and (d) for voice grade single-line circuit-switched legacy
33 telephone services, but no sooner than January 1, 2020, a telephone
34 corporation may elect to discontinue any legacy telephone service,
35 upon giving no less than 90-days' prior notice to the affected
36 customers and to the commission. If the discontinuance of legacy
37 telephone service includes voice grade single-line services, the
38 notice shall include information regarding the availability of an
39 alternative service as confirmed by the commission and how to
40 seek commission review if the customer believes the alternative

1 service is not available at the customer's location. During the notice
2 period, the telephone corporation shall continue to provide the
3 legacy telephone service to the affected customers, except a
4 customer that disconnects or changes the features of the service,
5 but shall have no obligation to provide the legacy telephone service
6 to any new customers in the affected area.

7 (f) Within ~~30~~ 60 days after receipt of a telephone corporation's
8 notice of withdrawal of legacy voice service, a customer may
9 request in writing that the commission review the availability of
10 the alternative service at the customer's location. The commission
11 shall review and resolve the customer's request within 60 days of
12 receipt of the request. The commission's review shall be limited
13 to determining whether an alternative service that has the elements
14 set forth in subdivision (c) is available to the customer at that
15 customer's location. If the commission determines that an
16 alternative service is not available to the customer at the customer's
17 location, the commission ~~may~~ shall order the withdrawing
18 telephone corporation to provide voice service to the customer at
19 the customer's location for a period no longer than 12 months after
20 withdrawal. The withdrawing telephone corporation may utilize
21 any technology or service arrangement to provide the voice services
22 as long as it meets the requirements of subdivision (c).

23 (g) If an order to continue to provide voice service to a customer
24 is issued pursuant to subdivision (f), during the period in which
25 the withdrawing telephone corporation is required to provide voice
26 service, the commission shall evaluate whether an alternative
27 service has become available for the customer that is the subject
28 of the order. If an alternative service meeting the elements of
29 subdivision (c) does not become available during the period of the
30 order, the commission ~~may~~ shall order the withdrawing telephone
31 corporation to continue to provide voice service to the affected
32 customer until an alternative service is available at the customer's
33 location. The withdrawing telephone corporation may utilize any
34 technology or service arrangement to provide the voice service as
35 long as it meets the requirements of subdivision (c).

36 ~~(h) Nothing in this section grants the commission jurisdiction~~
37 ~~or control over an alternative service except as specifically set~~
38 ~~forth in this section.~~

39 *(h) The commission's duty to conduct a confirmation process*
40 *pursuant to subdivision (c) and respond to a customer inquiry*

1 *pursuant to subdivision (f) is pursuant to its jurisdiction over legacy*
2 *service and does not grant the commission jurisdiction or control*
3 *over an alternative service.*

4 (i) Nothing in this section affects a telephone corporation's
5 ability to withdraw services under any other law.

6 (j) Nothing in this section affects or changes the commission's
7 authority to implement and enforce Sections 251 and 252 of the
8 federal Communications Act of 1934, as amended (47 U.S.C. Secs.
9 251 and 252), including, but not limited to, the authority to arbitrate
10 and enforce interconnection agreements pursuant to Section 252(b).

11 (k) Nothing in this section affects or changes the obligations of
12 an incumbent local exchange carrier pursuant to Sections 251 and
13 252 of the federal Communications Act of 1934, as amended (47
14 U.S.C. Secs. 251 and 252). For these purposes, "incumbent local
15 exchange carrier" is defined as in subsection (h) of Section 251 of
16 Title 47 of the United States Code.

17 SEC. 3. No reimbursement is required by this act pursuant to
18 Section 6 of Article XIII B of the California Constitution because
19 the only costs that may be incurred by a local agency or school
20 district will be incurred because this act creates a new crime or
21 infraction, eliminates a crime or infraction, or changes the penalty
22 for a crime or infraction, within the meaning of Section 17556 of
23 the Government Code, or changes the definition of a crime within
24 the meaning of Section 6 of Article XIII B of the California
25 Constitution.

O

AGENDA TRANSMITTAL FORM

To: Board of Supervisors

Date: 05/19/2016

From: Carolyn Fregulia, ACRA, Executive Director
(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>05/24/2016</u>	

Department Head Signature _____

Agenda Title: Amador County Recreation Agency

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

Discussion and possible action relative to a presentation by Ms. Carolyn Fregulia, ACRA Executive Director, regarding the ACRA Parks and Recreation Needs Assessment. Comments from Member agencies regarding the Assessment are due by May 27, 2016.

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 _____

Comments: _____

Committee Recommendation: _____

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 5-24-16

Time _____

Item # 11

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 _____

ATTEST: _____

For meeting _____

Clerk or Deputy Board Clerk

of _____

Save


Print Form

Amador County Recreation Agency

PARKS & RECREATION NEEDS ASSESSMENT



ACRA Board Presentation – May 11, 2016



Master Plan Update Tasks and Timeframe

Task 1 – Needs Assessment: January to April 2016
(complete)

Task 2 – Master Plan: May to June 2016
(underway – concurrent with Task 3)

Task 3 – Nexus and Quimby Studies: May to June 2016
(underway – concurrent with Task 2)



Demographic Characteristics

- Population
- Age distribution
- Household
- Occupancy
- Education
- Income
- Race/Ethnicity
- Language
- Employment status

City and County Population in 2000, 2010, and 2015

Location	2000	2010	2015
Amador City	196	185	183
lone	3,641 (7,129)	4,114 (7,918)	3,923 (6,763)
Jackson	3,989	4,651	4,586
Plymouth	980	1,005	967
Sutter Creek	2,303	2,501	2,457
Unincorporated Area	20,503	21,831	21,356
Amador County Total	31,612 (35,100)	34,287 (38,091)	33,472 (36,312)

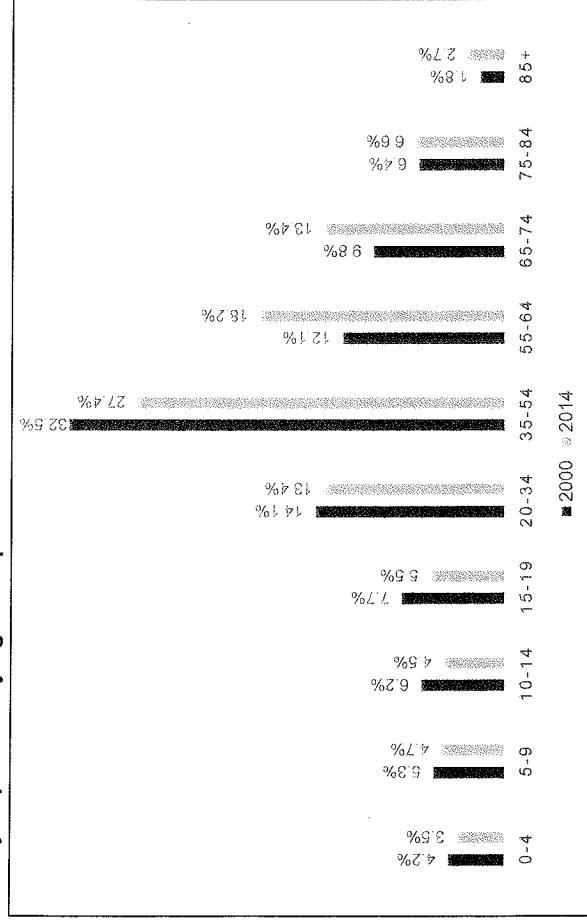
In the past 15 years:

- Amador County experienced low population growth (6% overall or 0.4% per annum = an increase of 1,860 people).
- Jackson increased at 15% overall or 1% per annum and by 597 people, equivalent to 1/3 of the County's growth.



Demographic Characteristics (cont.)

County Population by Age Group 2000 and 2014



In the past 15 years:

- *Children, teens, and young adults (under 20 years) has declined slightly but still accounts for over 18% of the population.*
- *Adults 20 to 34 years of age have slightly decreased to 13%.*
- *Adults 35 to 54 years of age comprise 27% of the population (a decrease of 5%).*
- *Adults 55 years of age and older comprise the fastest growing and largest segment (41%) of the population.*



Public Input

Six (6) community meetings

- Pine Grove / Volcano 9 people
- Upcountry / Pioneer 13 people
- Mid-County / Sutter Creek 26 people
- Lone / South County 27 people
- Jackson 10 people
- Plymouth / North County 8 people



Surveys for youth and adults

- 1,516 total participants (4.5% of County residents)
- Lots of individual park comments for facility and operations improvements

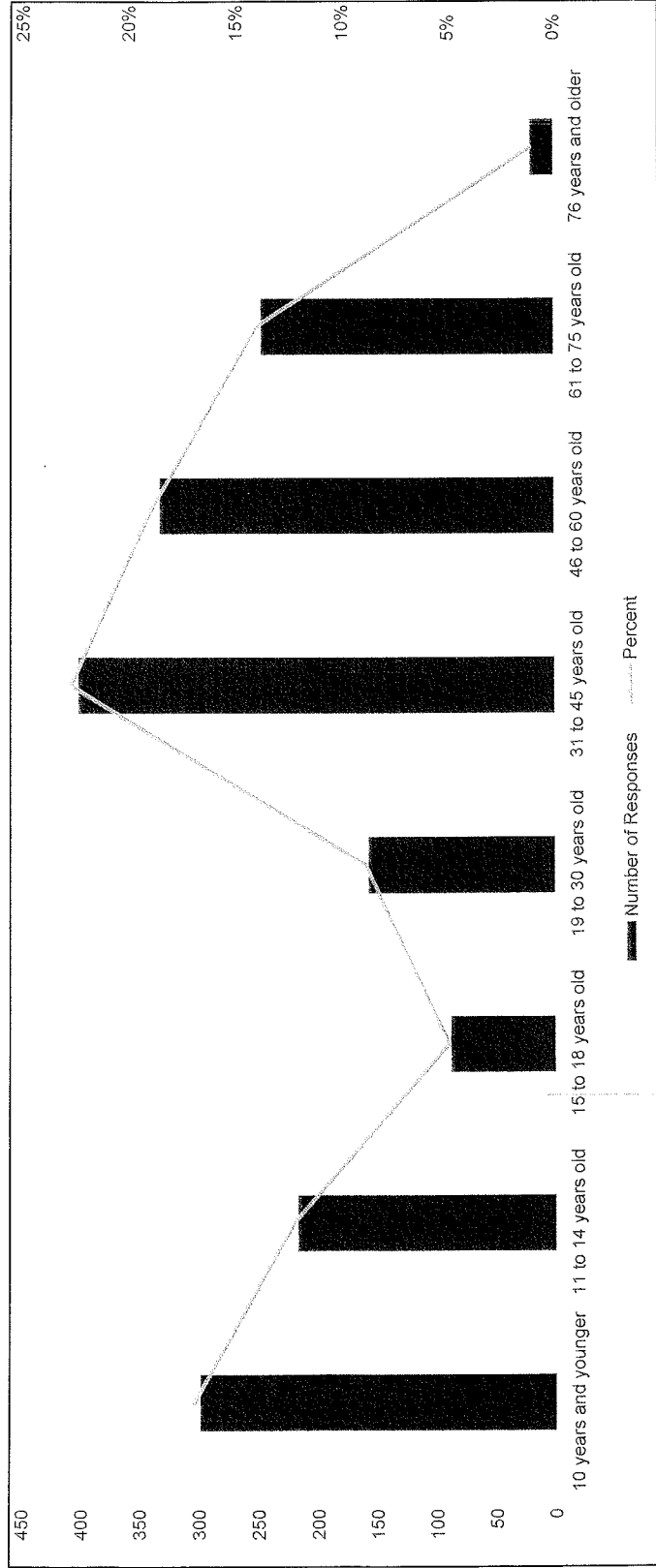


Community Meeting Findings

1. General lack of knowledge of existing park locations and facilities
2. Improving existing parks is more important than new parks
3. Greatest demand:
 - Water spray/play parks
 - Drinking fountains
 - Unlocked restrooms
 - Sports fields (i.e. soccer, baseball, and softball)
 - Dog parks, including A-PAL's Trade Center Drive proposal
 - Paved walking and biking trails
 - Summer recreation programs for youth



Survey Responses by Age Group



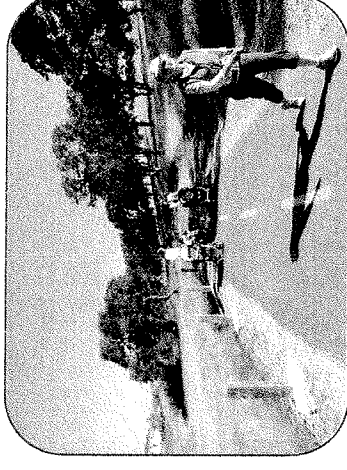
- Under 18 years old: 352 (23%)
- Over 60 years old: 269 (18%)



Survey Findings

Typical Park Facilities Demand

- Walking and biking trails
- Children's play areas, exercise/fitness course, group picnic areas
- Multi-use sports fields and multipurpose rooms/gyms



Special Facilities Demand

- Water spray/play park
- Dog park
- Other: swimming pool, multi-field soccer and baseball complexes, climbing wall, ropes course



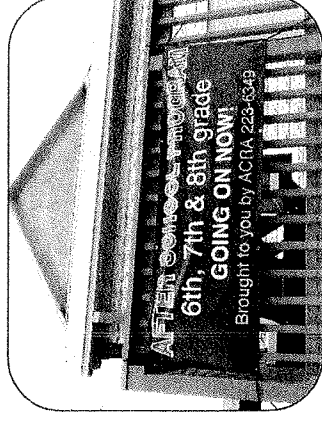
Survey Findings (cont.)

Children/Teens Recreation Demand

- **Organized sports:** soccer, baseball, softball, basketball
- **After school programs** in Jackson and lone
- **Outdoor:** archery, rock climbing, boating, river/lake recreation, biking, hiking
- **Special interest:** foreign languages, cooking, arts and craft, music, dance
- **Athletics:** martial arts, volleyball, bowling, swimming, gymnastics

Adults/Seniors Recreation Demand

- **Exercise/fitness programs**
- **Life enrichment:** cooking, gardening, music, arts and crafts, dancing, foreign languages
- **Outdoor:** hiking, biking, fishing



Survey Findings (cont.)

Outreach

- More effective program outreach and publicity is needed
- Preferred methods: internet website, social media (e.g. Facebook, Instagram), newspaper, school newsletter/Tuesday envelope

Funding

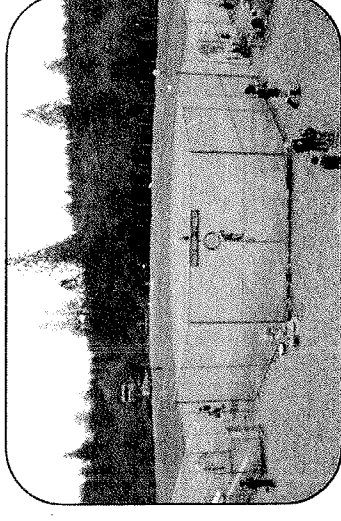
- Maintaining/repairing existing parks is the highest priority
- Building new facilities at existing parks is a medium to high priority
- Existing property taxes and fundraising events are preferred funding sources



Stakeholder Interview Findings

Youth Sports Leagues

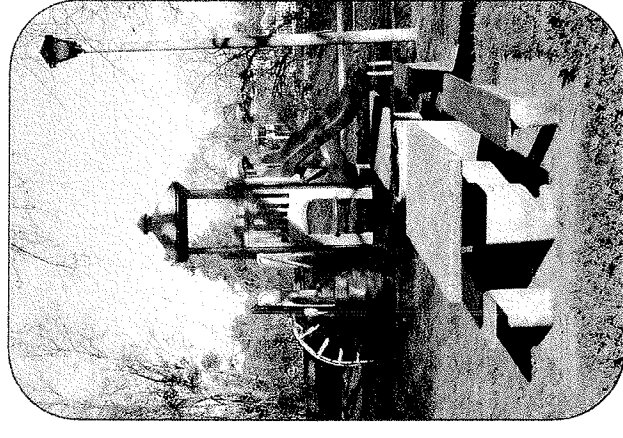
- Report steady to increasing enrollment in participation
- Issues with the existing condition (i.e. safety, accessibility, seasonal playability) and availability of sports fields, courts, and facilities
- Recommend improvements to existing facilities (e.g. artificial turf, lighting, parking, ADA access)
- New or expanded facilities are needed to host competitive tournaments
- Public park facilities for girls' and men's softball are lacking



Stakeholder Interview Findings (cont.)

First 5 Amador

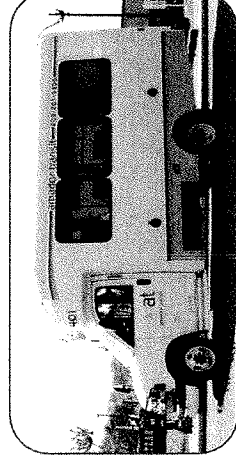
- Provides programs and services to children and families
- Potential ACRA partner to secure facilities, promote events, provide programs, collaborate on outreach, and address barriers to participation
- Recommendations for parks include:
 - Tobacco Free policy and signage
 - Trash/recycling receptacles in parking areas
 - Playgrounds for children 0 to 5 years of age
 - ADA and stroller access
 - Play areas and parking areas protected from traffic
 - Good sight lines
 - Facilities for parents and older children



Stakeholder Interview Findings (cont.)

Amador County Senior Center

- Provides programs and services to seniors
- Has meeting rooms, auditorium, and kitchen
- Potential ACRA partner to assist with program development and administration of senior programs and address barriers to participation including transportation, mental and physical ability, and income



Amador Council of Tourism

- Potential ACRA partner to create a “one-stop shop” website that provides a centralized directory of information for all County parks and recreation facilities and opportunities for residents and visitors



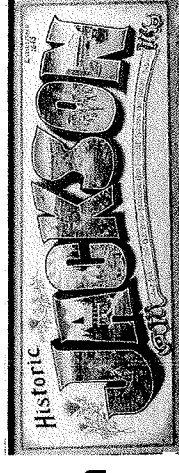
Stakeholder Interview Findings (cont.)

Mother Lode Land Trust

- Potential ACRA partner to acquire, hold, and/or manage existing undeveloped park land for the public benefit
- MLLT services: mitigation plans and policies, grant writing, funding

Amador County Business Council

- Identified 3 industries to expand:
 - Wine production and its satellite industries near Plymouth
 - Healthcare and health related industries in and around Jackson
 - Residential housing development in lone
- Concerned about park fee effect on economic growth



Recommendations

Parks and Recreation Facilities

Active Parkland Acquisition

- Acquire land where park acreage is low (e.g. Sutter Creek and Amador City)
- Accept/acquire land in unincorporated areas only if demand is demonstrated by community or unique opportunity
- No new parkland acquisition unless funds are available for development and ongoing maintenance

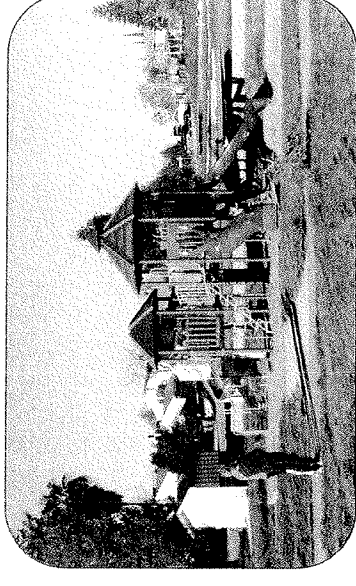


Recommendations (cont.)

Parks and Recreation Facilities

Existing Park Facility Recommendations

- Provide high priority improvements (e.g. walking/biking paths, children's play areas, exercise/fitness stations, and group picnic areas) at existing parks
- Multiple recommendations for renovations and improvements to individual parks provided in report

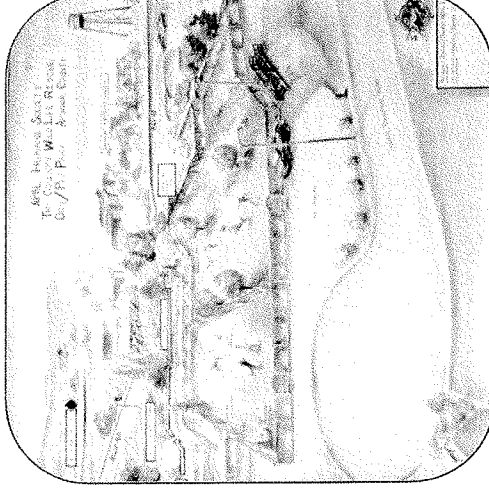


Recommendations (cont.)

Parks and Recreation Facilities

Special Use Recreation Facilities

- Provide at least one water spray/play area in a central location
- Pursue Trade Center Drive Dog Park, and small dog parks at existing parks where space is available
- Improve condition and quality of existing sports fields, including lighting and ADA access upgrades
- Add covers/modular structures to extend season at existing pools
- Plan for a future indoor recreation center in a community park in a centralized location (e.g. Oro de Amador)

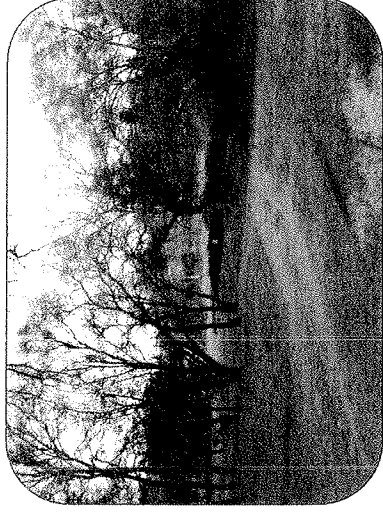


Recommendations (cont.)

Parks and Recreation Facilities

Trails/Walking and Biking

- Collaborate with ACTA and others on trail planning and implementation initiatives (standards, grants, etc.)
- Identify parks that can serve as nodes in the local and regional trail system
- Include parking, wayfinding signage, trash cans at nodes
- Look into alternate trail alignment options for Lake Camanche
- Include trails within all parks as part of master planning for individual parks

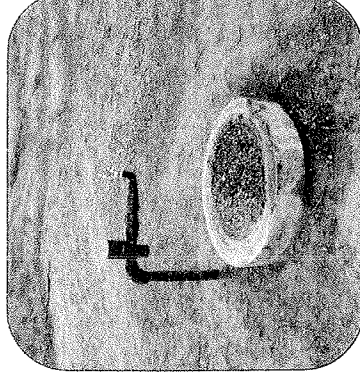


Recommendations (cont.)

Parks and Recreation Facilities

Park Infrastructure

- Replace/retrofit inefficient irrigation systems
- Complete ADA evaluation and upgrades at all parks/facilities
- Ensure every park has at least one operational drinking fountain
- Consider installing CCTV cameras and signs where vandalism is an issue
- Implement child-oriented park recommendations at new and existing parks



Recommendations (cont.)

Parks and Recreation Facilities

Future Park Development

- **lone:** Implement the Howard Park Master Plan over time as funding allows
- **lone:** Create a 2nd neighborhood park at Castle Oaks in future as lots are developed
- **Jackson:** Pursue environmental clearance and funding for Oro de Amador
- **Plymouth:** Pursue public access to Norm Waters Park for future development



Recommendations (cont.)

Programs

General

- Address liability concerns associated with volunteer instructors
- Provide more frequent program offerings at more distributed locations throughout the County
- Consider alternate ways to enable participation in ACRA programs for low income families; such as, bringing programs to local communities, intergenerational and family-oriented programs that reduce childcare problems, and scholarship opportunities

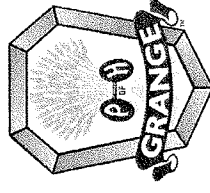
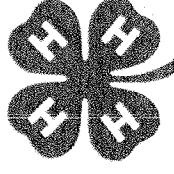


Recommendations (cont.)

Programs

General

- Improve communication as to what programs are available (market penetration, content, frequency) using internet and social media
- Develop an online registration system for programs and events, but continue to offer registration over the phone, in person, or by mail
- Look for opportunities for ACRA to establish partnerships with some of the smaller program providers such as churches, scouts, service clubs, cities, 4H, and Grange



Recommendations (cont.)

Programs

Children

- Expand the after school program in Jackson
- Establish an after school program in Lone
- Run Science, Technology, Engineering, Math (STEM) Maker Fairs where volunteers can demonstrate and teach trades to children
- Provide more opportunities for informal play for children 5 years of age and younger

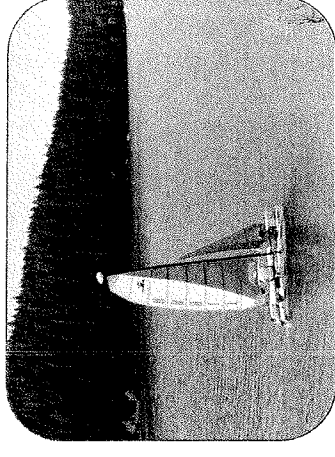


Recommendations (cont.)

Programs

Teens and Adults

- Structure programs for teens only, and teens and adults
- Develop recreation programs featuring outdoor activities such as archery, rock climbing, boating, river/lake recreation, biking, and hiking
- Offer more special interest programs in foreign languages, cooking, arts and crafts, and music
- Offer athletic programs featuring martial arts, volleyball, bowling, swimming, and gymnastics



Recommendations (cont.)

Programs

Adults

- Provide adult education mentoring and tutoring programs through ACRA or in partnership with ACUSD and the Amador Learning Center to help people complete college degrees or high school GED programs
- Explore opportunities for ACRA to cooperatively work with other regional organizations whose expressed mission it is to offer programs and events that help County residents improve employment skills and find jobs.
- Explore opportunities to include transportation in programs to facilitate access for mature adults to recreational experiences throughout the County, such as trips to special events and scenic destinations



Recommendations (cont.)

Programs

Seniors

- Provide water aerobics at designated times for seniors at the Detert Park and Amador High School pools
- Provide more fitness classes in various locations taught by volunteers to reduce participation costs
- Offer specific programs that would be of interest to seniors such as creative writing, paper arts, swing, and ballroom dancing
- Develop a partnership or MOU with the Amador Senior Center to assist with program development and administration



Recommendations (cont.)

Programs

Seniors

- Develop an isolated seniors task force to create strategies to address social isolation through recreation
- Contract with residential care and board and care facilities to provide programs on site
- Run a program to connect artists and craftspeople with isolated seniors to do creative projects in their homes



Recommendations (cont.)

Operations and Administration

- Work with the Amador County Tourism Commission and others to create a “one-stop shop” website that provides a centralized directory of information for all County parks and recreation facilities and opportunities for residents and visitors
- Implement joint-use agreements with ACUSD for use of facilities outside of school hours
- Explore with the ACUSD the potential for ACRA to become a single point of contact in coordinating and scheduling the non-school district use of school facilities
- Work with private businesses and sports groups to secure funding for joint-use improvements at schools or public parks, such as new tennis courts at Argonaut High

School in Jackson



Recommendations (cont.)

Operations and Administration

- Improve outreach methods, particularly using the internet and social media (e.g. Facebook), targeting youth, families, seniors, and the renting population
- Develop and maintain a database to track program participation for reporting and evaluation (ACRA)
- Develop and maintain a database of park and recreation facility reservations and revenues for reporting and evaluation (all ACRA agencies)
- Establish volunteer park boards to help connect and mobilize volunteer efforts to participate in park improvements and maintenance



Recommendations (cont.)

Operations and Administration

- Promote transportation options on website and for special events. Address lack of transportation through car pools and/or funding for a van in partnership with the Amador County Transportation Commission Social Services Transportation Advisory Council
- Promote a “Just One More” program in which parents offer rides to other children without transportation when taking their own children to park, events, and programs
- Expand ACRA coordination with First 5 Amador to secure facilities, promote events, provide programs, and collaborate on outreach



Next Steps

Complete Task 2 (Master Plan) & Task 3 (Nexus and Quimby Studies)

- | | |
|---|---------------|
| • Draft Nexus & Quimby Studies | mid-late May |
| • Final Nexus & Quimby Studies | early June |
| • Administrative Draft Master Plan | mid June |
| • Draft Master Plan & ACRA Board Presentation | July 13 |
| • Final Master Plan | mid-late July |



AGENDA TRANSMITTAL FORM

<input type="radio"/> Regular Agenda <input type="radio"/> Consent Agenda <input type="radio"/> Blue Slip <input checked="" type="radio"/> Closed Session Meeting Date Requested: <u>05/24/2016</u>
--

To: Board of Supervisors

Date: 05/18/2016

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

Phone Ext. x470

Department Head Signature _____

Agenda Title: Minutes

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

Review and possible recommendation relative to approval of the May 10, 2016 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

Committee Recommendation:

Comments: _____

Request Reviewed by:

Chairman _____ Counsel GG
 Auditor JOR GSA Director HP
 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 5-24-16 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 _____
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

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:	
05/24/16	

To: **Board of Supervisors**

Date: May 18, 2016

From: Aaron Brusatori
(Department Head - please type)

Phone Ext. 248

Department Head Signature *Aaron Brusatori*

Agenda Title: Public Hearing
Local-Roads Transportation Impact Fee Program Nexus Study Update

Summary: (Provide detailed summary of the purpose of this item; attach additional page if necessary)
Review of updated Local-Roads Transportation Impact Fee Program Nexus Study and possible adoption of notice of exemption from CEQA and possible adoption of the proposed Traffic Mitigation Impact Fee resolution.

Recommendation/Requested Action:
Adopt notice of exemption and fee resolution

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

Is a 4/5ths vote required? Yes No

Committee Review? N/A
Name Public Works Committee 4/29/2016
Committee Recommendation:
Move forward to discussion at Public Hearing

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

Request Reviewed by:

Chairman _____ Counsel GC
Auditor YOR GSA Director kg
CAO rd Risk Management Arnt

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

FOR CLERK USE ONLY

Meeting Date 5-24-16 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 _____ 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
Completed by _____		

MEMORANDUM

TO: Chairman and Members, Board of Supervisors

FROM: Aaron Brusatori, Director, Community Development Agency

SUBJECT: Local-Roads Traffic Mitigation Fee Update

DATE: May 18, 2016

Background

On August 24, 1999 the Board of Supervisors adopted Resolution No. 99-359A, which established a public road impact fee and approved a capital improvement plan, pursuant to its authority under Government Code Section 66000 *et seq.* In 2000, the Board consolidated the local and regional traffic fee accounts into a single account. The public road impact fee was increased in 2000 and 2005. In 2008, the public road impact fee was separated into two separate fees: a regional traffic mitigation fee for regional transportation projects and a local-road mitigation fee for county highways.

On July 22, 2008 the Board of Supervisors adopted Resolution No. 08-143, which approved the Local-Roads Transportation Impact Fee Program Nexus Study and the Capital Improvement Plan included in the Nexus Study, which was attached to Resolution 08-143 and set forth the projects and estimated costs of construction of each component of the local-roads totaling \$144,193,765 with \$86,875,536 of those costs attributed to new development. The Nexus Study further found that, based upon these figures, a local-roads mitigation fee of \$1,442 per average daily trip (\$14,421 per dwelling unit equivalent) was justified, but the Public Works Agency recommended that the fee be instituted in phases rather than in one installment. The Board then adopted a local-roads mitigation fee of \$250 per average daily trip (\$2,500 per dwelling unit equivalent). Because of the worsening economy since adoption of the separate local-roads mitigation fee in 2008, the Board did not institute any further increases of the fee.

On February 27, 2011 the Board reviewed the 2010 Annual Local Traffic Mitigation Fee Update along with a proposed fee increase to \$277.03 per average daily trip per County Ordinance No. 7.84 Traffic Impact Fees. Because of the continuing downturn of the economy, the Board made no change to the fee.

Statutes Regarding Capital Improvement Plans

Government Code section 66002 provides for annual updates of capital improvement plans adopted by a governing body. The Department of Transportation and Public Works has

updated the Nexus Study and the Capital Improvement Plan by applying a construction cost index adjustment to the construction cost estimates contained in the original Nexus Study adopted in 2008. The revised costs are attached to the resolution and incorporated in this packet.

In addition to the update of the capital improvement plan, Government Code section 66006 requires local agencies enacting mitigation fees to provide certain information concerning the fees, including: type of fee, amount of the fee, beginning and ending balance of the account or fund into which the fees are placed, amount of fees collected and interest earned, identification of each public improvement on which fees were expended, commencement date of construction if sufficient fees have been collected, and related information.

Possible Actions

The Department of Transportation and Public Works requests that the Board review the attached update of the Nexus Study and Capital Improvement Plan and determine whether or not it wishes to adopt any changes. Adoption of revised figures for the Nexus Study and Capital Improvement Plan will not change the amount of the local-road traffic mitigation fee, which is currently set at \$250 per average daily trip (\$2,500 per dwelling unit equivalent).

After making any determination that it wishes to make concerning the Nexus Study and Capital Improvement Plan, the Board may consider whether or not it wishes to change the local-road traffic mitigation fee. Options are to leave the fee at its current amount (\$250 per average daily trip), increase the fee by the same inflator as the construction cost index increase to the Capital Improvement Plan (which would increase the local-road mitigation fee to \$311.02 per average daily trip), or take any other action desired by the Board.

A proposed Resolution is presented for your consideration. The items in yellow can be deleted or revised to reflect the action taken by the Board.

Thank you for the opportunity of presenting this material for your consideration.

BEFORE THE BOARD OF SUPERVISORS
COUNTY OF AMADOR, STATE OF CALIFORNIA

RESOLUTION APPROVING THE APRIL 2016)
LOCAL ROADS TRANSPORTATION)
IMPACT FEE NEXUS STUDY UPDATE AND) RESOLUTION NO. 16-XXX
LOCAL-ROADS CAPITAL IMPROVEMENT)
PLAN[; AND INCREASING THE LOCAL-ROADS)
TRAFFIC MITIGATION FEE)

WHEREAS, pursuant to its authority under Government Code Section 66000 *et seq.* the Board of Supervisors of the County of Amador adopted a public road impact fee and capital improvement plan by Resolution No. 99-359A on August 24, 1999; and

WHEREAS, the Board of Supervisors of the County of Amador consolidated the local and regional traffic fee accounts into a single account by Resolution No. 00-434 on August 22, 2000; and

WHEREAS, the Board or Supervisors of the County of Amador increased the public road impact fee according to the change in Engineering News Record, Construction Cost Index by Resolution No. 00-435 on August 22, 2000; and

WHEREAS, the Board of Supervisors of the County of Amador increased the public road impact fee to \$3,000 per each single-family dwelling unit equivalent by Resolution No. 05-164 on March 15, 2005, with six percent of the public road impact fee consisting of the local-road component (\$180), ninety-three percent consisting of the regional component (\$2,790), and one percent for program administration (\$30); and

WHEREAS, on July 22, 2008 the Board of Supervisors of the County of Amador adopted a Local Roads Transportation Impact Fee Program Nexus Study containing a capital improvement plan, separated out the Local Roads component of the Public Road Impact Fee, and increased the Local Roads Traffic Mitigation Fee to the amount of \$2,500/dwelling unit equivalent (\$250 per average daily trip) by adoption of Resolution No. 08-143; and

WHEREAS, the Board of Supervisors of the County of Amador is authorized to review periodically the adopted traffic mitigation fee; and

[WHEREAS, the local-road traffic mitigation fee set by Resolution No. 11-018 will be inadequate to construct the local-road system needed to avoid the unacceptable levels of traffic congestion and related adverse impacts. Absent an increase, existing and known future funding sources will be inadequate to provide the necessary improvements to the local-road system, resulting in an unacceptably high level of traffic congestion within Amador County; and]

WHEREAS, the Board of Supervisors has reviewed the 2016 Update to the Local-Roads Transportation Impact Fee Program Nexus Study dated April 2008 (the "Nexus Study Update"), prepared as required pursuant to Chapters 5, 6, 7, 8, and 9 commencing with Section 66000 of

the Government Code collectively entitled the “Mitigation Fee Act,” [which demonstrates that future development within the County will substantially adversely impact the local-road system and that unless such development contributes to the cost of improving the local-road system, said system will be unable to operate at acceptable levels and will be unable to sufficiently meet the needs of local residents]; and

WHEREAS, failure to mitigate impacts on the local-road system will adversely effect the public health, safety, and welfare; and

WHEREAS, a reasonable and rational relationship exists between the use of the increased local-road traffic mitigation fee and the type of development projects on which the fees are imposed because the fees will be used to construct the local-road system improvements that are necessary for the safety, health and welfare of the residential and non-residential users of the development projects on which this local-road traffic impact fee will be levied; and

WHEREAS, the cost estimates set forth pursuant to the Nexus Study are reasonable cost estimates for constructing the local-road system improvements, and that the amount of the local-road traffic impact mitigation fees expected to be generated by new development will not exceed the total fair share cost to such development; and

[WHEREAS, the increased local-road traffic impact fees shall be used to help pay for the construction, acquisition, expansion and/or improvement of local-road system identified in the Nexus Study Update, and the need for the construction, acquisition, expansion and/or improvement is caused by new development because such development results in additional traffic on the local-road system thus creating the demand for the improvements; and]

WHEREAS, the Nexus Study Update proposes a fair and equitable method for distributing a portion of the unfunded costs of improvements to the local-road system; and

WHEREAS, despite the demonstrated need for increase in the local road traffic impact fees as shown in the Nexus Study Update, the current state of the economy, both locally and regionally, makes it impractical to increase the local road traffic impact fees at this time; and

WHEREAS, prior to the adoption of this Resolution, the Board of Supervisors conducted a public hearing at which oral and written presentations were made as part of a regularly scheduled meeting, and that all statutory requirements for notice of the hearing have been satisfied; and

[WHEREAS, demonstrated by the facts and conclusions recited in this resolution, the Board of Supervisors now proposes to increase the local-road traffic mitigation fee as specified in this Resolution consistent with the Nexus Study, for the purpose of obtaining funds for capital projects necessary to maintain service within the County’s existing service area within the meaning of Public Resources Code Section 21080(b)(8)] or WHEREAS, the Board of Supervisors determines that any increase in the local road traffic mitigation fee should be postponed until such time as the economy can sustain an increase;

WHEREAS, pursuant to Government Code section 66006 local agencies are required to provide annually certain information concerning the accumulation of mitigation fees and identification of projects on which fees are expended;

NOW THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Amador, State of California, that the recitals set forth above are hereby adopted as findings in support of this Resolution.

BE IT FURTHER RESOLVED that the Board of Supervisors hereby adopts the Local-Roads Transportation Impact Fee Program Nexus Study Update and the included Capital Improvement Plan, which is attached hereto as Attachment A, and incorporates it herein as though set forth in full.

BE IT FURTHER RESOLVED that the Board accepts the annual report entitled Traffic Mitigation Fee Trust Fund Local Fee Account dated 4/29/2016, which is attached hereto as Attachment B, and incorporates it herein as though set forth in full.

BE IT FURTHER RESOLVED that the adoption of this Resolution is exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 2108(b)(8) and Title 14 California Code of Regulations, Sections 15061(b)(3) and 15273(a)(4).

BE IT FURTHER RESOLVED that the local-road traffic mitigation fees charged for new development in Amador County [is hereby set at \$XXX.00 per average daily trip (ADT)] or [shall remain at \$250.00 per average daily trip (ADT)].

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 24th day of May 2016, by the following vote:

AYES: John Plasse, Richard M. Forster, Lynn A. Morgan, Louis D. Boitano, and Brian Oneto

NOES: None

ABSENT: None

Chairman, Board of Supervisors

ATTEST:

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

Deputy

ATTACHMENT A

CIP COST ESTIMATES	
Local-Roads CIP Estimated Cost	
Road Name and Location	Total Cost Estimate
New York Ranch Road @ post mile 1.81	\$804,764
Latrobe Road @ Lorentz Road in post mile 3.27	\$591,233
Jackson Valley Road @ Boring Property	\$918,688
New York Ranch Road Corridor	\$773,543
Fiddletown Road @ post mile 9.0	\$1,225,758
Climax Road Corridor	\$837,448
Shenandoah Road @ Bell Road in post mile 3.80	\$1,402,368
Shenandoah Road @ Fiddletown Road	\$1,051,250
Latrobe Road Corridor	\$715,649
Shakeridge Road Corridor	\$943,444
Michigan Bar Road @ 3 RR Xings	\$1,471,750
Climax Road @ SR 88	\$1,774,931
Michigan Bar Road shoulder improvements	\$440,438
Buena Vista Road @ Jackson Valley Road	\$266,856
Fiddletown Road @ post mile 6.45	\$420,500
Road No. 90 Camanche Road - South of Jackson Valley	\$14,392,667
Road No. 2 Climax Road- Ridge Road to Hwy.88	\$15,163,593
Road No. 78-B Jackson Valley Road -Buena Vista to Hwy. 88	\$10,312,015
Road No.78-A Jackson Valley Road -Camanche to Buena Vista Rd.	\$3,025,033
Road No. 22-B Ridge Road- New York Ranch Road / Ridge Road Project . to Climax Rd.	\$6,353,459
Road No. 22-A Ridge Road- Sutter Creek City Limit to New York Ranch Road / Ridge Road Project	\$39,795,536
Road No. 22-A1 Ridge Road- New York Ranch Road / Ridge Road Project PM 4.17 to 4.35	\$1,679,263
Road No. 22-A2 Ridge Road- New York Ranch Road / Ridge Road Project PM 4.35 to 4.57	\$2,052,433
Road No. 22-C Ridge Road - Climax Road to SR 88	\$25,477,620
Road No. 55 Shenandoah Road -North of Fiddletown to El Dorado County line.	\$26,059,659
Road No. 45 Sutter Creek Ione Road	\$21,310,928
Total CIP Cost:	\$179,260,826.00
<i>Source - Amador County DOT & Public Works</i>	

Cost estimates for the CIP improvements were developed by the Amador County Department of Transportation & Public Works staff and LSC Transportation Consultants in 2008 and, updated by County DOT & Public Works staff in 2016 (see Note below.)

Note:

The 2016 update calculation was based upon the Engineering News Record Cost Index (ENR CCI.)
 April 2008 ENR CCI 8112
 November 2015 ENR CCI 10092

Traffic Mitigation Fee Trust Fund
Local Fee Account - 4/29/2016

	2009	2010	2011	2012	2013	2014	2015	2016
Beginning Balance 1/1	\$362,256.94	\$387,820.64	\$451,857.89	\$489,955.83	\$516,324.05	\$616,723.33	\$700,746.51	\$745,477.01
Local Fees Collected	\$17,467.68	\$59,688.92	\$35,237.06	\$ 23,693.23	\$ 99,548.65	\$ 82,432.94	\$ 68,736.17	
Interest Accrued	\$8,163.76	\$4,348.33	\$2,860.88	\$ 2,674.99	\$ 850.63	\$ 1,590.24	\$ 2,477.11	
Expenses/Loans/Transfers	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ 10,000.00	
Refunds	\$67.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ 16,482.78	
Ending Balance 12/31	\$387,820.64	\$451,857.89	\$489,955.83	\$516,324.05	\$616,723.33	\$700,746.51	\$745,477.01	

CA Government Code 66006 - Annual Reporting Requirement

- A. Brief description of the type of fee in the account.
- B. The amount of the fee.
- C. The beginning and ending balance of the account or fund.
- D. The amount of the fees collected and the interest earned.
- E. An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees. [See Attached]
- F. Identification of approximate date by which construction of the public improvement will commence if sufficient funds have been collected to complete financing. [N/A]
- G. Description of each interfund transfer or loan made from the account.
- H. The amount of refunds made. \$13,611.78 8/31/15 Erroneous deposit for Fair Share Payments (Jackson Valley Quarry) \$2871.00 02/09/15 Duplicate Deposit returned to Calvin L. Robb; 07/07/09 \$67.74 Refund to Jerry Notestine Nine Gables Winery

PROJECTS FUNDED BY LOCAL TRAFFIC MITIGATION FEES

Date	Total Eligible Project Costs	% Cost	Amount Transferred	Capital Improvement Project Description	Public Works Project Description
11/03/2006	\$ 15,000.00	31.2%	\$ 4,680.00	Latrobe Rd. Corridor	Street light Hwy 16 & Latrobe Rd.
07/10/2007	\$ 10,536.53	31.2%	\$ 3,287.00	Latrobe Rd. @ PM 5.4 - 5.9	Latrobe Rd. Guardrail
08/24/2007	\$ 198,834.51	41.4%	\$ 82,317.49	New York Ranch Corridor	HES Ridge @ NY Ranch Rd.
09/04/2007	\$ 186,264.00	36.3%	\$ 67,553.00	Ridge Rd. @ NY Ranch PM 4.35	HES Ridge @ NY Ranch Rd.
04/16/2008	\$ 133,729.56	31.2%	\$ 36,461.00	Latrobe Rd. @ PM 5.4 - 5.9	Latrobe Rd. Guardrail
07/10/2015	\$ 100,000.00	10.0%	\$ 10,000.00	Shenandoah/Fiddletown Road	Shenandoah/Fiddletown Road
Total				\$ 204,298.49	

NOTICE OF EXEMPTION

To: Office of Planning and Research
1400 Tenth St., Room 121
Sacramento, CA 95814

From: Board of Supervisors
810 Court Street
Jackson, CA 95642

County Clerk
County of Amador
810 Court Street
Jackson, CA 95642

[DRAFT PENDING BOARD of SUPERVISOR'S ACTION]

Project Title: Adoption of Local Roads Transportation Impact Fee Nexus Study Update and Local Roads Capital Improvement Plan; and Increasing the Local Roads Traffic Mitigation Fee.

Project Location – Specific: The whole of Amador County

Project Applicant: County of Amador

Project Applicant Address: 810 Court Street Jackson, CA 95642

Project Location - City: N/A **Project Location - County:** Amador

Description of Project: Adoption of the above-named Study, Capital Improvement Plan and increasing the Local Roads Traffic Mitigation Fee.

Name of Public Agency Approving Project: Amador County Board of Supervisors

Name of Person or Agency Carrying Out Project: Amador County DOT & Public Works

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: Sections 15061(b)(3) and 15273(a)(4)
- Statutory Exemptions. State code number: Public Resources Code Section 21080

Reasons why project is exempt: There is no possibility that the activity in question may have significant effect on the environment; individual project CEQA review will occur when sufficient funding is available. Modification of rates is for the purpose of obtaining funds for capital projects necessary to maintain service within existing service area.

Lead Agency Department of Transportation & Public Works

Contact Person: Jered Reinking, Senior Civil Engineer

Telephone: (209) 223-6429

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes No

Signature: [To be signed upon Board action]
Senior Civil Engineer

Date: 5-XX-2016

- Signed by Lead Agency
- Signed by Applicant

Date received for filing at OPR:

Revised 10/89

TO AMADOR LEDGER-DISPATCH FOR PUBLICATION TWO TIMES ON

April 29, 2016 AND May 6, 2016.

**NOTICE OF PUBLIC HEARING TO CONSIDER ADOPTION OF
UPDATE TO NEXUS PLAN AND POSSIBLE INCREASE IN COUNTYWIDE
LOCAL-ROADS TRAFFIC MITIGATION FEES**

The Amador County Board of Supervisors will consider the update of the capital improvement plan for local roads and possible adoption of increases to the Countywide Local-Roads Traffic Mitigation fees at a public hearing on May 24th at 10:30 a.m., or as soon thereafter as may be heard by the Board of Supervisors, in the Board Chambers, located at 810 Court Street, Jackson, CA 95642.

The purpose of the proposed increase in Countywide Local-Roads Traffic Mitigation fees is to offset the traffic impacts generated from new development on Amador County local roads. The current County Local-Roads Traffic Mitigation fee is \$2,500.00 per single family dwelling unit equivalent (\$250.00 per trip end). The proposed increase, if adopted, will affect anyone applying for a building permit for new residential, commercial, or industrial development. The fee will be due at the time the application is submitted. If approved, the increase will be effective on July 24, 2016. The new fee, if imposed, will be in the range of \$2,500 (no change in fee) to \$3,110.20 (construction cost index increase since adoption) per single family dwelling unit equivalent.

At the public hearing, it is anticipated that the Board of Supervisors will find that the proposed fee is statutorily exempt from further review under the California Environmental Quality Act (CEQA). Copies of the following supporting documents are available for review at the Amador County Department of Transportation and Public Works, 810 Court Street, Jackson, CA: 1) the proposed CEQA exemption, 2) the County Codes Chapter 7.84, Traffic Mitigation Fee Ordinance, 3) the Nexus Study Report concerning purposes for which the local-roads fees are being spent, 4) an update of the Nexus Study Report, and 5) the proposed resolution.

Questions and comment will be welcome during the public hearing. Questions about the above referenced documents can also be directed to Aaron Brusatori, Amador County Department of Transportation and Public Works, at 209-223-6429.

AMADOR COUNTY BOARD OF SUPERVISORS

(AFFIDAVIT OF PUBLICATION, PLEASE)

NOTICE OF EXEMPTION

To: Office of Planning and Research
1400 Tenth St., Room 121
Sacramento, CA 95814

From: Board of Supervisors
810 Court Street
Jackson, CA 95642

County Clerk
County of Amador
810 Court Street
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[DRAFT PENDING BOARD of SUPERVISOR'S ACTION]

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Project Applicant: County of Amador

Project Applicant Address: 810 Court Street Jackson, CA 95642

Project Location - City: N/A **Project Location - County:** Amador

Description of Project: Adoption of the above-named Study, Capital Improvement Plan and increasing the Local Roads Traffic Mitigation Fee.

Name of Public Agency Approving Project: Amador County Board of Supervisors

Name of Person or Agency Carrying Out Project: Amador County DOT & Public Works

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: Sections 15061(b)(3) and 15273(a)(4)
- Statutory Exemptions. State code number: Public Resources Code Section 21080

Reasons why project is exempt: There is no possibility that the activity in question may have significant effect on the environment; individual project CEQA review will occur when sufficient funding is available. Modification of rates is for the purpose of obtaining funds for capital projects necessary to maintain service within existing service area.

Lead Agency Department of Transportation & Public Works

Contact Person: Jered Reinking, Senior Civil Engineer

Telephone: (209) 223-6429

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes No

Signature: [To be signed upon Board action]
Senior Civil Engineer

Date: 5-XX-2016

- Signed by Lead Agency
- Signed by Applicant

Date received for filing at OPR:

Revised 10/89

Chapter 7.84 TRAFFIC IMPACT FEES

Sections:

- 7.84.010 Purpose and declaration of intent.
- 7.84.020 Definitions.
- 7.84.030 Establishment of the public road impact fee.
- 7.84.040 Collection of public road impact fee.
- 7.84.050 Additional conditions.
- 7.84.060 Conditions for collection.
- 7.84.070 Conditions for reimbursement.
- 7.84.080 Subsequent events allowing changes in the fee already imposed.
- 7.84.090 Public road impact fee fund.
- 7.84.100 Natural disaster fee exemption.
- 7.84.110 Capital improvement plan.
- 7.84.120 Construction.
- 7.84.130 Adjustment to or waiver of fees.
- 7.84.140 Acceptance of real property in lieu of fee.

7.84.010 Purpose and declaration of intent.

A. In order to implement the goals and objectives of the county's general plan, for the county to meet its requirement to mitigate significant adverse impacts as set forth in the California Environmental Quality Act, and to mitigate impacts caused by new development within the county, public road impact fees may be necessary. The fees will be used only to finance construction, improvement, and maintenance of public roads as defined herein. This chapter accomplishes this purpose by authorizing the imposition of a public road impact fee on development projects to be used to mitigate the development projects' impact on public roads.

B. This chapter is enacted pursuant to and shall be administered in compliance with Chapters 5, 6, 7, 8, and 9 (commencing with Section 66000) of the Government Code collectively entitled the "Mitigation Fee Act."

C. The board of supervisors finds and determines that:

1. New development projects will cause the need for new and/or additional construction, improvement, and maintenance of public roads within the county including those within incorporated cities in the county in order to mitigate the development projects' impact on those public roads.
2. Funds for construction, improvement, and maintenance of public roads used in part by traffic from new development projects are not sufficient which will result in inadequate public roads and levels of service within the county. This chapter, while recognizing this problem, does not have the purpose of allowing or mandating the imposition of a traffic impact fee on those development projects which do not impact public roads and when such a fee is imposed, it may be imposed only to the extent necessary to mitigate said impact.

3. The fee shall be based on the trip-ends generated by the development project as determined by the standard text "Trip Generation," most recent edition, published by the Institute of Transportation Engineers.

4. The public health, safety, peace, morals, convenience, comfort, prosperity and general welfare of all county residents, including those living in incorporated cities, will be promoted by the adoption of this chapter, with the fee to generate a portion of the funds necessary for the construction, improvement, and maintenance of public roads. (Ord. 1614 §2(part), 2005).

7.84.020 Definitions.

Words, when used in this chapter and in resolutions adopted thereunder, shall have the following meanings:

"Capital improvement plan" means the capital improvement plan described in Section 7.84.110 of this chapter.

"Development project" means any project undertaken for the purpose of development which has the potential for impacting the county's public roads.

"Impact" means physical injury and wear and tear or reduction in level of service.

"Public road impact fee" means a monetary exaction, other than a tax or assessment, which is charged by the county to the development project in connection with its approval for the purpose of offsetting the degrading of public roads caused by the development project. Public road impact fees are referred to herein as the "fee." The "base fee" is for a single-family residence which is determined to generate ten trip-ends per day.

"Public roads" means county roads, city streets, state highways, public bridges, public rights-of-way, and appurtenant surface transportation infrastructure and supporting improvements located in Amador County. (Ord. 1614 §2(part), 2005).

7.84.030 Establishment of the public road impact fee.

The board of supervisors shall establish and amend the fee by resolution which is a legislative act. Prior to approving or amending a fee, the board of supervisors shall hold at least one regularly scheduled public meeting at which oral or written presentations may be made. Notice of said meeting shall be given as provided in Government Code Section 66016. No new fee shall be imposed sooner than sixty days following the board's final action on the adoption of or increase in the fee. (Ord. 1614 §2(part), 2005).

7.84.040 Collection of public road impact fee.

A. The fee authorized by this chapter shall be collected at the earliest time permitted by law. Except as set forth in subsection B of this section for residential development projects, that time shall be when an entitlement, such as a final subdivision map, rezoning, use permit, or building permit, is finally approved and the impact caused by the development project is known. The foregoing notwithstanding, a fee imposed on a development project at the entitlement stage does not foreclose the imposition of an additional fee if additional development is to be carried out on the site.

B. Imposition of Fees on a Residential Development Project.

1. A fee imposed on a residential development project shall not be required to be paid until the earliest of the following dates: (a) when the dwelling is able to be occupied, meaning when public utility-supplied electrical power is connected to the dwelling, (b) when the final inspection is made and the certificate of occupancy is issued, or (c) a dwelling constituting all or part of the development project is occupied. "Final inspection" and "certificate of occupancy," as used in this section, have the same meaning as described in Sections 305 and 307 of the Uniform Building Code, International Conference of Building Officials, 1985 Edition, or as said code may be amended from time to time.

2. If the residential development project contains more than one single-family dwelling, the county, at the time of the imposition of the fee, may determine that the fee should be paid at an earlier date than set forth in subsection (B)(1) of this section as set forth in Government Code Section 66007. (Ord. 1614 §2(part), 2005).

7.84.050 Additional conditions.

A. The fee is not intended to, and shall not, limit the discretion of the county's approving bodies to impose conditions of approval in addition to the base fee to mitigate traffic impacts on public roads when approving development projects.

B. Said conditions may only be imposed when the approving body finds that:

1. The development project exceeds the projected growth for the area as set forth in the general plan; or

2. A public road impacted by the development project is unsafe at the time of approval of the development project; or

3. The development project will directly and substantially add to traffic congestion at a specific location outside of the area of the development project.

C. Said conditions may require the payment of money to the traffic impact fee fund or the construction of improvements by the developer at the time of final approval of the development project. (Ord. 1614 §2(part), 2005).

7.84.060 Conditions for collection.

A. Unless specific findings allowing the imposition of fees in addition to the base fee for the reasons set forth in Section 7.84.050 are made for any development project, the base fee shall be imposed and added to the traffic impact fee fund to be expended on projects set forth in the capital improvement plan without the approving body's being required to make additional findings.

B. In establishing and imposing a fee as a condition of approval of a development project when findings are made pursuant to Section 7.84.050, the county shall follow the procedures set forth in Government Code Section 66001.

Said procedures are herein summarized.

1. In any action imposing a fee as a condition of approval of a development project, the county shall do all of the following:

- a. Identify the purpose of the fee;
- b. Identify the use to which the fee is to be put, including the identification of public roads on which the fee is to be expended. In the alternative, the county may refer to its capital improvement plan or general plan;
- c. Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed;
- d. Determine how there is a reasonable relationship between the need for the public road and the type of development project on which the fee is imposed;
- e. Determine how there is a reasonable relationship between the amount of the fee and the cost of the public road or portion thereof attributable to the development project upon which the fee is imposed.

C. The county shall expend a fee for public roads collected pursuant to subsection B of this section solely and exclusively for the purpose for which the fee was collected. (Ord. 1614 §2(part), 2005).

7.84.070 Conditions for reimbursement.

A. The county auditor shall report to the board once each fiscal year any portion of a fee remaining unexpended or uncommitted in an account five or more years after deposit and identify the purpose for which the fee was collected. The board shall make findings once each fiscal year with respect to any portion of the fee remaining unexpended or uncommitted in its account five or more years after deposit of the fee, to identify the purpose to which the fee is put, and to demonstrate a reasonable relationship between the fee and the purpose for which it was charged.

B. A refund of unexpended or uncommitted fees for which a need cannot be demonstrated along with accrued interest may be made to the current owner of the development project on a prorated basis. The county auditor may refund unexpended and uncommitted fees that have been found by the board to be no longer needed, by direct payment or by offsetting other obligations owed to the county by the current owner of the development project.

C. If the administrative costs of refunding unexpended and uncommitted fees exceed the amount to be refunded, the county, after a public hearing, for which lawful notice has been given, may determine that the revenue shall be allocated for some purpose other than for which the fees were collected that serve the development project on which the fee was originally imposed. (Ord. 1614 §2(part), 2005).

7.84.080 Subsequent events allowing changes in the fee already imposed.

A. When application is made for a new development project following the expiration of a previously approved development project for which a fee was paid, the fee shall not be required unless the fee schedule has been amended during the interim or an additional fee as set forth in subsection B of this section is warranted, in which event the appropriate decrease or increase shall be imposed.

B. In the event that subsequent development occurs with respect to property for which fees have been paid, additional fees shall be required only for additional square footage of development or more intensive use that was not included in computing the prior fee. Also, the fee on any development project shall be reduced by its pro rata share of any traffic mitigation or traffic impact fee imposed and collected by the county on a development project approved before the effective date of the ordinance codified in this chapter of which the subject development project is a part.

C. When a fee is paid for a development project and that project is subsequently reduced so that it is entitled to a lower fee, the county shall issue a partial refund of the fee.

D. When a fee is paid for a development project and the project is subsequently abandoned, the payor shall be entitled to a refund of the fee paid, less the administrative portion of the fee. (Ord. 1614 §2(part), 2005).

7.84.090 Public road impact fee fund.

Fees paid pursuant to this chapter shall be held by the county auditor in a separate public road impact fee fund to be expended for the purpose for which they were collected. The county auditor shall retain interest accrued on fees and allocate it to the accounts for which the fees were imposed. Upon receipt of a fee the county shall deposit, invest, account for, and expend the fee pursuant to Government Code Section 66006. (Ord. 1614 §2(part), 2005).

7.84.100 Natural disaster fee exemption.

No fee shall be imposed on the reconstruction of any residential, commercial, or industrial development project that is damaged or destroyed as a result of a natural disaster as declared by the Governor. (Ord. 1614 §2(part), 2005).

7.84.110 Capital improvement plan.

A. The board of supervisors shall adopt by resolution a capital improvement plan which indicates the approximate location, size, time of availability, and estimates of costs for public roads to be financed with fees.

B. The public works director shall annually submit the capital improvement plan to the board of supervisors for adoption at a noticed public hearing.

C. The fee adopted by the board of supervisors shall be annually reviewed by the board for consistency with the capital improvement plan and amendments necessary shall be made by resolution of the board. (Ord. 1614 §2(part), 2005).

7.84.120 Construction.

This chapter, the capital improvement plan, and any resolution adopting or amending a fee and any subsequent amendments thereto shall be construed together. (Ord. 1614 §2(part), 2005).

7.84.130 Adjustment to or waiver of fees.

A developer of any project subject to the fee described in this chapter may apply to the board of supervisors for reduction or adjustment to that fee, or a waiver of that fee, following the procedures set forth in Government Code Sections 66020 and 66021. (Ord. 1614 §2(part), 2005).

7.84.140 Acceptance of real property in lieu of fee.

The county may accept, by dedication or grant, real property from the developer in lieu of fees otherwise imposed pursuant to this chapter; provided, that the developer shall show proof satisfactory to the county that the value of the real property offered by the developer is at least equal in value to the fee for which the real property is a substitute. (Ord. 1614 §2(part), 2005).

The Amador County Code is current through Ordinance 1755, passed December 22, 2015.

Disclaimer: The Clerk of the Board's Office has the official version of the Amador County Code. Users should contact the Clerk of the Board's Office for ordinances passed subsequent to the ordinance cited above.



AMADOR COUNTY



LOCAL-ROADS TRANSPORTATION IMPACT FEE PROGRAM NEXUS STUDY

Prepared For:

Amador County Board of Supervisors

Prepared By:

- Amador County Department of Transportation and Public Works
- Amador County Transportation Commission
- FEHR & PEERS

Date of Report:

April 2008 / Updated April 2016 (pages 6-11 & 18-21, 23, 25-39 only)

Submitted by: _____

Aaron Brusatori, P.E., Director, Community Development Agency

1. FUTURE DEVELOPMENT AND LAND USES

Estimates of future development are a significant variable used in traffic modeling and in this 2008 Nexus Study. The land uses included in this 2008 Nexus Study represent the projected growth the County is anticipated to experience between now and 2025. This section summarizes the projection of residential and nonresidential land uses that influence the County's Local-Roads Transportation Impact Fee Program (LRTIFP). Land use estimates are based on information provided within the Amador County Regional Transportation Plan Update and the associated travel demand forecasting model prepared for the Amador County Transportation Commission (ACTC) by Fehr & Peers.

FUTURE DEVELOPMENT

The LRTIFP is a countywide fee program; therefore, all new development in the County will be subject to this fee. New development used in this study is intended to represent future development in the County from 2000 to 2025.

Land use growth between 2000 and 2025 used in this analysis was derived by Dowling Associates, ACTS's former traffic engineering consultant, and is directly correlated to information from the Amador County 2004 Regional Transportation Plan (RTP) Update and the associated travel demand model. Given the impact that new development will have on the demand for County transportation services, the 2008 Nexus Study uses the land use inputs from the Traffic Model to support the fee allocation methodology.

LAND USES

The land uses derived from the Traffic Model include residential and nonresidential land uses in the following subcategories varying by type:

Residential

- Single Family Residential
- Multi Family Residential

Nonresidential

- Central Business District Commercial
- General Commercial
- Shopping Center
- General Commercial
- Office
- Light Industrial
- Institutional
- Park

Source: Amador County Travel Demand Forecasting Model Development Report---Fehr & Peers, 2004

Table 1 shows projected growth estimates through 2025 for each of the above land uses, from the base year 2000.

Table 1 Assumed Amador County Development		
Land Use Type	Units	Growth Amounts¹
Single Family Residential	Dwelling Unit	4,100
Multi Family Residential	Dwelling Unit	352
Central Business District Commercial	1,000 sq. ft.	0
Shopping Center	1,000 sq. ft.	215
General Commercial	1,000 sq. ft.	396
Office	1,000 sq. ft.	68
Light Industrial	1,000 sq. ft.	765
Institutional	1,000 sq. ft.	290
Park	acres	49
¹ Source: Projected growth from 2000-2025 based on the Amador County Regional Transportation Plan 2004 Update		

The model does not assume development of Central Business District Commercial because this category was developed to capture trip generation of existing downtown districts (such as downtown Jackson and Sutter Creek). This is a reasonable assumption of future land use as those areas are currently “built out.”

2. TRANSPORTATION IMPROVEMENTS

Dowling Associates, Fehr & Peers, and Amador County Public Works staff coordinated and combined efforts to identify appropriate projects for inclusion in the Capital Improvement Program (CIP). This section provides a general description of the improvements to be funded with the proposed Local-Road Fee. Please refer to Appendix A for a summary description of each of the projects included in the CIP.

The CIP identifies improvements which are **safety or capacity** related.

FACILITY STANDARDS

The use of facility standards is appropriate because the traffic facilities identified by the traffic model support the nexus between new development and the need for capacity enhancements to facilities. For safety improvements, existing accident data was reviewed to develop the prioritized list of safety improvements on study facilities.

The Level of Service (LOS) facility standard determines whether roadway facilities may be included in a development fee program. Facility standards determine new development's total need for new facilities and help to estimate each development project's proportionate share of those needs. Facility standards also ensure that new development does not fund deficiencies associated with existing development. The policy set forth in the RTP and General Plan uses LOS "C" as the standard for **facilities in rural areas** and LOS "D" **in urbanized areas** within the County.

FACILITIES AND COSTS

Safety Improvements

The County developed a list of safety improvements ¹ that are needed based on accident data. These CIP safety improvements are summarized in Table 2 below:

Local-Roads Safety Improvements (continued on next page)	
Road Name & Location	Description of Work and Comments
New York Ranch Road @ post mile 1.81	Curve Improvements. Construct an additional 12 feet of roadway width and 200' in length on the southeast side of New York Ranch. Repaint alignment correction and grind westbound asphalt concrete hump. No shoulders, Broken back curves eastbound, westbound has AC hump, skids = one smooth radius (400'R) with 12' lanes, and 4' shoulders, with slight super (3%).
Latrobe Road @ Lorentz Road in post mile 3.27	Intersection and Curve Improvements. Reconstruct curve to a 400-foot radius with a maximum of a 5% super elevation at peak and 3 foot shoulders before and after curve. Relocation of existing chevrons and realigning Lorentz Rd. to "T" into Latrobe Rd. will also be required.
Jackson Valley Road @ Boring Property	New alignment and signage. High accident location due to carelessness, DUI and curves.

Table 2 Local-Roads Safety Improvements (continued)	
New York Ranch Road Corridor	Shoulder Improvements. Construct shoulder improvements along corridor. Some with deep ditches.
Fiddletown Road @ post mile 9.0	Curve Realignment/ Reconstruction. Eliminate curve with realignment. Narrow road, no sight distance, steep and sharp turn, slippery, lots of cut and fill.
Climax Road Corridor	Corridor Shoulder Improvements. Construct shoulder improvements along corridor. Has 20' pavement width with deep ditches.
Shenandoah Road @ Bell Road in post mile 3.80	Intersection Improvements. Realign Bell Road to the east to "T" into Shenandoah Road. Right-of-way will be required. At existing Bell Road, create a safety bus turnaround / turnout improvement on Shenandoah Road at the Bell Road intersection.
Shenandoah Road @ Fiddletown Road	Intersection Improvements. Construct a westbound acceleration lane and prohibit westbound left-turn movements on Shenandoah Road at the intersection of Fiddletown Road. Install appropriate yield, merge, no passing, and no left turn sign. Reconstruct the northbound channelized right-turn lane.
Latrobe Road Corridor	Shoulder Improvements. Construct an additional 4 feet of roadway width on each side of the road along the corridor to create 12-foot travel lanes with 3-foot shoulders on Latrobe Road. Repaint.
Shakeridge Road Corridor	Construction of Turnouts. Install four turnouts along the corridor at locations to be determined.
Michigan Bar Road @ 3 RR Xings	Turnout Widening. Install turnouts at three railroad crossing locations along Michigan Bar Road in each direction that include acceleration and deceleration lanes. Install regulatory signs for specific vehicles that are required to stop at the RR crossing with specifications to use right lane/turnout.
Climax Road @ SR 88	Relocate Intersection. Relocate intersection 1,500 feet southwest along SR 88 by realigning Climax Road. Sight distance issue, truck route, ROW purchased.
Michigan Bar Road shoulder improvements	Shoulder Improvements. Construct an additional 4 feet of roadway width on each side of the road along the corridor to create 12-foot travel lanes with 3-foot shoulders on Michigan Bar Road. Repaint. High speed commuter route with growing traffic levels.
Fiddletown Road Corridor	Shoulder Improvements. Construct an additional 3 to 5 feet of roadway width on each side of the road along the corridor to create 12-foot travel lanes with 3-foot shoulders on Fiddletown Road. Repaint.
Buena Vista Road @ Jackson Valley Road	Approach Realignment. Realign the southbound and northbound approach lanes to match through intersection (offset correction).
Fiddletown Road @ post mile 6.45	Replace Box Culvert. Box culvert in poor shape, erosion underneath concrete, design size too small for heavy flood flow, widen roadway for asphalt concrete shoulder, install guardrail along roadway at box culvert/bridge. Need structural analysis.
Source: Amador County Public Works ¹ Developed for Public Works in 2002 by LSC Transportation Consultants, Inc.	

Capacity Improvements

The County Public Works staff, Dowling Associates, and Fehr & Peers provided a roadway CIP based on the results of the Traffic Model. The list of roadway facility improvements required to accommodate new growth includes improvements to roadway segments. The CIP lists nine capital improvement projects that are needed to meet future transportation requirements in the County. These are summarized in Table 3 below.

**Table 3
Amador County Local-Road CIP Projects Capacity Calculations (continued on next page)**

Name and Length	Road Class	Existing Paved Width	Existing Shoulder Width	Existing Drainage	Comments	Design - Capacity per PW-12 (ADT)	Existing Volume ADT/Yr	% Effective as Collector	Estimated Maximum Capacity in Current Condition
1. Road No. 90 Camanche Road - South of Jackson Valley	MJC	22'-24'-27'	0-2'	Poor-Fair	Some with no shoulder, sharp curves, steep rolling road and a bridge of 110' long, 25' wide.	1000-4000	1,788 / 2003	50%	2000
2. Road No. 2 Climax Road- Ridge Road to Hwy. 88	MJC	21' - 22'	0 - 2'	Poor-Fair	Sharp curves, steep, need erosion improvements and soil reinforcements, cut/blast rocky slope on one side.	1000-4000	1,963 / 2003	50%	2000
3. Road No. 78-B Jackson Valley Road -Buena Vista to Hwy. 88	MNC	20'-23'-25'	0-3'-5'	Poor-Fair	Flat road, with sharp curves, some rolling road, and some portion is subject to flooding.	400-1000	1,608 / 2003	75%	750
4. Road No. 78-A Jackson Valley Road -Camanche to Buena Vista Rd.	MJC	20' - 22'	0-2'	Fair	Flat road with generally no shoulder.	1000-4000	2,173 / 2006	75%	3000
5. Road No. 22-B Ridge Road- New York Ranch Road / Ridge Road Project to Climax Rd.	MJC	24' - 36'	0'-3'-5'	Fair	Some with no shoulder and need to cut slope on both sides to widen.	1000-4000	8,905 / 2007	80%	3,200

**Table 3
Amador County Local-Road CIP Projects Capacity Calculations (continued)**

Name and Length	Road Class	Existing Paved Width	Existing Shoulder Width	Existing Drainage	Comments	Design - Capacity per PW-12 (ADT)	Existing Volume ADT/Yr	% Effective as Collector	Estimated Maximum Capacity in Current Condition
6. Road No. 22-A Ridge Road- Sutter Creek City Limit to New York Ranch Road / Ridge Road Project	MJC	24' - 36'	0'-3'-5'-8'	Fair	Some with no shoulder, some needs to cut or blast rock slope at both side to widen.	1000-4000	13,130 / 2007	90%	3,600
6A. Road No. 22-A1 Ridge Road- New York Ranch Road / Ridge Road Project PM 4.17 to 4.35	MJC	24' - 36'	0'-3'-5'-8'	Fair	Some with no shoulder, some needs to cut or blast rock slope at both side to widen.	1000-4000	13,130 / 2007	90%	3,600
6B. Road No. 22-A2 Ridge Road- New York Ranch Road / Ridge Road Project PM 4.35 to 4.57	MJC	24' - 36'	0'-3'-5'-8'	Fair	Some with no shoulder, some needs to cut or blast rock slope at both side to widen.	1000-4000	13,130 / 2007	90%	3,600
7. Road No. 22-C Ridge Road - Climax Road to SR 88	MJC	22' - 24'	0'-2' -5'	Fair	Some with no shoulder, some need to cut and fill slope to widen.	1000-4000	6,613 / 2003	65%	2600
8. Road No. 55 Shenandoah Road - North of Fiddletown to El Dorado Co. line.	MJC	21'-24'	0-3'-5'	Fair	Lot of sharp curves, rolling roads with two bridge-30' & 20' long.	1000-4000	3,296 / 2003	75%	3000
9. Road No. 45 Sutter Creek Ione Road	LOC	19' -22'	0'-2'	Poor - Fair	Rolling and curvy road.	100-400	525 / 2004	50%	200

Source: Amador County Public Works.

LOC-Local Road Class, MJC-Major Collector Class, MNC-Minor Road Collector

Please note that numbering the projects is for reference purposes only and does not infer a rank order.

CIP COST ESTIMATES

Cost estimates for CIP improvements were developed by the Amador County Public Works staff and LSC Transportation Consultants, and are listed below in Table 4:

Table 4 Local-Roads CIP Estimated Cost	
Road Name and Location	Total Cost Estimate
New York Ranch Road @ post mile 1.81	\$646,873 \$804,764
Latrobe Road @ Lorentz Road in post mile 3.27	\$475,236 \$591,233
Jackson Valley Road @ Boring Property	\$738,446 \$918,688
New York Ranch Road Corridor	\$621,778 \$773,543
Fiddletown Road @ post mile 9.0	\$985,270 \$1,225,758
Climax Road Corridor	\$673,145 \$837,448
Shenandoah Road @ Bell Road in post mile 3.80	\$1,127,230 \$1,402,368
Shenandoah Road @ Fiddletown Road	\$845,000 \$1,051,250
Latrobe Road Corridor	\$575,242 \$715,649
Shakeridge Road Corridor	\$758,345 \$943,444
Michigan Bar Road @ 3 RR Xings	\$1,183,000 \$1,471,750
Climax Road @ SR 88	\$1,426,698 \$1,774,931
Michigan Bar Road shoulder improvements	\$354,026 \$440,438
Buena Vista Road @ Jackson Valley Road	\$214,500 \$266,856
Fiddletown Road @ post mile 6.45	\$338,000 \$420,500
Road No. 90 Camanche Road - South of Jackson Valley	\$11,568,898 \$14,392,667
Road No. 2 Climax Road- Ridge Road to Hwy.88	\$12,188,572 \$15,163,593
Road No. 78-B Jackson Valley Road -Buena Vista to Hwy. 88	\$8,288,849 \$10,312,015
Road No.78-A Jackson Valley Road -Camanche to Buena Vista Rd.	\$2,431,537 \$3,025,033
Road No. 22-B Ridge Road- New York Ranch Road / Ridge Road Project . to Climax Rd.	\$6,759,188 \$6,353,459
Road No. 22-A Ridge Road- Sutter Creek City Limit to New York Ranch Road / Ridge Road Project	\$33,438,180 \$39,795,536
Road No. 22-A1 Ridge Road- New York Ranch Road / Ridge Road Project PM 4.17 to 4.35	N/A \$1,679,263
Road No. 22-A2 Ridge Road- New York Ranch Road / Ridge Road Project PM 4.35 to 4.57	N/A \$2,052,433
Road No. 22-C Ridge Road - Climax Road to SR 88	\$20,479,038 \$25,477,620
Road No. 55 Shenandoah Road -North of Fiddletown to El Dorado County line.	\$20,946,884 \$26,059,659
Road No. 45 Sutter Creek Ione Road	\$17,129,830 \$21,310,928
Total CIP Cost:	\$144,193,765 \$179,260,826
Source – Amador County Public Works Agency	
The Total Cost Estimate updated calculation is based on the Engineering News Record Cost Index (ENR CCI)	
April 2008 ENR CCI = 8112, November 2015 ENR CCI = 10092 <i>Example: (\$646,873/8112)*10092 = \$804,764</i>	

DEFICIENCY ANALYSIS

This 2008 Nexus Study provides a transportation-impact fee analysis for local-road projects designated as new growth-serving projects, which are improvements needed to accommodate future development. In general, new growth projects are those not required were it not for new development and its associated traffic demand. For instance, an existing roadway facility may be adequate to serve existing traffic demand. New development may require the roadway to be improved to maintain an adequate roadway LOS.

In these examples, the full cost of the improvement represents the mitigation of traffic impacts on the transportation system. Consequently, the full cost is included in the LRTIFP.

The Mitigation Fee Act precludes a fee program from requiring new development to pay to remedy existing deficiencies. An existing deficiency is a segment of the proposed road network that presently operates below the County's LOS for the facility. For instance, the County's facility standard is established as LOS "C"; consequently, any road segment or intersection currently operating below LOS "C" would be considered an existing deficiency. If this existing roadway deficiency is completely attributable to existing development, the costs to cure the existing deficiency are excluded from LRTIFP.

For this 2008 Nexus Study, each needed roadway improvement identified in the Traffic Model was analyzed on an individual case basis. All new projects required to accommodate new development are included in the LRTIFP. All expanded or improved facilities were analyzed further to determine whether the project's or segment's current LOS indicates an existing deficiency, future deficiency, or whether new development will create or worsen a deficiency already existing.

Roadway facilities that currently operate at a LOS "C" or better are considered acceptable. If the Traffic Model indicates a roadway project or segment will operate at an acceptable LOS while accommodating anticipated growth then no mitigation measures are required.

Some specific roadway projects or segments are operating at a LOS of "D", "E", or "F" or have safety improvements identified as being needed (existing deficiencies). New development cannot be 100-percent responsible for curing these deficiencies. However, new anticipated development may cause the facility's operation to worsen. In these instances, it is acceptable to require new development to fund the costs of mitigation up to, but not beyond, current operating levels or their traffic's fair-share of the needed improvement. This scenario is described below.

Scenario 1 – A road facility currently operates at an acceptable level. Due to new growth the facility degrades to an unacceptable level. Therefore, but for the new development, the improvement would not be needed. In this instance, 100 percent of the improvement cost is included in the fee.

Scenario 2 – A road facility currently operates at a deficient level and the new development further impacts it. In this case, fair-share was calculated using the following formula:

$$\text{Fair Share} = (\text{Traffic Growth}) / (\text{Future Traffic Volumes} - \text{Estimated Capacity})$$

Scenario 3 – A road facility currently has a safety deficiency and the new development further impacts it. In this case, the fair-share of improvements was calculated using the following formula:

$$\text{Fair Share} = (\text{Traffic Growth}) / (\text{Future Traffic Volumes})$$

After developing the CIP and undergoing a deficiency analysis using the parameters previously described, each project's proportion of costs attributable to new growth are included in the fee program. After accounting for existing deficiencies, the total cost attributable to new growth is summarized in Table 5 and is approximately \$107,330,947.

Amador County Local-Roads Transportation Impact Fee Program Nexus Study

Table 5
Cost Attributable to New Growth-Amador County Local-Roads

Facility Description	Estimated Capacity	Existing Volume	Model Growth	Future Volumes	Cost Estimate	Fair Share	Cost to New Development
New York Ranch Road @ post mile 1.81	n/a	1,940	2,402	4,342	\$804,764	55%	\$445,196
Latrobe Road @ Lorentz Road in post mile 3.27	n/a	2,548	1,624	4,172	\$591,233	39%	\$230,144
Jackson Valley Road @ Boring Property	n/a	1,754	1,000	2,754	\$918,688	36%	\$333,583
New York Ranch Road Corridor	n/a	7,843	0	7,843	\$773,543	0%	\$0
Fiddletown Road @ post mile 9.0	n/a	566	868	1,434	\$1,225,758	61%	\$741,951
Climax Road Corridor	n/a	1,963	369	2,332	\$837,448	16%	\$132,512
Shenandoah Road @ Bell Road in post mile 3.80	n/a	169	125	294	\$1,402,368	43%	\$596,245
Shenandoah Road @ Fiddletown Road	n/a	3,296	1,708	5,004	\$1,051,250	34%	\$358,820
Latrobe Road Corridor	n/a	2,691	1,624	4,315	\$715,649	38%	\$269,343
Shakeridge Road Corridor	n/a	1,140	693	1,833	\$943,444	38%	\$356,687
Michigan Bar Road @ 3 RR Xings	n/a	1,872	0	1,872	\$1,471,750	0%	\$0
Climax Road @ SR 88	n/a	1,114	369	1,483	\$1,774,931	25%	\$441,638
Michigan Bar Road shoulder improvements	n/a	2,070	0	2,070	\$440,438	0%	\$0
Buena Vista Road @ Jackson Valley Road	n/a	2,398	868	3,266	\$266,856	27%	\$70,922
Fiddletown Road @ post mile 6.45	n/a	1,106	635	1,741	\$420,500	36%	\$153,370
Road No. 90 Camanche Road - South of Jackson Valley	2,000	1,788	680	2,468	\$14,392,667	100%	\$14,392,667
Road No. 2 Climax Road- Ridge Road to Hwy.88	2,000	1,963	360	2,323	\$15,163,593	100%	\$15,163,593
Road No. 78-B Jackson Valley Road -Buena Vista to Hwy. 88	750	1,608	490	2,098	\$10,312,015	36%	\$3,748,433
Road No.78-A Jackson Valley Road -Camanche to Buena Vista Rd.	3,000	2,173	1,000	3,173	\$3,025,033	100%	\$3,025,033
Road No. 22-B Ridge Road- New York Ranch Road / Ridge Road Project to Climax Rd.	3,200	8,905	4,590	13,495	\$6,353,459	45%	\$2,832,674
Road No. 22-A Ridge Road- Sutter Creek City Limit to New York Ranch Road / Ridge Road Project	3,600	13,130	4,780	17,910	\$39,795,536	33%	\$13,292,988
Ridge Road Project PM 4.17 to 4.35	3,600	13,130	4,780	17,910	\$1,679,263	33%	\$560,928
Road No. 22-A2 Ridge Road - New York Ranch Road / Ridge Road Project PM 4.35 to 4.57	3,600	13,130	4,780	17,910	\$2,052,433	33%	\$685,579
Road No. 22-C Ridge Road - Climax Road to SR 88	2,600	6,613	2,540	9,153	\$25,477,620	39%	\$9,875,348
Road No. 55 Shenandoah Road -North of Fiddletown to El Dorado Co. line.	3,000	3,296	1,710	5,006	\$26,059,659	85%	\$22,214,365
Road No. 45 Sutter Creek Ione Road	200	525	1,450	1,975	\$21,310,928	82%	\$17,408,927
				Total Cost for New Development =			\$107,330,947
							Existing Fee Program Balance =
							\$-745,477
							Total Cost for New Development =
							\$106,585,470
Date: April 2008, Updated April 2016							

The difference between the total roadway improvement cost and the cost allocated to new growth will need to be funded by sources other than the LRTIFP. As the County updates its CIP, the County will identify the mix of funding sources that will be used to complete needed roadway improvements. The major sources of non-LRTIFP funding include the following mechanisms:

- State and Federal Grants and Other Funding-can be obtained from a variety of State and Federal sources to provide additional funding for transportation improvements.
- Sales and Use Tax Over-Rides-are voter-approved increases in retail sales and use tax (typically one-quarter or one-half cent per one dollar) for transportation improvements. Typically, jurisdictions are able to use this sales and use tax funding they receive as the local funding share necessary to further leverage state or federal funding.
- General Obligation Bonds-are voter-approved bonds that are used for capital improvements and then repaid through property tax assessment. A two-thirds voter majority is required to approve General Obligation bonds.
- Tax-Increment Financing (in redevelopment project areas) is the property tax increment derived from assessed value growth over the base assessed value at the time that the redevelopment project area is formed. After mandatory set-asides, the remaining tax increment revenues are available to fund public infrastructure and other eligible improvements on a pay-as-you-go basis, as the revenues are realized, or from tax allocation revenue bonds.
- General Fund Revenue-is generated primarily by property, sales, and use taxes and is used for operational and capital facility uses.
- Natural Resource Depletion Fees-Several Counties have successfully implemented voter-approved fees on mineral or aggregate extraction such as gravel mining or production. Example amounts are 1-5 cents/ton of aggregate removed and all funding goes toward local road impact mitigation.
- Other sources - include property exchanges, exactions through development agreements, revenue bonds, etc.

The County does not control the future availability of funds for transportation funding from most sources. For instance, grants are competitive, bonds require voter approval, and General Fund resources are used to meet a variety of operational and capital facility needs. The County will implement its transportation plan by continuing to seek and leverage all available funding mechanisms for transportation facilities. Historically, the County has used a combination state, grant, and development impact fee funding. In the future, the County will continue to rely on a combination of funding sources to provide the level of traffic facility standards desired by the community as expressed in the General Plan.

3. AB1600 NEXUS FINDINGS

AUTHORITY

This report was prepared to establish the LRTIFP in accordance with the procedural guidelines established in AB1600, which is codified in California Government Section 66000 et. seq. This code section sets forth the procedural requirements for establishing and collecting development impact fees. The procedures require that a “reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition.” Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee;
- Identify how the fee is to be used;
- Determine how a reasonable relationship exists between the fee’s use and the type of development project on which the fee is imposed;
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed; and
- Demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

SUMMARY OF NEXUS FINDINGS

The new development transportation impact fee to be collected for each land use is calculated based on the proportionate share of the total facility use that each land use represents. With this approach the following findings are made concerning the LRTIFP.

PURPOSE OF FEE

The purpose of the LRTIFP is to provide a funding mechanism to help the County maintain adequate levels of services on its road system by funding the construction of new roads and transportation improvements, and widening or improving existing roadways as identified in the County’s Traffic Model and CIP.

USE OF FEES

The local-road fee charged to new development will be used to fund needed additions and improvements to County roadways to accommodate future traffic volumes projected as a result of new development. Additionally, new development will be contributing its fair-share to improving safety on deficient segments.

RELATIONSHIP BETWEEN USE OF FEES AND TYPE OF DEVELOPMENT

New development in the County will have both a direct and a cumulative impact through increased roadway trips on all streets, roads, and highways. Completion of the necessary road improvements will ensure that the greater traffic volume on the County’s roads and highways caused by new development will not result in decreased service levels or increased public safety hazards.

RELATIONSHIP BETWEEN NEED FOR FACILITY AND TYPE OF PROJECT

Each new residential and nonresidential development project in the County will add to the incremental need for roadway capacity and each new project will benefit from the new roadway capacity. For new development to occur during the planning horizon of the County's current General Plan road improvements identified by the County's Traffic Model will be necessary to maintain an acceptable LOS.

RELATIONSHIP BETWEEN AMOUNT OF FEES AND COST OF OR PORTION OF FACILITY ATTRIBUTED TO DEVELOPMENT ON WHICH FEE IS IMPOSED

The County's Traffic Model identified transportation improvements necessary to serve new development. County Public Works staff, Dowling Associates, and Fehr & Peers developed the roadway CIP and County Public Works staff estimated the cost of these improvements. Construction of the roadway improvements will serve new development in the County. The cost of these improvements to be funded by new development in the County are allocated to each benefiting land use using a cost allocation method that measures the relative benefit for each land use. The costs were allocated using ADT, which is an acceptable methodology to allocate costs. The result is a fee for each unit of new residential development and for each 1,000 square feet of new nonresidential development that reflects the relative traffic impact on the road system. Additionally, each unit of new development will contribute its proportional fair-share for safety improvements to the roadway system.

4. SUMMARY OF NEXUS METHODOLOGY AND DEVELOPMENT IMPACT FEES

This 2008 Nexus Study presents a methodology that allocates the required facility capital costs to all land uses based on relative benefit received from such improvements. This section provides an overview of the nexus methodology, a summary of the facility costs, and the proposed local-road fee. The proposed fee program funds road improvements needed to serve new development and establishes a nexus between the facilities to be funded and the benefit received by new development.

The County's General Plan and RTP specify LOS and roadway capacity in terms of ADT. The ADT methodology determines the average number of vehicle trips in a 24-hour period expressed as the maximum traffic volume utilizing a designated portion of the roadway. ADT is a commonly used factor to allocate the costs of a roadway capital improvement projects to the benefiting land use and as such is acceptable to satisfy the nexus findings. To maintain consistency with the County's General Plan and the Traffic Model, the basis for assigning costs to land uses is based on ADT by land use. The methodology that follows results in a fee schedule with a fee per unit for residential land uses and per 1,000 square feet for nonresidential land uses charged to all new development in the County.

NEXUS METHODOLOGY AND FEE ALLOCATION

The methodology for calculating the amount of the local-road fee is summarized below:

1. Determine the projected amount of new development (discussed in Section 2).
2. Determine the improvements needed to serve the new development (identified by the County and discussed in Section 3).
3. Determine the net cost of the road improvements to be funded by the LRTIFP after accounting for adjustments such as infrastructure deficiencies and other funding sources, if applicable (identified by the County and discussed in Section 3).
4. Determine the proportionate impact and the appropriate share of costs attributable to each land use.
5. Determine the appropriate allocation factor to allocate the cost of required transportation improvements (presented in this section).
6. Apply the appropriate allocation factor to the anticipated land uses to determine the total number of Equivalent Dwelling Units (EDUs) (see Table 6).
7. Divide the total capital costs by total number of EDU to calculate a cost per EDU (Table 7).
8. Multiply the EDU factor for each land use by the cost per EDU to determine the appropriate fee per unit (residential) or fee per 1,000 square feet (for nonresidential).
9. Add a LRTIFP administration cost to the allocated costs.
10. Determine the LRTIFP for new residential and nonresidential development (summarized in this section).

COST ALLOCATION FACTORS

As identified in the discussion above, the next step in developing the fee programs to identify appropriate allocation factors to the anticipated land uses. Specifically, EDU factors are developed to identify a common denominator for cost allocation of the fee program. The trip rates and associated EDU factors are summarized in Table 6:

Table 6			
Dwelling Unit Equivalent (DUE) Factors (continued on next page)			
Residential Category	Development Project Type	Trip Rate¹	EDU Factor
Residential	Single Family Detached	10.0/D.U. ²	1.00
	Multi-Family Attached Apartments, duplexes or condominiums are charged per dwelling unit without regard to square footage or number of bedrooms.	7.1/D.U.	0.71
	Mobile Home Park or Subdivision An area or tract of land where more than two spaces are rented or individually owned to accommodate mobile homes. Retirement Community Five or more residential units restricted to those 55 or over and designed for the elderly.	4.22/D.U.	0.42
	Congregate Care Facility Congregate care facilities typically consist of one or more multi-unit buildings designed for elderly living; they may also contain common dining rooms, medical facilities and recreational facilities.	2.15/D.U.	0.22
Non-Residential Category			
Retail Commercial	High Volume Retail: Drug Store Department Store Grocery Store Discount Store Mini Mart Automobile Sales Liquor Store Supermarket Laundromat Auto Parts Clothing/Apparel Store Delicatessen Bank Health Fitness Center Pharmacy Hardware Store Record/Video Rental & Sales Specialty Retail Center Small shopping centers that contain a variety of retail shops including apparel; hard goods; and services such as real estate offices, dance studios, florists, and small restaurants Shopping Center May contain Supermarkets, Drug Stores, Banks, Movie Theater and miscellaneous small retail shops.	20/1,000 S.F. ³	2.00
	Medium Volume Retail: Bakery Automobile Repair Child Care Club Store Dry Cleaner Shoe Store Gift Shop Lumber/Building Supplies Sporting Goods Store Nursery Jewelry Store Stationary Store Photo Store Print Shop (retail) Toy Store Electronics Store Book Store Factory Outlet Center Tire Store Health Food Store	13/1,000 S.F.	1.30
	Low Volume Retail: Antique Store Boat/Equipment Repair Shop Appliance Store Furniture Store Gallery Museum Kennel Boat/RV/Mobile Home Sales Clock Store Shop (TV, Radio, Vacuum, etc.) Wine or beer tasting rooms or product retail sales in conjunction with a	1.5/1,000 S.F	0.15

Amador County Local-Roads Transportation Impact Fee Program Nexus Study

	winery or brewery		
Table 6 Dwelling Unit Equivalent (DUE) Factors (continued)			
Non-Residential Category			
Office	General Office	11/1,000 S.F.	1.10
Food Services	Stand Alone Restaurant w/ drive through.	161/1,000 S.F.	16.10
	Quality Sit-down Restaurant Drinking Establishment (Bar)	23/1,000 S.F.	2.30
Specialty Commercial	Gas Station with or without convenience store	32/Fueling Space ⁴	3.20
	Car Wash Quick Lube	21/Stall	2.10
	Hotel/Motel/Resort/Bed and Breakfast	5.2/Unit ⁵	0.52
Medical	Hospital	11.8/Bed	1.18
	Nursing Home / Convalescent Home	2.6/bed	0.26
	Medical Office or Medical or Health Clinic providing diagnostic or treatment services	30/1,000 S.F.	3.00
Industrial	Light, including: Airport/Airstrip Meat Packing Facility Livestock Feedlot/Auction Yard Printing Plant Material Testing Laboratory Electronics Plant	6/1,000 S.F.	0.60
	Heavy, including: Auto Wrecking and Junk Yard Mining Operation Foundry and Smelter Refining Plant Lumber Mill	1.5/1,000 S.F.	0.15
	Manufacturing/Assembly/Agricultural Processing Manufacturing or assembly facilities where the primary activity is the conversion of raw materials, products or parts into finished commodities for sale or distribution, including a winery or brewery.	3/1,000 S.F.	0.30
Institutional	Elementary School Middle School Church or other place of worship	10/1,000 S.F.	1.00
	High School	13/1,000 S.F.	1.30
Public Utilities	Utilities (Publicly or privately owned) Production, generation, storage, transmission and treatment facilities, mechanical or industrial space, parts and equipment storage, repair areas, and office space in the same project and related to or used for these utility uses.	6/1,000 S.F.	0.60
Warehousing/ Storage	Warehouse Facilities primarily devoted to the storage of materials, including wholesale distribution facilities.	5/1,000 S.F.	0.50
	Mini-storage Facilities Buildings housing separate storage units or vaults used for storage.	2/1,000 S.F.	0.20
Other	Golf Course	21/Hole	2.10
	Theater (Movie)	6.4/1,000 S.F.	0.64
	Theater (Live)	1.5/1,000 S.F.	0.15
	Park	2.28/acre	0.23
	Recreational Visitor Center	3.1/Parking Sp	0.31

Notes:

Source – Dowling Associates

¹ The vehicle trip rates are for calculation of fees only. The non-residential trip rates have been adjusted to consider pass-by trips, diverted trips, and on-site capture trips.

² Dwelling Unit

³ Square Feet of the gross floor area, measured to the nearest square foot; applicable to structures only.

⁴ The number of fueling spaces is determined by the maximum number of vehicles capable of being fueled simultaneously.

⁵ Sleeping unit, dwelling unit, rental unit, or other component by which the development is marketed.

As shown in the DUE Table, Table 6, the trip rates which the EDUs are based on are adjusted for pass-by and other appropriate trip reduction factors. The EDU factors are then applied to the growth identified within the County to develop the total number of EDUs expected to develop within the County. This is summarized in Table 7.

Land Use Type	Growth Amounts¹	EDUs
Single Family Residential	4,100	4,100
Multi Family Residential	352	148
Central Business District Commercial	0	0
Shopping Center	215	430
General Commercial	396	515
Office	68	75
Light Industrial	765	459
Institutional	290	290
Park	49	11
Total EDUs		6,028
¹ Source: Projected growth from 2000-2025 based on the Amador County Regional Transportation Plan 2004 Update		

Using the EDU number as the denominator, we calculate the cost per EDU for transportation improvements by dividing the cost for all identified improvements (\$106,585,470 (Table 5)) by the number of EDUs within the County (6,028 (Table 7)). The cost to new development is calculated to be \$17,682 per DUE.

LRTIFP ADMINISTRATION CHARGE

Development impact fee programs may include the cost of administering the program that funds the construction of public facilities necessary to serve new development. Administrative fees include:

- The administrative costs of assessing, collecting, cost-accounting, and public reporting of the LRTIFP;
- The cost of justification analyses, legal support, and other costs of annual, periodic and five-year updates to the LRTIFP;
- Costs associated with the establishment and on-going administration of an effective system of fee credits and cash reimbursements (if included in the fee program);
- Costs of capital planning, programming, including project management costs associated with the share of projects funded by the impact fee; and
- Costs associated with any Geographic Information Systems (GIS) application to the LRTIFP.

Administration charges typically range from 1.0 percent up to 5.0 percent. This 2008 Nexus Study applies a 1.0 percent allowance to fund administration costs. The methodology described above, including an administration charge of 1.0 percent, results in an EDU fee of \$17,858. A summary of the estimated revenues generated by each land use is shown in Table 8.

Land Use Type	EDUs	Revenue
Single Family Residential	4,100	\$59,089,200 \$73,217,800
Multi Family Residential	148	\$2,132,976 \$2,642,984
Central Business District Commercial	0	\$ 0
Shopping Center	430	\$6,197,160 \$7,678,940
General Commercial	515	\$7,422,180 \$9,196,870
Office	75	\$1,080,900 \$1,339,350
Light Industrial	459	\$6,615,108 \$8,196,822
Institutional	290	\$4,179,480 \$5,178,820
Park	11	\$158,532 \$196,438
Total Revenue =		\$86,875,536 \$107,648,024
¹ Assumes \$14,269 \$17,858 per EDU fee.		

FEE SCHEDULE

The information described throughout this report is paired by land use to identify the fee schedule dependant on land use type. This information is summarized in Table 9 for the various land use types.

Category	Development Project Type	Trip Rate ¹	Fee Schedule
Residential	Single Family Detached	10.0/D.U. ²	\$14,269 \$17,858
	Multi-Family Attached Apartments, duplexes or condominiums are charged per dwelling unit without regard to square footage or number of bedrooms.	7.1/D.U.	\$10,131 \$12,679
	Mobile Home Park or Subdivision An area or tract of land where more than two spaces are rented or individually owned to accommodate mobile homes.	4.22/D.U.	\$5,993 \$7,536
	Retirement Community Five or more residential units restricted to those 55 or over and designed for the elderly.		
	Congregate Care Facility Congregate care facilities typically consist of one or more multi-unit buildings designed for elderly living; they may also contain common dining rooms, medical facilities and recreational facilities.	2.15/D.U.	\$3,139 \$3,839

Table 9			
Fee Schedule (continued)			
Non-Residential Category			
Retail Commercial	High Volume Retail: Drug Store Department Store Grocery Store Discount Store Mini Mart Automobile Sales Liquor Store Supermarket Laundromat Auto Parts Clothing/Apparel Store Delicatessen Bank Health Fitness Center Pharmacy Hardware Store Record/Video Rental & Sales Specialty Retail Center Small shopping centers that contain a variety of retail shops including apparel; hard goods; and services such as real estate offices, dance studios, florists, and small restaurants Shopping Center May contain Supermarkets, Drug Stores, Banks, Movie Theater and miscellaneous small retail shops.	20/1,000 S.F. ³	\$28,538 \$35,716
	Medium Volume Retail: Bakery Automobile Repair Child Care Club Store Dry Cleaner Shoe Store Gift Shop Lumber/Building Suppl. Sporting Goods St. Nursery Jewelry Store Stationary Store Photo Store Print Shop (retail) Toy Store Electronics Store Book Store Factory Outlet Ctr Tire Store Health Food Store	13/1,000 S.F.	\$18,550 \$23,215
	Low Volume Retail: Antique Store Boat/Equipment Repair Shop Appliance Store Furniture Store Gallery Museum Kennel Boat/RV/Mobile Home Sales Clock Store Shop (TV, Radio, Vacuum, etc.) Wine or beer tasting rooms or product retail sales in conjunction with a winery or brewery	1.5/1,000 S.F.	\$2,140 \$2,679
Office	General Office	11/1,000 S.F.	\$15,696 \$19,644
Food Services	Stand Alone Restaurant w/ drive through.	161/1,000 S.F.	\$229,731 \$287,514
	Quality Sit-down Restaurant Drinking Establishment (Bar)	23/1,000 S.F.	\$32,819 \$41,073
Specialty Commercial	Gas Station with or without convenience store	32/Fueling Space ⁴	\$45,661 \$57,146
	Car Wash Quick Lube	21/Stall	\$29,965 \$37,502
	Hotel/Motel/Resort/Bed and Breakfast	5.2/Unit ⁵	\$7,420 \$9,286
Medical	Hospital	11.8/Bed	\$16,837 \$21,072
	Nursing Home / Convalescent Home	2.6/bed	\$3,710 \$4,643
	Medical Office or Medical or Health Clinic providing diagnostic or treatment services	30/1,000 S.F.	\$42,807 \$53,574

Table 9			
Fee Schedule (continued)			
Non-Residential Category			
Industrial	Light, including: Airport/Airstrip Meat Packing Facility Livestock Feedlot/Auction Yard Printing Plant Material Testing Laboratory Electronics Plant	6/1,000 S.F.	\$8,561 \$10,715
	Heavy, including: Auto Wrecking and Junk Yard Mining Operation Foundry and Smelter Refining Plant Lumber Mill	1.5/1,000 S.F.	\$2,140 \$2,679
	Manufacturing/Assembly/Agricultural Processing Manufacturing or assembly facilities where the primary activity is the conversion of raw materials, products or parts into finished commodities for sale or distribution, including a winery or brewery.	3/1,000 S.F.	\$4,281 \$5,357
Institutional	Elementary School Middle School Church or other place of worship	10/1,000 S.F.	\$14,269 \$17,858
	High School	13/1,000 S.F.	\$18,550 \$23,215
Public Utilities	Utilities (Publicly or privately owned) Production, generation, storage, transmission and treatment facilities, mechanical or industrial space, parts and equipment storage, repair areas, and office space in the same project and related to or used for these utility uses.	6/1,000 S.F.	\$8,561 \$10,715
Warehousing/ Storage	Warehouse Facilities primarily devoted to the storage of materials, including wholesale distribution facilities.	5/1,000 S.F.	\$7,135 \$8,929
	Mini-storage Facilities Buildings housing separate storage units or vaults used for storage.	2/1,000 S.F.	\$2,854 \$3,572
Other	Golf Course	21/Hole	\$29,965 \$37,502
	Theater (Movie)	6.4/1,000 S.F.	\$9,132 \$11,429
	Theater (Live)	1.5/1,000 S.F.	\$2,140 \$2,679
	Park	2.28/acre	\$3,282 \$4,072
	Recreational Visitor Center	3.1/Parking Space	\$4,432 \$5,536
<p>Notes: Source – Dowling Associates ¹ The vehicle trip rates are for calculation of fees only. The non-residential trip rates have been adjusted to consider pass-by trips, diverted trips, and on-site capture trips. ² Dwelling Unit ³ Square Feet of the gross floor area, measured to the nearest square foot; applicable to structures only. ⁴ The number of fueling spaces is determined by the maximum number of vehicles capable of being fueled simultaneously. ⁵ Sleeping unit, dwelling unit, rental unit, or other component by which the development is marketed. Fee Schedule has been rounded to the nearest whole number.</p>			

5. IMPLEMENTATION

The LRTIFP presented in this report is based on the best roadway improvement cost estimates, administrative cost estimates, and land use information available at this time. If costs change significantly, if the type or amount of new development changes, if other assumptions significantly change or if other funding becomes available (as a result of legislative action on state and local government finance, for example), the fee program should be updated accordingly.

After the fees presented in this report are established, the County should conduct periodic reviews of roadway improvement costs and other assumptions used as the basis of this nexus study. Based on these reviews, the County may make necessary adjustments to the fee program through subsequent fee program updates.

The cost estimates presented in this report are in constant 2008 dollars. The County may automatically adjust the costs and fees for inflation each year as outlined in this section.

IMPLEMENTING ORDINANCES/RESOLUTIONS

The proposed fee would be adopted by the County through one or more ordinances authorizing collection of the fee and through one or more fee resolutions establishing the fee. The fee will be effective 60 days following the County's final action on the ordinances authorizing collection of the fee and on the fee resolutions establishing the fee. The new ordinances or resolutions should reference the automatic inflation adjustment factor discussed in this section.

FEE ADMINISTRATION

The LRTIFP will be collected from new development in areas subject to the fee at the time of the building permit issuance; use of these funds may need to wait until a sufficient fund balance can be accrued. According to Government Code Section 66000, the County is required to deposit, invest, account for, and expend the fees in a prescribed manner.

FEE PROGRAM UPDATE

The LRTIFP is subject to automatic annual inflation adjustments, periodic updates, and a 5-year review requirement. The purpose of each update is described in this section.

AUTOMATIC ANNUAL INFLATION ADJUSTMENT

The proposed fee shall be automatically adjusted by the County annually to account for the inflation of construction, right-of-way acquisition, and environmental or design costs. The nexus study recommends that in March of each calendar year, using the procedures set forth in California Government Code Section 66017, the Local-Roads Fee should be increased by the average of the San Francisco and County Construction Cost Index as reported in the Engineering News Record for the 12-month period ending December of the prior year.

PERIODIC FEE UPDATE

The proposed Fee is subject to periodic update based on changes in developable land, cost estimates, or outside funding sources. The County will periodically review the costs and fee to determine if any updates to the fee are warranted.

AMADOR COUNTY



APPENDIX A

List of Acronyms	24
11 Maps Showing Project Location and Conditions.....	25-35
CIP List Update.....	36-37
Needed Local Roads Upgrades Due to Growth for Nexus Study.....	38-39

List of Acronyms

ACTC-Amador County Transportation Commission

ADT-Average Daily Trip

CIP-Capital Improvement Program

DUE-Dwelling Unit Equivalent

EDU-Equivalent Dwelling Unit

LOS-Level of Service

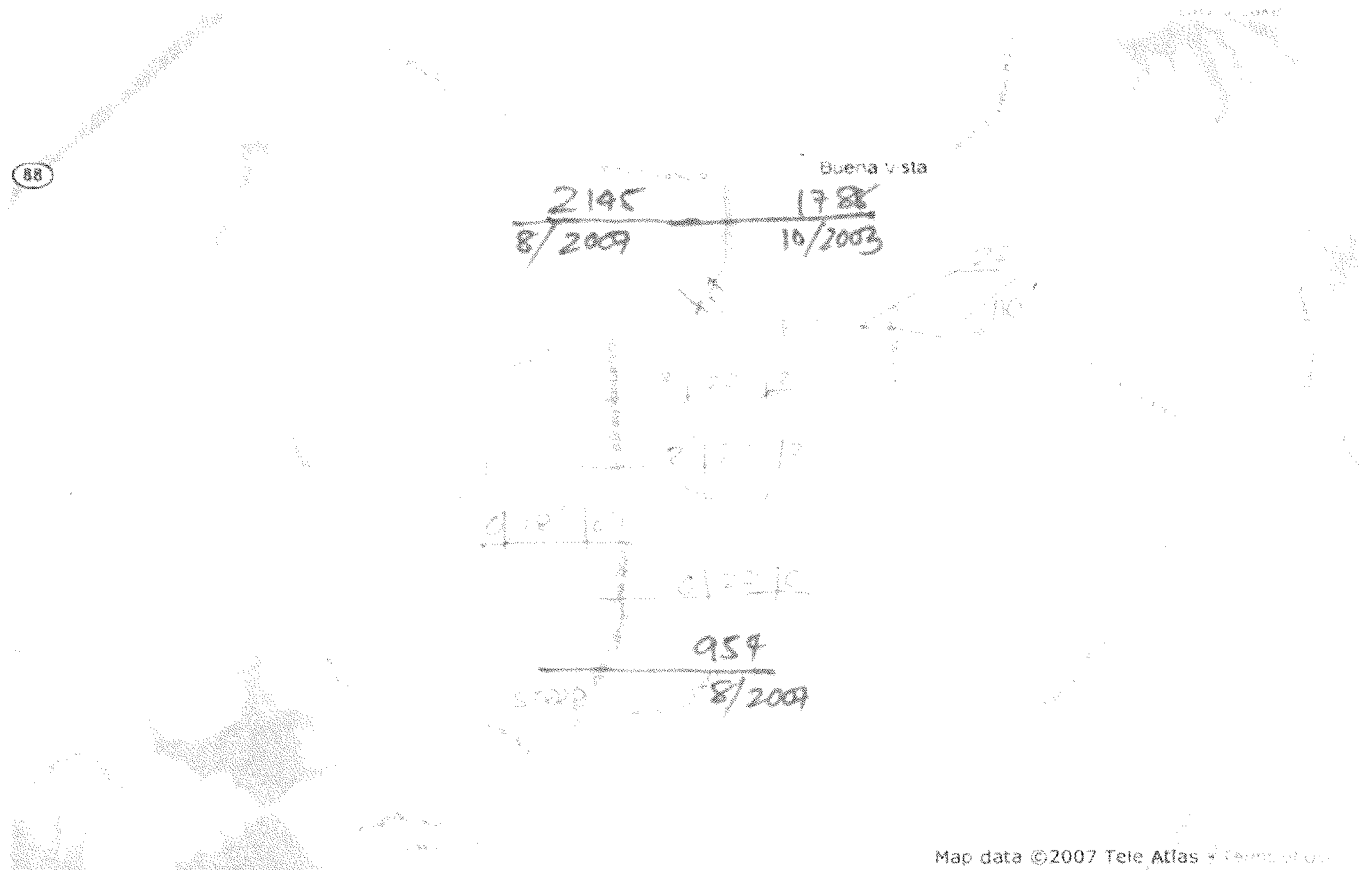
LRTIFP-Local-Roads Transportation Impact Fee Program

RTP-Regional Transportation Program

TMF-Traffic Mitigation Fee

Map to County Administration Center

Direction on use: Click on marker for address and directions. Drag the map with your mouse, or double-click to center. You can use your mouse or the directional arrows to pan left, right, up and down to see areas that are hidden offscreen. You can also use the slider to zoom in and zoom out.



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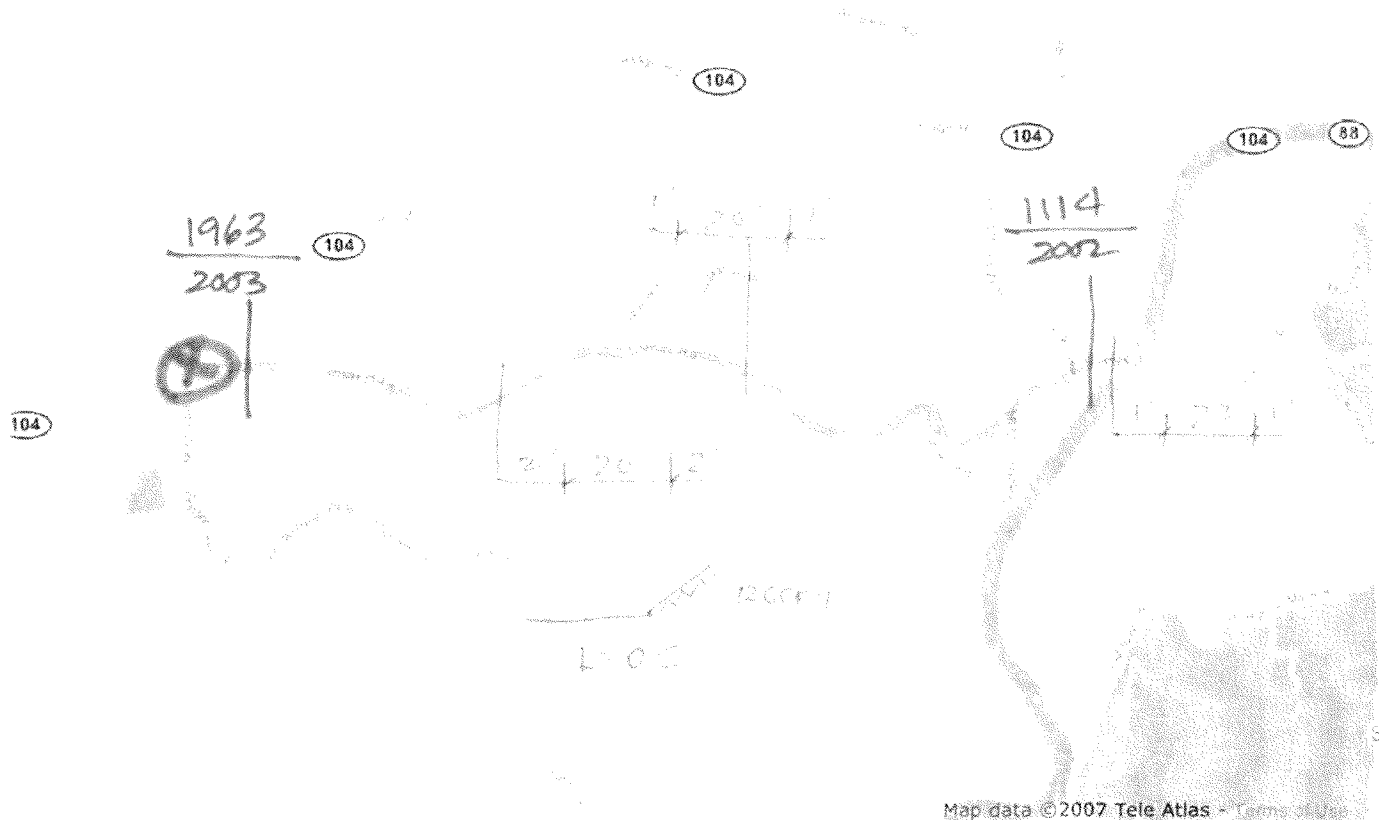
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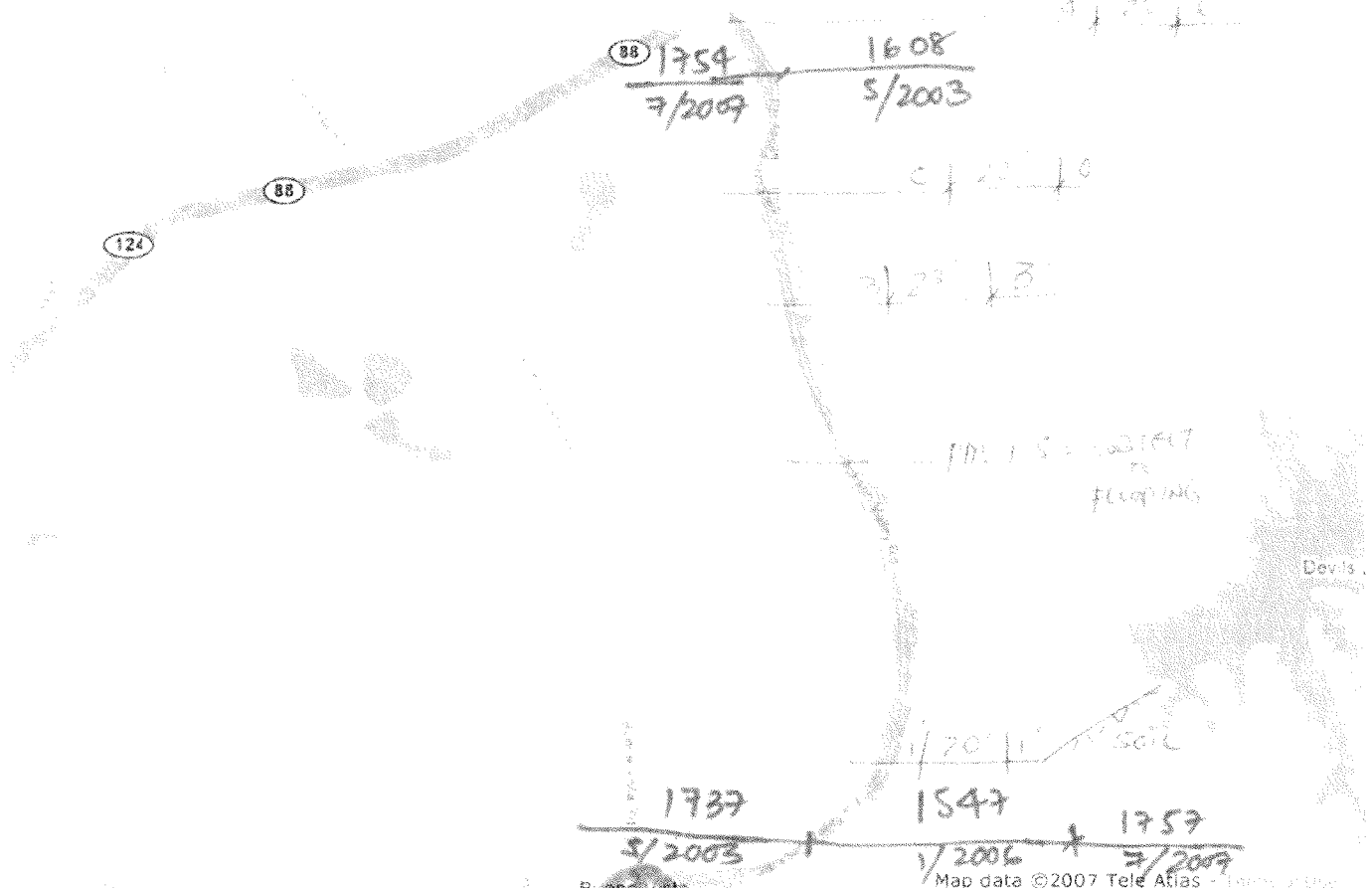
2 CHIMNEY RD (MS) 200000

CONVENTIONAL

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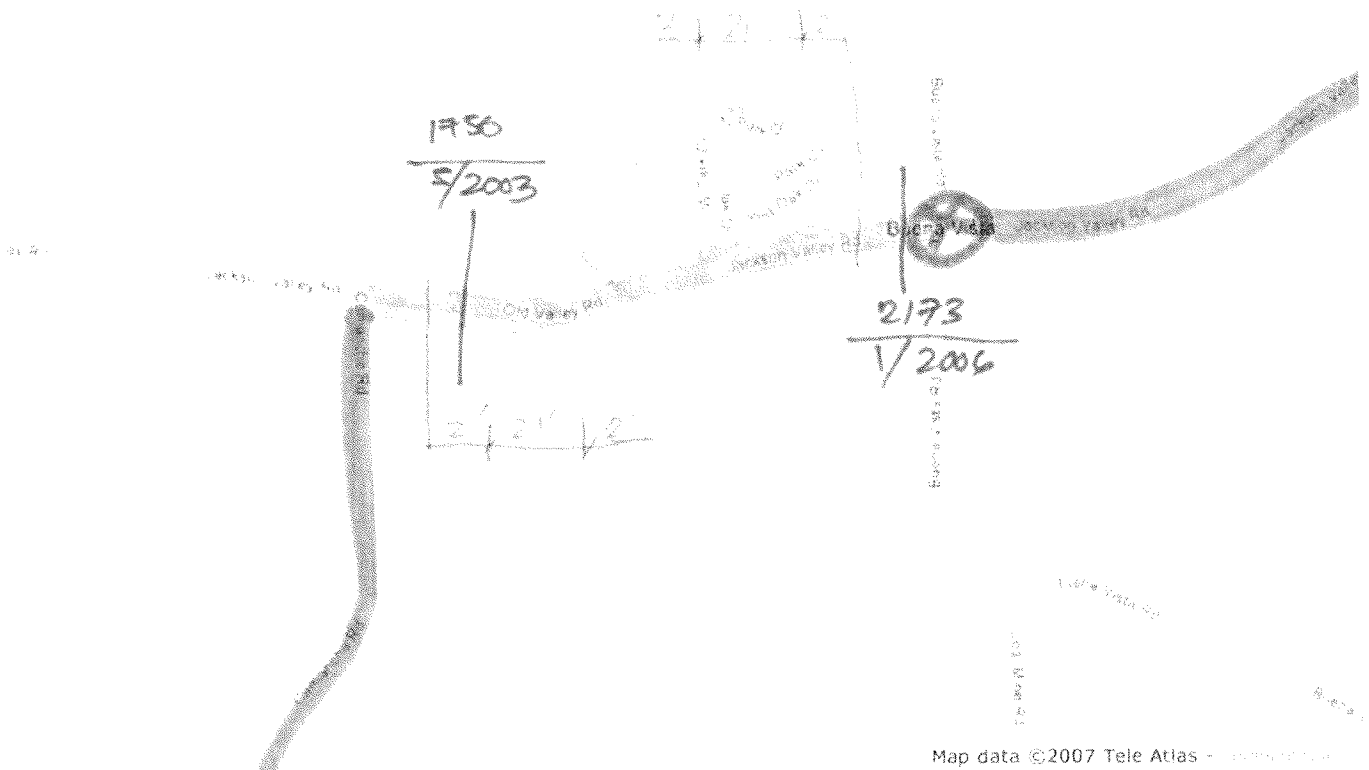
3 JACKSON VALLEY (MVA) G.P.C. 2010

CONDITIONS:

- MINE TO MISC
- 1500' ABOVE FLOOR SUBJECT TO FLOODING
- NOT IN USE IN SOME AREA
- FURT PERO / WORKING / CLOVER

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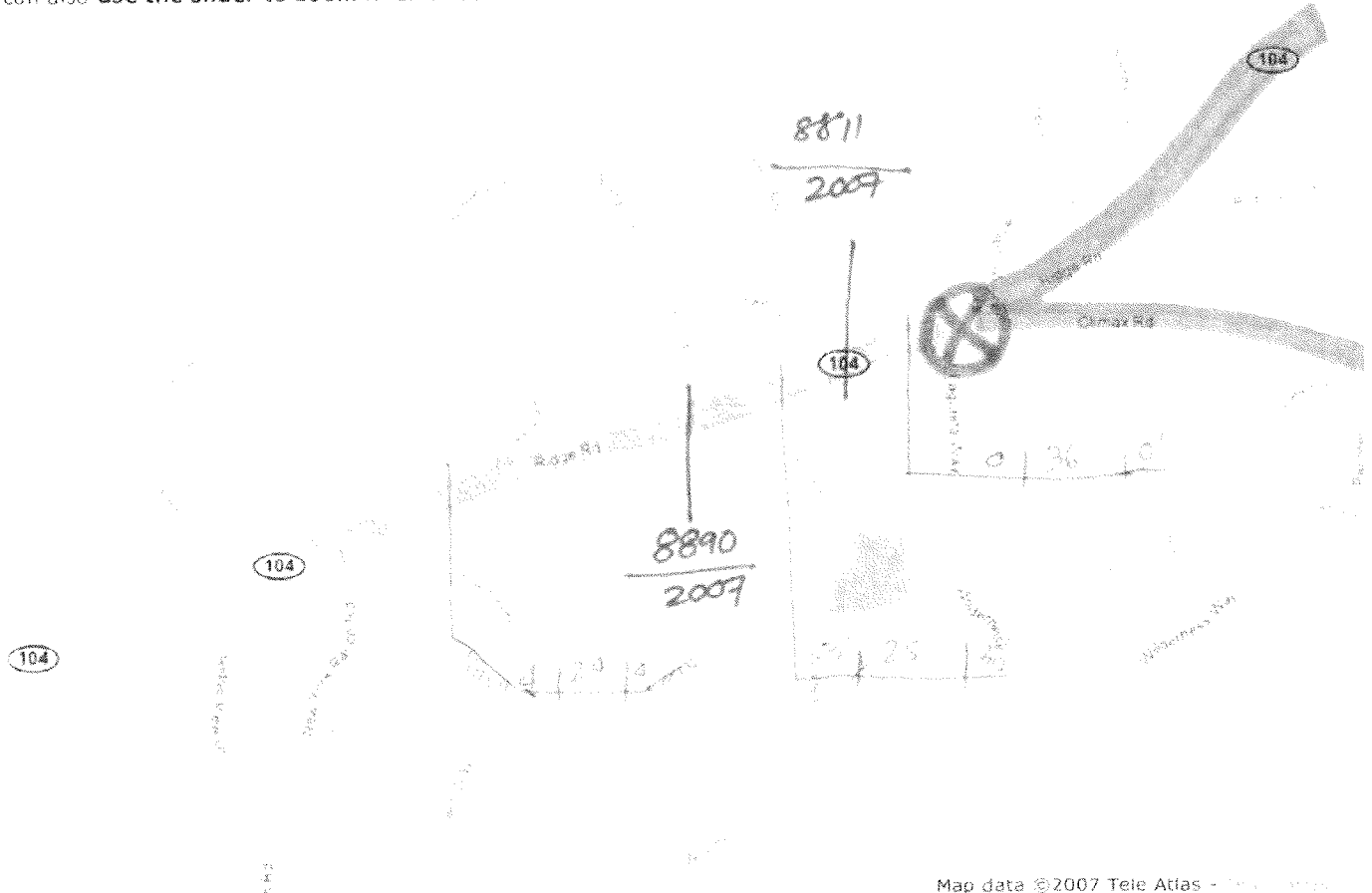
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4 JACKSON VALLEY AND COUNCIL BLIFFS

- CONDITIONS -
- MOUNTAIN
 - FLAT (ROAD)
 - GENERALLY NO TREES
 - SOME OF THE TREES WERE CUT DOWN AND

Map to County Administration Center

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5 RIDE AT (ANY TIME) 0.68 mile

ROADSIDE

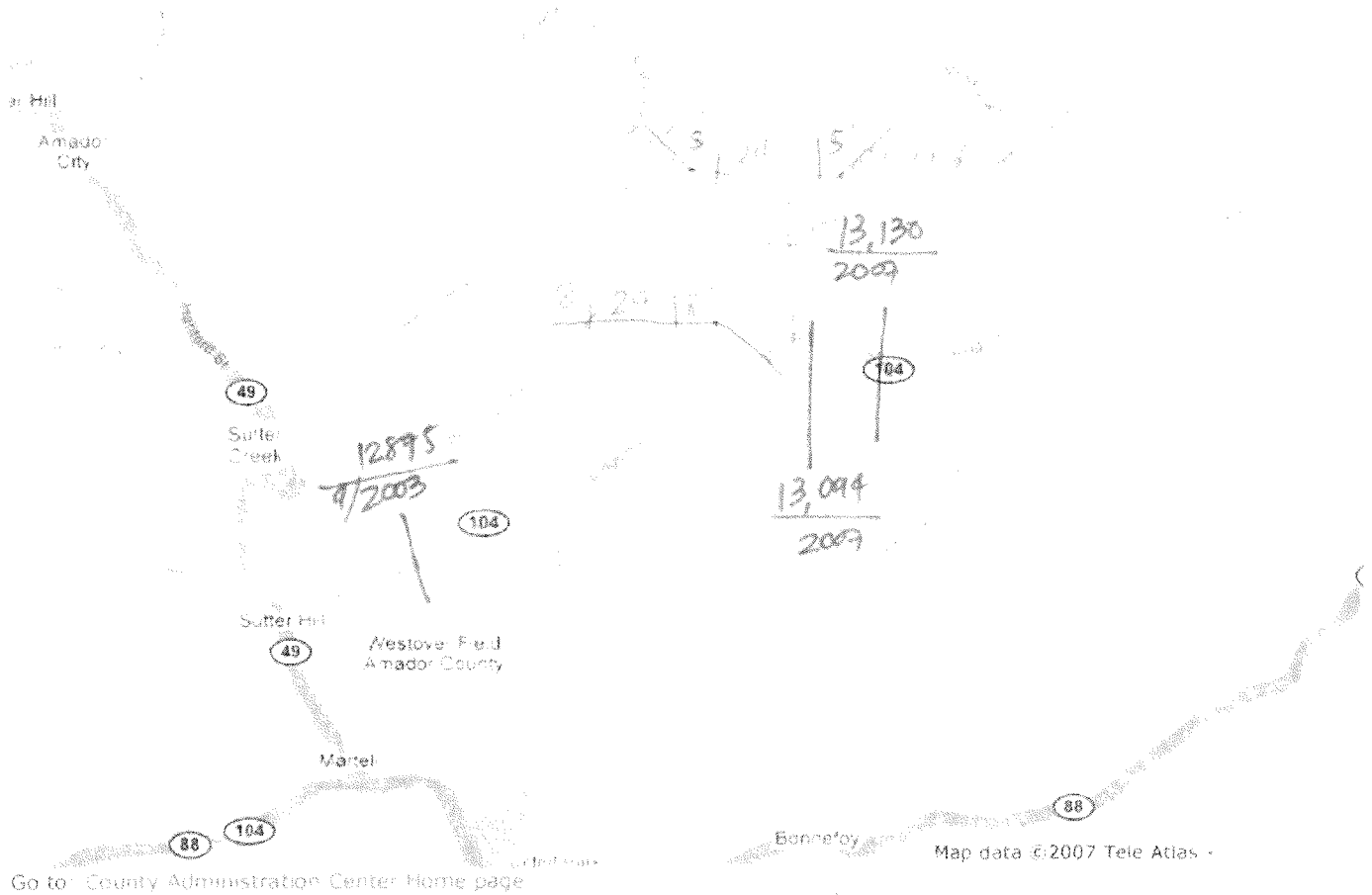
- MATCH

- OFF

- FLAT

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#6 *Address of ...* 3.97 mile

Handwritten notes and scribbles at the bottom of the page.

Cities and Communities

Transportation

Roads

- One Way Road
- Primary Road
- Secondary Road
- County Route
- State Highway
- Unimproved Road

Administrative Boundaries

- City Limits
- Amador County Boundary
- Parcels

#6A RIDGE ROAD --
 NEW YORK RANCH
 ROAD / RIDGE ROAD
 PROJECT

PM 4.17 to 4.35

WIDEN RIDGE ROAD
 AND EXPAND INTERSECTION



1" = 1500 ft

Aerial photography, if displayed,
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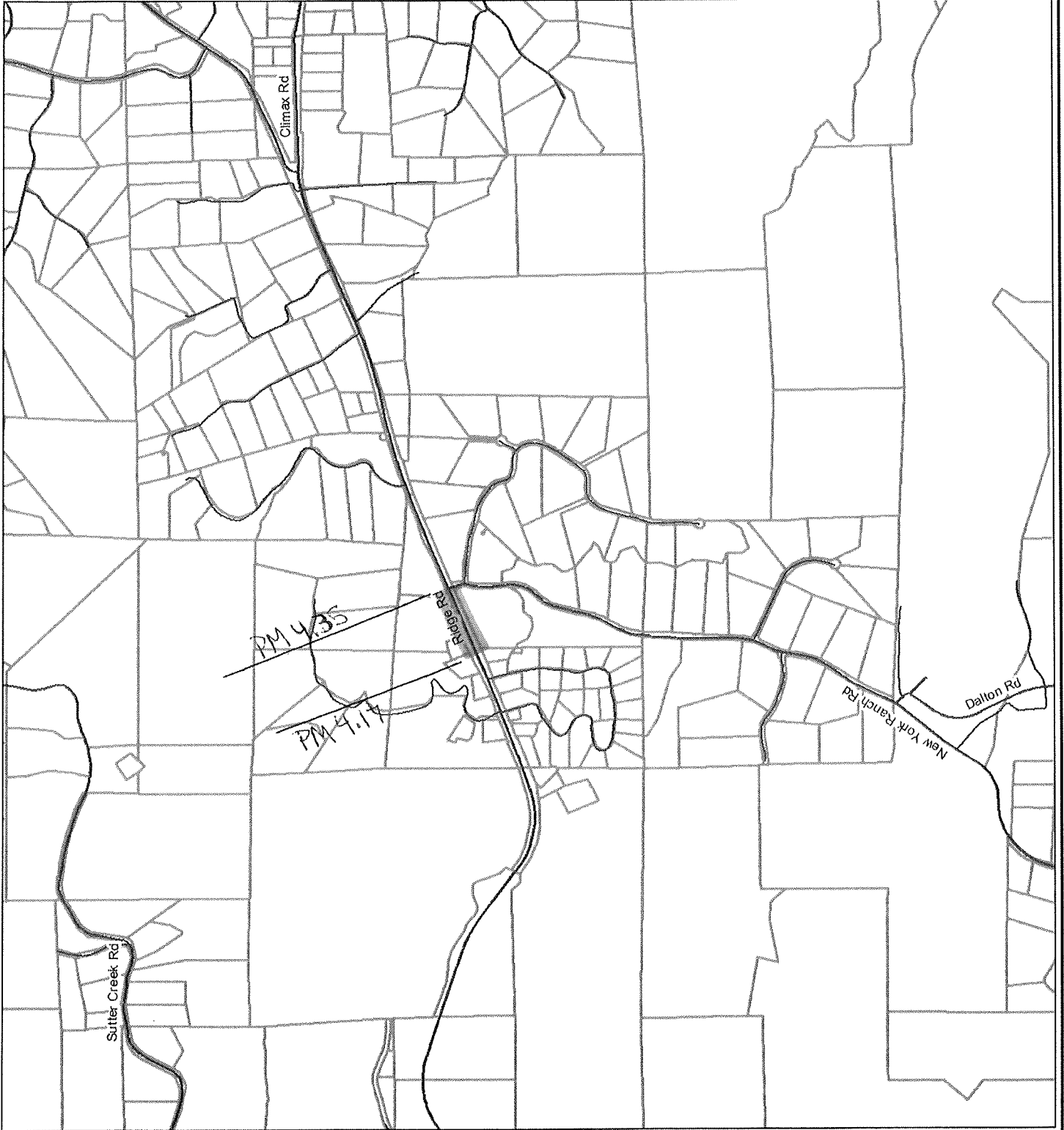
Notes



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Amador County GIS Viewer
 Amador County Information Technology Dept.
 810 Court St., Jackson CA 95642

April 28, 2016



③ Cities and Communities

Transportation

- Roads
- One Way Road
- Primary Road
- Secondary Road
- County Route
- State Highway
- - - Unimproved Road

Administrative Boundaries

- City Limits
- Amador County Boundary
- Parcels

#6B RIDGE ROAD --
 NEW YORK RANCH
 ROAD / RIDGE ROAD
 PROJECT
 PM 4.35 TO 4.57
 WIDEN RIDGE ROAD
 AND EXPAND INTERSECTION



1" = 1500 ft

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Notes

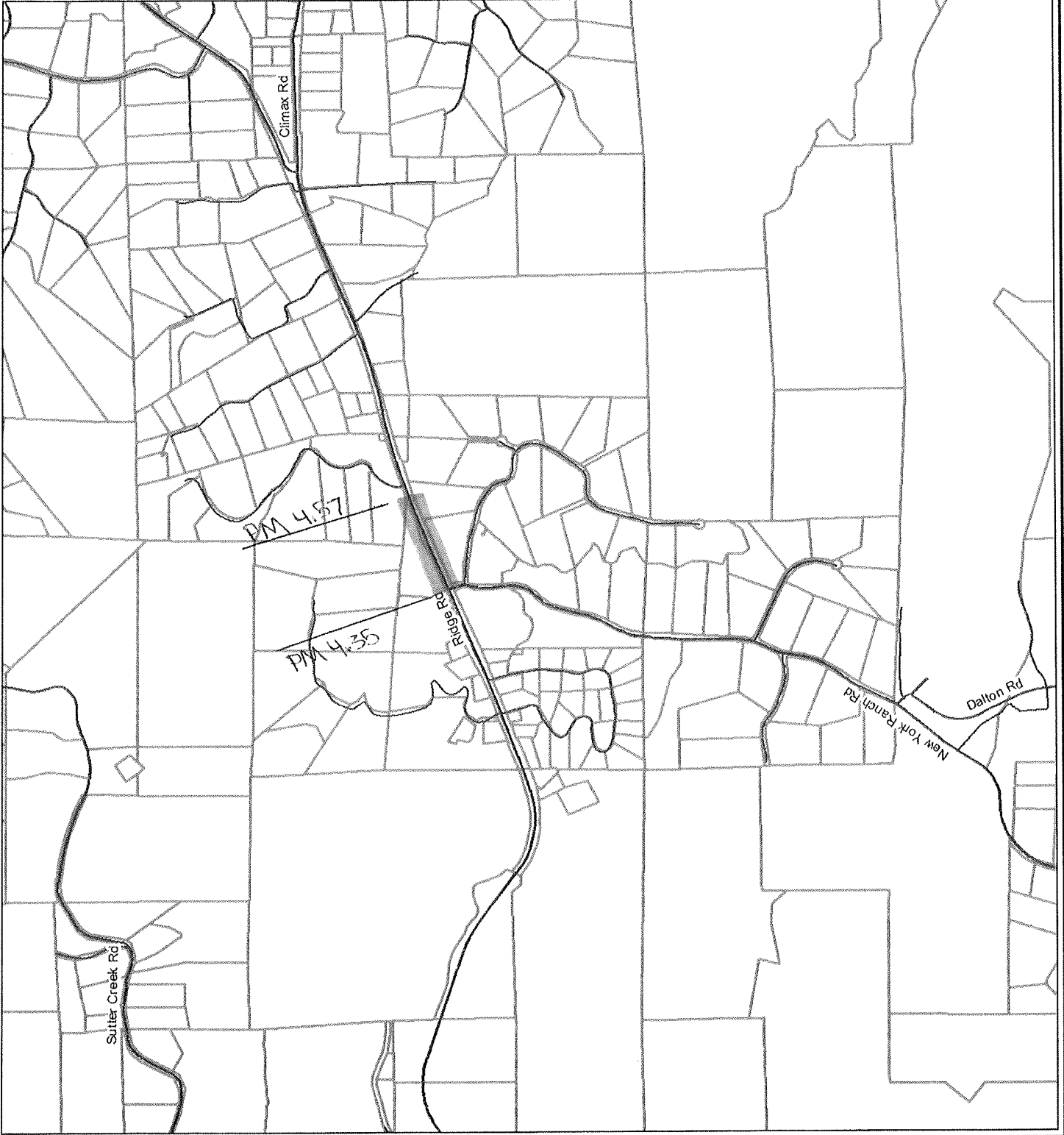


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Amador County GIS Viewer

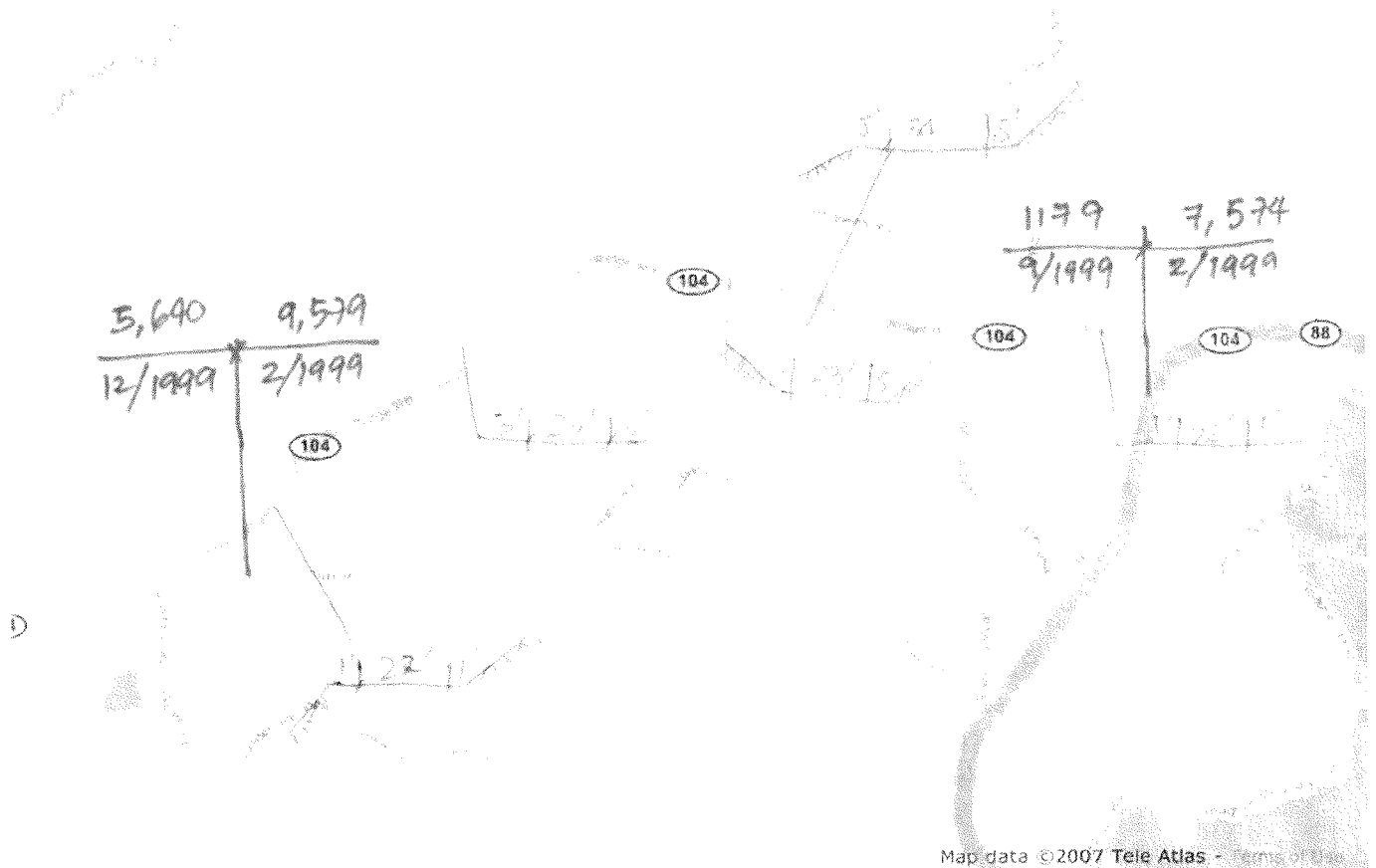
Amador County Information Technology Dept.
 810 Court St., Jackson CA 95642

April 28, 2016



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7

CONDITIONS

MAJOR

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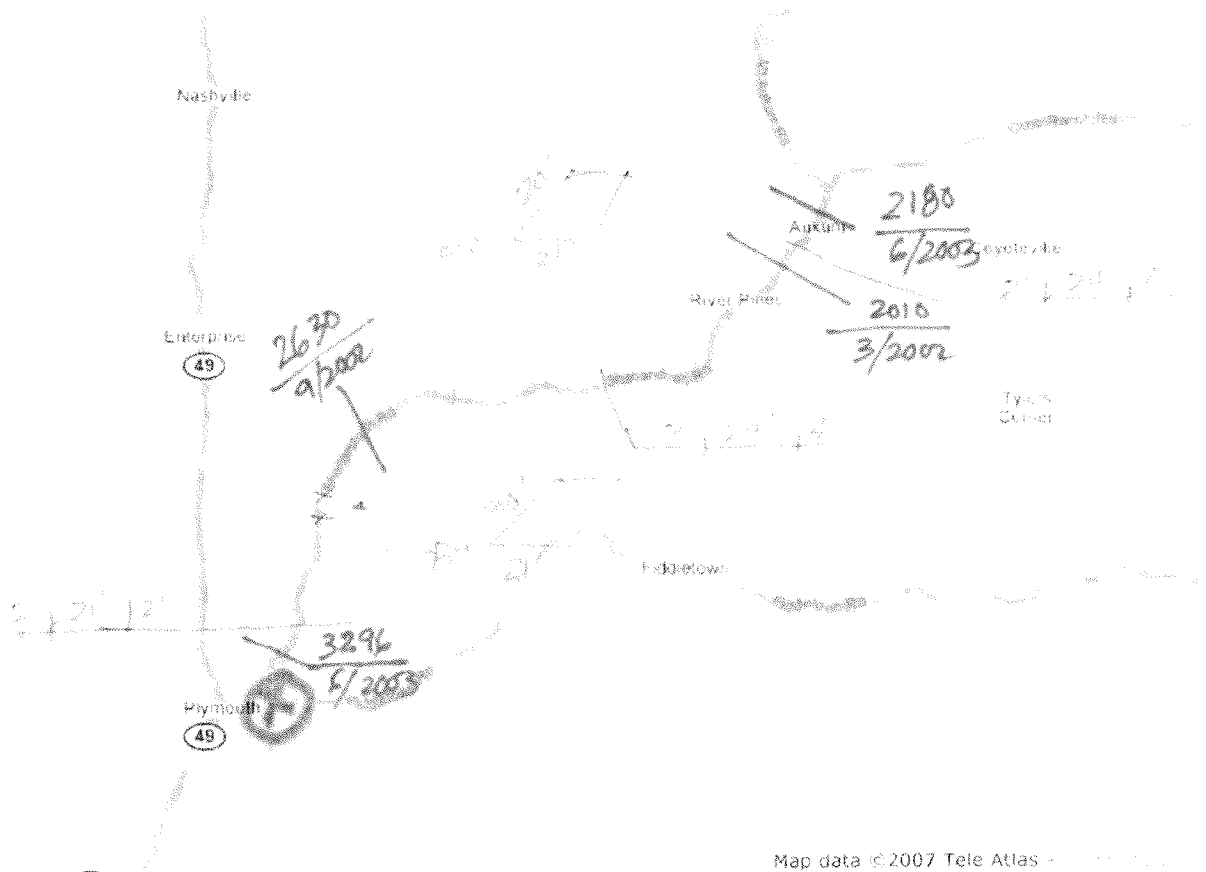
7,574 2/1999

3,640 12/1999

9,579 2/1999

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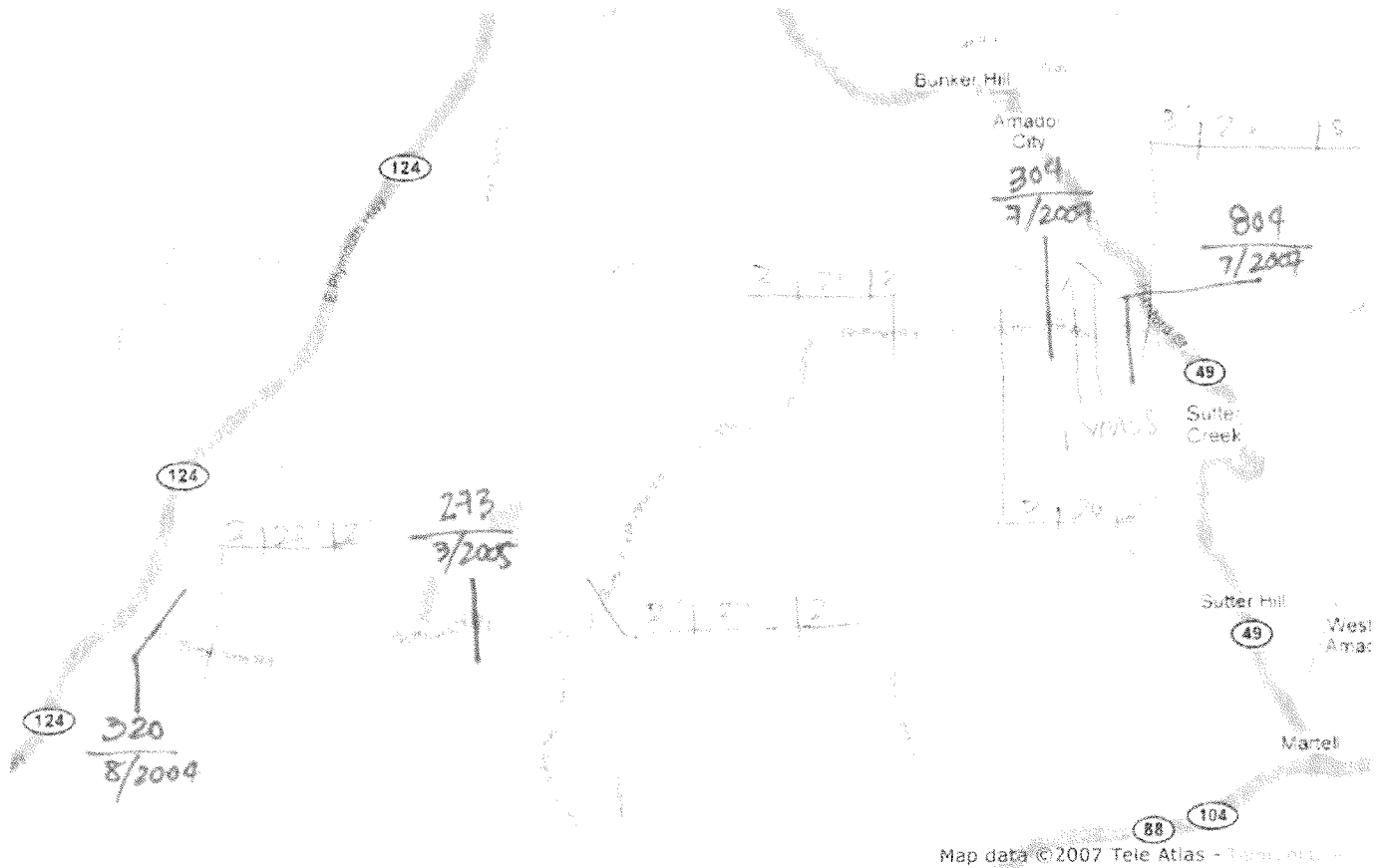
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8 - HELM...
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9 WATER RIGHTS MAP FOR (PARCEL) 320

CONVEYANCE TO THE COUNTY OF AMADOR

TO THE COUNTY OF AMADOR

TO THE COUNTY OF AMADOR

TO THE COUNTY OF AMADOR

TO THE COUNTY OF AMADOR

Amador County Local-Roads Transportation Impact Fee Program Nexus Study

CIP List Update (continued on next page)

1/24/2008, Updated 5/10/2016

Based on Safety	Road Name and Location	Description of Work and Comments	Construction Cost	Project Development PS&E, Constr Mgmt / Admin.	Environmental Clearance	Total Cost
PRIORITY # 1	Ridge Rd @ New York Ranch in post mile 4.35	Intersection Improvements. Extend the eastbound right-turn lane 75 feet with a four degree gore separation at beginning of turn lane.	DONE	\$ -		DONE
PRIORITY # 2	Ridge Rd @ SR 88	Signal Installation and Intersection Improvements. Install traffic signal and reconstruct intersection.	DONE	\$ -		DONE
PRIORITY # 3	Latrobe Rd @ post mile 5.40 to 5.49	Guardrail Installation. Install 350 feet of guardrail on east side of Latrobe Rd, 25 feet of guardrail on the west side, and 150' of delineators. Grind and smooth asphalt hump on south side of bridge.	DONE	\$ -		DONE
PRIORITY # 4	New York Ranch Rd @ post mile 1.81	Curve Improvements. Construct an additional 12 feet of roadway width and 200' in length on the southeast side of New York Ranch. Repaint alignment correction and grind westbound asphalt concrete hump. No shoulders, Broken back curves eastbound, westbound has AC hump, skids = one smooth radius (400'R) with 12' lanes, and 4' shoulders, with slight super (3%).	\$619,049	\$185,714	TBD	\$804,764
PRIORITY # 5	Latrobe Rd @ Lorentz Rd in post mile 3.27	Intersection and Curve Improvements. Reconstruct curve to a 400-foot radius with a maximum of a 5% super elevation at peak and 3-foot shoulders before and after curve. Relocation of existing chevrons and realigning Lorentz Rd. to "T" into Latrobe Rd. will also be required.	\$454,794	\$136,439	TBD	\$591,233
PRIORITY # 6	Jackson Valley Rd @ Boring Property	New alignment and signage. High accident location due to carelessness/ DUI and curves.	\$706,683	\$212,005	TBD	\$918,688
PRIORITY # 7	New York Ranch Rd Corridor	Shoulder Improvements. Construct shoulder improvements along corridor. Some with deep ditches.	\$595,034	\$178,510	TBD	\$773,543
PRIORITY # 8	Fiddletown Rd @ post mile 9.0	Curve Realignment/ Reconstruction. Eliminate curve with realignment. Narrow road, no sight distance, steep and sharp turn, slippery, lots of cut and fill.	\$942,890	\$282,867	TBD	\$1,225,758
PRIORITY # 9	Climax Rd Corridor	Corridor Shoulder Improvements. Construct shoulder improvements along corridor. Has 20' pavement width with deep ditches.	\$644,191	\$193,257	TBD	\$837,448
PRIORITY # 10	Shenandoah Rd @ Bell Rd in post mile 3.80	Intersection Improvements. Realign Bell Road to the east of "T" into Shenandoah Road. Right-of-way will be required. At existing Bell Road, create a safety bus turnaround / turnout improvement on Shenandoah Road at the Bell Road intersection.	\$1,078,744	\$323,623	TBD	\$1,402,368

Amador County Local-Roads Transportation Impact Fee Program Nexus Study

CIP List Update (continued)

1/24/2008, Updated 5/10/2016

Based on Safety	Road Name and Location	Description of Work and Comments	Construction Cost	Project Development PS&E, Constr Mgmt / Admin.	Environmental Clearance	Total Cost
PRIORITY # 11	Shenandoah Rd @ Fiddletown Rd	Intersection Improvements. Construct a westbound acceleration lane and prohibit westbound left-turn movements on Shenandoah Road at the intersection of Fiddletown Road. Install appropriate yield, merge, no passing, and no left turn sign. Reconstruct the northbound channelized right-turn lane.	\$808,654	\$242,596	TBD	\$1,051,250
PRIORITY # 12	Latrobe Rd Corridor	Shoulder Improvements. Construct an additional 4 feet of roadway width on each side of the road along the corridor to create 12-foot travel lanes with 3-foot shoulders on Latrobe Road. Repaint.	\$550,499	\$165,150	TBD	\$715,649
PRIORITY # 13	Shakeridge Rd Corridor	Construction of Turnouts. Install four turnouts along the corridor at locations to be determined.	\$725,726	\$217,718	TBD	\$943,444
PRIORITY # 14	Michigan Bar Rd @ 3 RR Xings	Turnout Widening. Install turnouts at three railroad crossing location along Michigan Bar Road in each direction that include acceleration and deceleration lanes. Install regulatory signs for specific vehicles that are required to stop at the RR crossing with specifications to use right lane/turnout.	\$1,132,115	\$339,635	TBD	\$1,471,750
PRIORITY # 15	Climax Road @ SR 88	Relocate Intersection. Relocate intersection 1,500 feet southwest along SR 88 by realigning Climax Road. Sight distance issue, truck route, ROW purchased.	\$1,365,331	\$409,599	TBD	\$1,774,931
PRIORITY # 16	Michigan Bar Road shoulder improvements	Shoulder Improvements. Construct an additional 4 feet of roadway width on each side of the road along the corridor to create 12-foot travel lanes with 3-foot shoulders on Michigan Bar Road. Repaint. High speed commuter route with growing traffic levels.	\$338,799	\$101,639	TBD	\$440,438
PRIORITY # 17	Fiddletown Road Corridor	Shoulder Improvements. Construct an additional 3 to 5 feet of roadway width on each side of the road along the corridor to create 12-foot travel lanes with 3-foot shoulders on Fiddletown Road. Repaint.	Void	Void	TBD	\$ -
PRIORITY # 18	Buena Vista Rd @ Jackson Valley Rd	Approach Realignment. Realign the southbound and northbound approach lanes to match through intersection (offset correction).	\$205,274	\$61,582	TBD	\$266,856
PRIORITY # 19	Fiddletown Rd @ post mile 6.45	Replace Box Culvert. Box culvert in poor shape, erosion underneath concrete, design size too small for heavy flood flow, widen roadway for asphalt concrete shoulder, install guardrail along roadway at box culvert/bridge. Need structural analysis.	\$323,462	\$97,038	TBD	\$420,500

Amador County Local-Roads Transportation Impact Fee Program Nexus Study

Needed Local Roads Upgrades Due to Growth for Nexus Study (continued on next page) Updated 5/10/2016

#	Road Number and Name	Description of Work and Comments	Construction Costs	Environmental Clearance / Mitigation Costs	Right of Way Costs	Additional Features (see footnotes)	Project Development, PS&E, Construction Mngmt/Admin.	TOTAL COST PER ROAD
1	Road No. 90 Camanche Road - South of Jackson Valley	Upgrade to a Minor Arterial Collector with 28' surface width & 44.5' roadbed width @ 3.6 miles with 110' long bridge.	\$10,368,257	\$35,830	\$67,180	\$600,015	\$3,321,385	\$14,392,667
2	Road No. 2 Climax Road- Ridge Road to Hwy.88	Upgrade to Minor Arterial Road with 28' surface width & 44.5' roadbed width @ 3.02 miles and need to cut/blast rocky slope, erosion improvements, and soil reinforcement.	\$8,697,816	\$30,057	\$56,357	\$2,880,072	\$3,499,290	\$15,163,592
3	Road No. 78-B Jackson Valley Road -Buena Vista to Hwy. 88	Upgrade to Major Collector Road w/ 28' surface width & 38.5' roadbed width @ 3.0 miles, some area subject to flooding, cut/blast rocky slope.	\$5,875,347	\$29,858	\$55,984	\$1,971,131	\$2,379,695	\$10,312,015
4	Road No.78-A Jackson Valley Road -Camanche to Buena Vista Rd.	Upgrade to Minor Arterial Road with 28' surface width & 44.5' roadbed width @ 0.8 miles.	\$2,304,058	\$7,962	\$14,929	\$0	\$698,085	\$3,025,033
5	Road No. 22-B Ridge Road- New York Ranch Road / Ridge Road Project to Climax Rd.	PM 4.57 to 5.25 Upgrade to Major Arterial Road with 48' surface width & 70' roadbed width @ 0.68 mile and need to cut/blast rock slope in some area.	\$3,742,813	\$7,520	\$14,100	\$1,122,844	\$1,466,183	\$6,353,459
6	Road No. 22-A Ridge Road- Sutter Creek City Limit to New York Ranch Road / Ridge Road Project	PM 0.20 to 4.17 Upgrade to Major Arterial Road with 48' surface width & 70' roadbed width @ 3.97 miles and need to cut/ blast rock slope in some areas.	\$20,580,993	\$38,322	\$74,085	\$9,918,551	\$9,183,585	\$39,795,536
6A	Road No. 22-A1 Ridge Road - New York Ranch Road / Ridge Road Project	PM 4.17 to 4.35 Upgrade to Major Arterial Road, expand/signalize intersection, and perform slope cutting and filling.	\$1,066,572			\$612,691		\$1,679,263
6B	Road No. 22-A2 Ridge Road - New York Ranch Road / Ridge Road Project	PM 4.35 to 4.57 Upgrade to Major Arterial Road, expand/signalize intersection, and perform slope cutting and filling.	\$1,303,588			\$748,845		\$2,052,433
7	Road No. 22-C Ridge Road - Climax Road to SR 88	Upgrade to Major Arterial Road with 48' surface width & 70' roadbed width @ 3.0 miles and need to cut and fill slope in some areas.	\$17,280,430	\$29,858	\$559,837	\$1,728,044	\$5,879,451	\$25,477,620

Amador County Local-Roads Transportation Impact Fee Program Nexus Study

Needed Local Roads Upgrades Due to Growth for Nexus Study (continued) **Updated 5/10/2016**

#	Road Number and Name	Description of Work and Comments	Construction Costs	Environmental Clearance / Mitigation Costs	Right of Way Costs	Additional Features (see footnotes)	Project Development, PS&E, Construction Mngmt/Admin.	TOTAL COST PER ROAD
8	Road No. 55 Shenandoah Road - North of Fiddletown to El Dorado Co. line.	Upgrade to Minor Arterial Road with 28' surface width 44.5' roadbed width @ 8.5 miles with two bridge at 20' & 30' long.	\$19,584,486	\$84,598	\$158,621	\$218,187	\$6,013,767	\$26,059,659
9	Road No. 45 Sutter Creek Ione Road	Upgrade to Minor Collector Road w/ 24' surface width & 30.5' roadbed width @ 6.83 miles, cut/blast rocky slope and some storm damage.	\$15,736,777	\$67,977	\$127,456	\$460,811	\$4,917,907	\$21,310,928
TOTAL:								\$165,622,205

Footnotes: Additional Features Include: Causeway, Bridges, and Cut/Blast rocky slope.