

April 7, 2015

Regular Meeting

Public Comment

Carolyn Davis

TPP Trade Information

Now We Know Why Huge TPP Trade Deal Is Kept Secret From the Public

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A key section of the secret Trans-Pacific Partnership (TPP) trade agreement has been leaked to the public. *The New York Times* has a major story on the contents of the leaked chapter, and it's as bad as many of us feared.

Now we know why the corporations and the Obama administration want the TPP, a huge "trade" agreement being negotiated between the United States and 11 other countries, kept secret from the public until it's too late to stop it.

The section of the TPP that has leaked is the "Investment" chapter that includes investor-state dispute settlement (ISDS) clauses. WikiLeaks has [the text and analysis](#), and the *Times* has the story, in "[Trans-Pacific Partnership Seen as Door for Foreign Suits Against U.S.](#)":

An ambitious 12-nation trade accord pushed by President Obama would allow foreign corporations to sue the United States government for actions that undermine their investment "expectations" and hurt their business, according to a classified document.

The Trans-Pacific Partnership -- a cornerstone of Mr. Obama's remaining economic agenda -- would grant broad powers to multinational companies operating in North America, South America and Asia. Under the accord, still under negotiation but nearing completion, companies and investors would be empowered to challenge regulations, rules, government actions and court rulings -- federal, state or local -- before tribunals organized under the World Bank or the United Nations.

The [WikiLeaks analysis](#) explains that this lets firms "sue" governments to obtain taxpayer compensation for loss of "expected future profits."

Let that sink in for a moment: "[C]ompanies and investors would be empowered to challenge regulations, rules, government actions and court rulings -- federal, state or local -- before tribunals...." And they can collect not just for lost property or seized assets; they can collect if laws or regulations interfere with these giant companies' ability to collect what they claim are "expected future profits."

The *Times'* report explains that this clause also "giv[es] greater priority to protecting corporate interests than promoting free trade and competition that benefits consumers."

The tribunals that adjudicate these cases will be made up of private-sector (*i.e.*, corporate) attorneys. These attorneys will rotate between serving *on* the tribunals and representing corporations that bring cases to be heard *by* the tribunals. This is a conflict of interest because the attorneys serving on the tribunals will have tremendous incentive to rule for the corporations if they want to continue to get lucrative corporate business.

The Corporate Influence Over the TPP

Largely ignored by the media -- until now -- the TPP has been in a negotiation process for more than five years. The TPP has 29 "chapters" covering various issues, but only five of these chapters cover what would normally be considered "trade." It is a "docking" agreement, which means that any country in the region (*e.g.*, China) can add themselves to the agreement just by signing on.

Public Comment

These negotiations have been conducted in secret, but more than 500 corporate "trade advisors" have access to the text of the agreement. Many of the negotiators themselves are past (and/or likely expect to be future) corporate attorneys or executives. U.S. Trade Representative Michael Froman, for example, "received [over \\$4 million](#) as part of multiple exit payments when he left Citigroup to join the Obama administration," according to a report, "[Obama Admin's TPP Trade Officials Received Hefty Bonuses From Big Banks](#)," by investigative journalist Lee Fang.

This one-sided process has been causing concern among representatives of many of the key "stakeholder" groups that have been excluded from the negotiating process. Labor unions, environmental groups, consumer groups, health groups, and food-safety groups, as well as LGBT, democracy, faith, and other "stakeholders" who have been denied a seat at the TPP negotiating table, have feared that the process would produce an agreement that tilts the democracy/plutocracy power balance even further in the direction of corporations and billionaires than it is now.

ISDS Tilts Playing Field to Corporations

AFL-CIO President Richard Trumka, speaking March 18 at the Peterson Institute for International Economics, compared the extraordinary ability of corporations to sue governments to the lack of redress when labor organizers are murdered to explain how ISDS tilts the playing field to corporations over other stakeholders:

ISDS is just a fancy way to give corporations a special legal system that circumvents democratically accountable laws and courts.

ISDS allows corporations to directly challenge almost any law or regulation based on ill-defined concepts such as "fair and equitable treatment." In contrast, all provisions for enforcing labor rights in the TPP require action by member governments -- neither workers nor unions can enforce the labor rights provisions on their own even by suing in national courts.

I'm not just talking theory here. In the first three years of the Labor Action Plan in Colombia, 73 trade unionists were murdered for trying to organize workers. These are men and women just like you and me who were killed for trying to exercise their rights under the law and speak in a collective voice. That's terrible, and yet these trade deals have been completely ineffective in addressing this injustice. And the U.S. government has taken no official "trade" action in response. Anyone with a lick of common sense can tell you that not only are these killings a human rights catastrophe, they are driving down wages and workplace standards in Colombia -- and in every country that trades with Colombia.

But here's the thing: unlike the clunky labor provisions, which require workers to wait for government action, these ISDS provisions can be used immediately by multinational firms to challenge efforts by TPP member countries to develop a modern regulatory state in key areas. ISDS tilts the playing field away from democracy, from workers and consumers, and toward big business and multinational investors.

In sum, if corporations feel they have been denied "expected" profits by a government regulation, ISDS lets them circumvent a country's courts and go to an international corporate tribunal with their grievance. But if labor organizers are murdered, workers and their families have nowhere to go.

This shows the extent to which the playing field gets tilted. The same imbalance exists between corporate interests and the interests represented by environmental groups, consumer groups and all other non-corporate stakeholders: a special channel for corporations, and a brick wall for the interests of the rest of us.

Advantage: Foreign Firms

Fast track also prevents members of Congress from amending (*i.e.*, fixing) flaws that might be found in the agreement even in the limited time available to comprehend and analyze the agreement. With the expected massive corporate public-relations campaign that will occur as the agreement comes up for a vote, this sets up a rushed process where the Congress becomes more concerned with [not "killing the whole agreement" than with getting it right](#).

Reaction

Larry Cohen, the president of the Communications Workers of America (CWA), [says the leak shows](#) that the TPP is "worse than imagined":

The 56 pages of the Investor chapter of the Trans-Pacific Partnership are worse than imagined and must be a wake up call for our nation. Amazingly, this chapter is sealed for four years after either adoption or rejection of the TPP. Everything we read and learn makes "Fast Track" authority unimaginable. It's secrecy on top of secrecy.

The TPP is shaping up to be an exercise in words about citizen rights that are not enforceable versus expanded corporate rights to sue governments for supposed diminishment of corporate profits. Section B of the leaked chapter documents new provisions of Investor State Dispute Settlement (ISDS), the secret tribunal process that is above national law or courts.

U.S. Sen. Sherrod Brown (D-Ohio) released the following statement:

It appears that the investor state provision being considered as part of TPP will still amount to a corporate handout at the expense of consumers despite the assurances of our negotiators. We need strong language to prevent multinational corporations -- like Big Tobacco -- from using trade agreements to challenge health and safety laws.

It's telling when Members of Congress and their staff have an easier time accessing national security documents than proposed trade deals, but if I were negotiating this deal I suppose I wouldn't want people to see it either. Trade agreements should lift American workers and their counterparts abroad, rather than creating a race to the bottom.

From the Wikileaks [statement](#):

Julian Assange, WikiLeaks editor said: "The TPP has developed in secret an unaccountable supranational court for multinationals to sue states. This system is a challenge to parliamentary and judicial sovereignty. Similar tribunals have already been shown to chill the adoption of sane environmental protection, public health and public transport policies."

Public Citizen's Global Trade Watch has [this analysis of the leaked text](#):

The leaked text provides stark warnings about the dangers of "trade" negotiations occurring without press, public or policymaker oversight. It reveals that TPP negotiators already have agreed to many radical terms that would give foreign investors expansive new substantive and procedural rights and privileges not available to domestic firms under domestic law.

See also "[Corporate Courts -- A Big Red Flag On 'Trade' Agreements.](#)"

April 7, 2015
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Board Report
Supervisor Alpers

California Transportation
Plan Information



HELP SHAPE THE FUTURE OF CALIFORNIA!!

Caltrans will host **seven public workshops** plus a **webinar** to gather public input on the draft California Transportation Plan (CTP) that identifies future multimodal mobility needs and reduces greenhouse gas emissions.



The CTP envisions a fully integrated, multimodal, sustainable transportation system that supports economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably. By being involved and sharing your ideas, you can influence the content of the final plan and, ultimately decisions on how California transportation dollars are invested.

PUBLIC WORKSHOPS

Sacramento:

Tuesday, March 10, 2015
4pm–7pm
North Natomas Library
4660 Via Ingoglia, Sacramento

Riverside:

Wednesday, March 18, 2015
4pm–7pm
Riverside City College
4800 Magnolia Avenue, Riverside

Oakland:

Thursday, March 26, 2015
4pm–7pm
Joseph P. Bort MetroCenter
101 Eighth Street, Oakland

Redding:

Thursday, March 12, 2015
4pm–7pm
City of Redding Community Room
777 Cypress Avenue, Redding

Los Angeles:

Thursday, March 19, 2015
4pm–7pm
Southern California Association of
Governments (SCAG)
818 West 7th St, 12th floor, Los Angeles

Webinar:

Thursday, March 5, 2015, 2pm
To register, visit:
www.californiatransportationplan2040.org

San Diego:

Tuesday, March 17, 2015
4pm–7pm
Valencia Park/Malcom X Branch
Library and Performing Arts Center
5148 Market Street, San Diego

Fresno:

Tuesday, March 24, 2015
4pm–7pm
Fresno City College
1101 E. University Avenue, Fresno

If any accommodations are needed for persons with disabilities, please contact Bev at (916) 445-2079 or email CTP2040@dot.ca.gov. Requests should be made as soon as possible but at least five days prior to the scheduled event.

Visit the CTP 2040 Web site:

www.californiatransportationplan2040.org



Check workshop dates in your area



Check webinar dates



Take survey polls



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Send us an email



Follow us on Twitter

MOVING INTO THE
FUTURE...

FACT SHEET

WHAT? The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective **vision for California's future, statewide, integrated, multimodal transportation system**. The CTP is prepared in response to Federal and State requirements and is updated every five years.

WHY? The purpose of the CTP is to provide a **common policy framework** (see reverse) that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, and by using newly created modeling tools, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

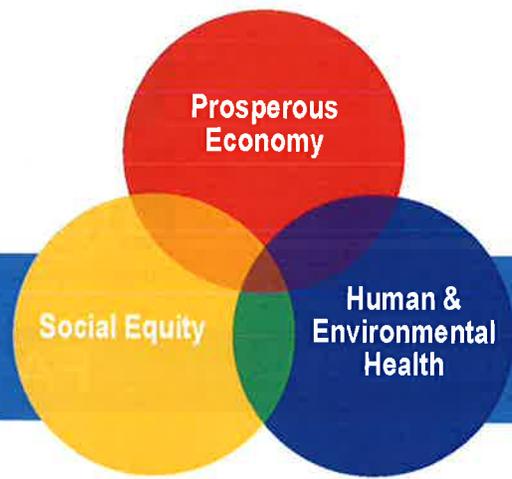
WHEN? The CTP 2025 was approved in 2006 and updated by a 2030 Addendum in 2007. The CTP 2040 was initiated in early 2010 with the development of the California Interregional Blueprint (CIB) in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of the California State Transportation Agency (CalSTA) in December 2015.

How? The CTP 2040 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing engagement as outlined in the Public Participation Plan (2013) for the CTP and Federal Statewide Transportation Improvement Program. The vision of the CTP 2040 is a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life: prosperous economy, human and environmental health, and social equity.



The CTP 2040 update will focus on meeting new trends and challenges, such as economic and job growth, climate change, freight movement, and public health. In addition, to meet the requirements of MAP-21,* performance measures and targets will be developed to assess performance of the transportation system.

Contact: Gabriel Corley, Project Manager, at (916) 653-1305 or gabriel.corley@dot.ca.gov. For more information about the CTP and to participate in upcoming outreach activities, please visit our webpage at: <http://www.californiatransportationplan2040.org>.



THE VISION SUSTAINABILITY

THE GOALS

- 1** Improve Multimodal Mobility and Accessibility for All People
- 2** Preserve the Multimodal Transportation System
- 3** Support a Vibrant Economy
- 4** Improve Public Safety and Security
- 5** Foster Livable and Healthy Communities and Promote Social Equity
- 6** Practice Environmental Stewardship

THE POLICIES

<p>POLICY 1</p> <p>Manage and Operate an Efficient Integrated System</p>	<p>POLICY 1</p> <p>Apply Sustainable Preventative Maintenance and Rehabilitation Strategies</p>	<p>POLICY 1</p> <p>Support Transportation Choices to Enhance Economic Activity</p>	<p>POLICY 1</p> <p>Reduce Fatalities, Serious Injuries, and Collisions</p>	<p>POLICY 1</p> <p>Expand Engagement in Multimodal Transportation Planning and Decision Making</p>	<p>POLICY 1</p> <p>Integrate Environmental Considerations in All Stages of Planning and Implementation</p>
<p>POLICY 2</p> <p>Invest Strategically to Optimize System Performance</p>	<p>POLICY 2</p> <p>Evaluate Multimodal Life Cycle Costs in Project Decision Making</p>	<p>POLICY 2</p> <p>Enhance Freight Mobility, Reliability, and Global Competitiveness</p>	<p>POLICY 2</p> <p>Provide for System Security, Emergency Preparedness, Response, and Recovery</p>	<p>POLICY 2</p> <p>Integrate Multimodal Transportation and Land Use Development</p>	<p>POLICY 2</p> <p>Conserve and Enhance Natural, Agricultural, and Cultural Resources</p>
<p>POLICY 3</p> <p>Provide Viable and Equitable Multimodal Choices Including Active Transportation</p>	<p>POLICY 3</p> <p>Adapt the Transportation System to Reduce Impacts from Climate Change</p>	<p>POLICY 3</p> <p>Seek Sustainable and Flexible Funding to Maintain and Improve the System</p>		<p>POLICY 3</p> <p>Integrate Health and Social Equity in Transportation Planning and Decision Making</p>	<p>POLICY 3</p> <p>Reduce Greenhouse Gas Emissions and Other Air Pollutants</p>
					<p>POLICY 4</p> <p>Transform to a Clean and Energy Efficient Transportation System</p>



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Regular Meeting
Board Reports
Supervisor Fesko

**Handouts and information
regarding new EMS Ad Hoc
Committee**



Larry Johnston-District One Fred Stump- District Two Tim Alpers - District Three
Tim Fesko ~ District Four Stacey Corless ~ District Five

BOARD OF SUPERVISORS COUNTY OF MONO

P.O. BOX 715, BRIDGEPORT, CALIFORNIA 93517
(760) 932-5530 • FAX (760) 932-5531

EMS Ad-Hoc Committee

Things are still fluid but for the most part the following is stable.

Term of Committee

- End Date = 6 months from first meeting

Goals of Committee

1. Analyze current model and cost
2. Gather expert input
3. Develop a series of options that will support a high quality, county wide and fiscally sustainable model for the future of EMS in all of Mono County

Volunteers

- Each Supervisor appoints one volunteer to serve on the committee.
- A commitment on the Goals set forth by the Board of Supervisors and by the Committee.
- To encourage volunteers, where possible, volunteers can ride share with County staff to each meeting.
- A commitment for no more than 6 months is *required*. If the committee can complete its task sooner, then it will do so.
- A commitment to be prepared for each meeting (this includes reading material presented by staff before each meeting)

Staffing

- Seeing that this is a Board created committee, the committee is operated under the Board of Supervisors.
- All meetings are public meetings, subject to the Brown Act and duly noticed.
- Clerk of the Board (or their designate) will create all Agendas (with input by Chair/Vice Chair and Committee) and will be responsible for keeping all minutes.

Meetings

- All meetings are presided over by the Chair, or Vice Chair in the case when the Chair is unavailable.
- The meetings will be held on the 1st and 3rd Thursdays of each month starting on April 23rd at 1 pm. Keep meetings to 2 hours but no more than 3 (as anything longer and we start losing attention of participants.)
- Taking into account that we have people coming from each end of the county to participate, the meetings are to be held in Lee Vining, at least to start. If the committee

can function being in two separate locations (Mammoth and Bridgeport) and utilize video conferencing, then this is a possible option.

- The goal is to have at least 2 options, but not more than 3 to eventually present to the entire Board of Supervisors within 6 months of the Committees first meeting. This is very aggressive and will require *dedication* and *participation* by ALL members of the committee.
- The Committee (with input by staff) will decide on the next meeting's agenda topics.

First Meeting

- The first meeting on Thursday April 23rd to be held at Lee Vining Community Center. Time 1pm
- Presentation by Stacey Simon (?) regarding – overview of EMS law, relationships between the agencies (ICEMA, County, Mammoth Fire, etc.) and other legal and procedural background.

PRESENTATION by SUPERVISOR TIMOTHY FESKO

Mono County EMS has four full time stations, manned 24/7, 365 days a year. Each station has three, two man teams, which work 48 hour shifts, then have 96 hours off between shifts. Each station has a Paramedic Captain responsible for their stations everyday needs, and while on duty, responsible for the system status of the program and all four stations. EMS also financially supports White Mountain Fire Department with an ambulance, maintenance and fuel on that ambulance, medical supplies, and \$300.00 per ambulance response. Chalfant Valley Fire is also supported with a \$300.00 per call stipend, but is responsible for their vehicle, maintenance and fuel. These two departments supply Basic Life Support (BLS) to the Tri Valley area, with Advanced Life Support (ALS) provided by a private Inyo County provider. These Tri Valley services account for approximately \$7500.00 a year in the EMS budget.

EMS's current MOU stipulates a ratio of 16 Paramedics and 8 EMT's among the full time personnel, of which there are 24. We currently operate at a 17 to 7 ratio, waiting for attrition to make the final EMT spot available for a full time person. Among the 17 Paramedics are 4 station Captains and 1 Training Officer. Captains usually have the most experience in our system, and our newest Station Captain has over 10 years' service with the county. Station Captains are guaranteed by the MOU to earn 15% more than the highest paid Paramedic. The Training Officer position, per MOU, makes 10% more than the highest paid Paramedic.

Full time staff, due to the 6 day work week, is working 56 hour work weeks. They receive 40 straight time hours and 16 overtime hours per week, and all of these costs are shown in the salary line of the budget. It is important to remember the normally scheduled overtime is not the overtime line on the budget. This line is used for any days covered by full time employees when working extra shifts. The uses of reserve employees, and their costs, show in the regular salary line. Reserve employees earn a third of full time employees, and have no costs beyond normal required employee costs, such as workmen's comp and SDI. We have a current staff of 8 reserves, and will be holding interviews in April to further supplement this important pool of employees.

Management of the system is accomplished by an EMS Director, Manager, Financial Specialist, and the County Health Officer. These positions account for \$150,000 in salary, and approximately \$55,000 in benefits.

PAYROLL/BENEFITS PER STATION

Total benefit package for 24 full time employees is approximately \$1,199,160. This means on average, the county pays \$49,965.00 per full time employee. Each station has its unique expense as to employee costs. Several factors account for these discrepancies, such as longevity, steps, and EMT vs. Medic. Please see "payroll/benefit cost" spreadsheet for a total breakdown of each stations payroll cost.

By adding the payroll/benefit costs of the four stations, it becomes quite apparent where the majority of expenses for the program live. The sum of payroll/benefits is \$2,849,873.34. When this sum is placed in an average, each employee in EMS has a cost of \$118,744.72 per year. This is without extra overtime.

OTHER COSTS PER STATION

After absorbing the costs mentioned above, the costs of each station, such as ambulance upkeep, fuel, supplies, any rents paid, utilities, equipment repair and maintenance, education, training, license/certs, and office supplies become the only budget lines left to cut. These items have been brought to all-time lows this fiscal year in an attempt to stay within the budget. These costs are budgeted for \$303,300 this fiscal year. The majority of this cost is vehicle fuel and maintenance, which accounts for \$180,000 of the \$303,300.

MANDATORY INSURANCES

Workmen's Comp and Liability Insurances will cost the program close to \$45,000 this fiscal year.

REVENUE ENHANCEMENT

The program has taken steps to raise revenue, which is beginning to have an impact. Ambulance fees were raised at the beginning of this fiscal year. We have been facilitating long distance transfers, which are the highest form of paying ambulance transports due to reimbursement. QA/QI classes are being held in documentation, as well as education in ways that patient care reporting needs to be completed to assure the highest reimbursement rates. Penny Galvin in the Finance Department has attended classes to help with this cause. We now offer monthly continuing education classes to all employees to help control costs in training and travel. We have added CPR/AED instructors who can teach for all county departments, helping with their costs in this mandatory training.

ATTACHMENTS

Please find attached the following documents:
Cost Comparison 08-Present
Payroll cost per Station
Runs per Station
Breakdown of Hours Used and Accruals

COUNTY OF MONO
Mid Year Budget Comparison
 Actual Year to Date is as of 2/23/15

FUND 100: GENERAL FUND
 DEPT 855: PARAMEDIC PROGRAM

Account Number	Account Name	Budget - Prior Year	Budget - Current Year Revised	Current Year To Date Actual	Percent of Budget Used	14-15 MIDYEAR
Revenues						
100-12855-10100-08550000	TRANSIENT OCCUPANCY TAX- PARAMEDICS	\$ 382,000.00	\$ 382,000.00	\$ 289,234.00	-75.72%	\$ 410,000.00
100-12855-18310-00000000	ST. PETER'S SAFETY-PROP 172 SALES	336,250.00	336,250.00	126,530.00	-37.63%	336,250.00
100-12855-18310-00000000	ST. MADDY FUND REVENUE - PARAM	10,000.00	10,000.00	0	0.00%	15,000.00
100-12855-16350-00000000	AMBULANCE FEES	950,000.00	950,000.00	484,316.00	-50.98%	1,000,000.00
100-12855-17010-08550000	MISCELLANEOUS REVENUE	0	0	4,485.00	0.00%	0
100-12855-17250-00000000	JUDGMENTS, DAMAGES, & SETTLEMENTS	0	0	1,153.00	0.00%	0
100-12855-18100-00000000	OPERATING TRANSFERS IN (PARAMEDICS)	15,500.00	0	90	0.00%	0
Total Revenues		\$ 1,693,750.00	\$ 1,678,250.00	\$ 905,808.00	-53.97%	\$ 1,761,250.00
Expenditures						
100-12855-21100-00000000	SALARY AND WAGES	\$ 1,752,435.00	\$ 1,607,344.00	\$ 1,006,433.00	62.61%	\$ 1,662,944.00
100-12855-21120-00000000	OVERTIME	362,500.00	150,000.00	137,659.00	91.77%	150,000.00
100-12855-21410-00000000	HOLIDAY PAY	121,728.00	119,906.00	70,012.00	58.39%	119,906.00
100-12855-22100-00000000	EMPLOYEE BENEFITS	1,272,949.00	1,199,021.00	703,485.00	58.67%	1,199,021.00
100-12855-30120-00000000	UNIFORM ALLOWANCE	19,000.00	18,000.00	10,472.00	58.18%	18,000.00
100-12855-30280-00000000	TELEPHONE/COMMUNICATIONS	17,000.00	12,000.00	14,389.00	119.91%	24,400.00
100-12855-30350-00000000	HOUSEHOLD EXPENSES	5,200.00	5,000.00	1,758.00	35.16%	5,000.00
100-12855-30500-00000000	WORKERS' COMP INS EXPENSE	19,459.00	26,438.00	26,439.00	100.00%	26,438.00
100-12855-30510-00000000	LIABILITY INSURANCE EXPENSE	15,150.00	17,703.00	17,703.00	100.00%	17,703.00
100-12855-31200-00000000	EQUIP MAINTENANCE & REPAIR	11,000.00	7,500.00	7,641.00	101.88%	7,500.00
100-12855-31400-00000000	BUILDING AND MAINT & REPAIR	750	2,000.00	93	4.65%	2,000.00
100-12855-31530-00000000	MEDICAL DENTAL & LAB SUPPLIES	38,000.00	38,000.00	27,660.00	72.79%	38,000.00
100-12855-31700-00000000	MEMBERSHIP FEES	1,300.00	1,300.00	0	0.00%	1,300.00
100-12855-32000-00000000	OFFICE EXPENSE	16,400.00	8,000.00	7,176.00	89.70%	8,000.00
100-12855-32005-00000000	BANKING EXPENSES	0	0	443	0.00%	0

COUNTY OF MONO
Mid Year Budget Comparison
Actual Year to Date as of 2/23/15

FUND 100: GENERAL FUND

Account Number	Account Name	Budget - Prior Year	Budget - Current Year Revised	Current Year To Date Actual	Percent of Budget Used	14-15 MIDYEAR
100-12855-32450-00000000	CONTRACT SERVICES	8,500.00	5,000.00	2,700.00	54.00%	5,000.00
100-12855-32500-00000000	PROFESSIONAL & SPECIALIZED SR	55,250.00	0	250	0.00%	0
100-12855-32950-00000000	RENTS & LEASES - REAL PROPERTY	12,500.00	4,000.00	0	0.00%	4,000.00
100-12855-33010-00000000	SMALL TOOLS & INSTRUMENTS	0	0	120	0.00%	0
100-12855-33100-00000000	EDUCATION & TRAINING	3,500.00	7,500.00	3,232.00	43.09%	7,500.00
100-12855-33350-00000000	TRAVEL & TRAINING EXPENSE	7,000.00	7,000.00	1,050.00	15.00%	7,000.00
100-12855-33351-00000000	VEHICLE FUEL COSTS	35,000.00	40,000.00	21,584.00	53.96%	40,000.00
100-12855-33360-00000000	MOTOR POOL EXPENSE	145,000.00	140,000.00	105,808.00	75.58%	180,000.00
100-12855-33600-00000000	UTILITIES	26,000.00	26,000.00	14,321.00	55.08%	26,000.00
100-12855-53030-00000000	CAPITAL EQUIPMENT, \$5,000+	6,100.00	76,000.00	75,450.00	99.28%	76,000.00
100-12855-70500-00000000	CREDIT CARD CLEARING ACCOUNT	0	0	445	0.00%	0
Total Expenditures		\$ 3,951,721.00	\$ 3,517,712.00	\$ 2,256,323.00	64.14%	\$ 3,625,712.00
Totals		\$ -2,257,971.00	\$ -1,839,462.00	\$ -1,350,515.00	-73.42%	\$ -1,861,462.00

MID-YEAR BUDGET CONCERNS

MARCH 2, 2015

Honorable Board of Supervisors,

This past Friday, Feb. 27, I received a copy of a handout given to County residents referring to the upcoming mid-year budget review by the Mono County Board of Supervisors. I feel it necessary to bring forth my opinion in relation to this document.

The \$229,000 requested funds cannot be taken from reserves, unless a fiscal emergency is declared. These funds must come from contingency funds set aside by the Board during the yearly budget process.

The current labor contract does not give any relief from salary expenses until July 1st, 2016, if expense triggers in the contract are met. The only perceived "cut" in benefits is bringing the bargaining group to the same level of all other county employees in cost of healthcare. EMS' division's contribution in that category was raised to \$100.00 a month for families, \$50.00 a month for a couple, and \$25.00 a month for a single. This is less than 10% of the cost of these benefits.

Another perceived "cut" is the elimination of the ability of compensatory time to be taken in lieu of overtime pay if triggers are met this fiscal year. To the layperson, this may seem like a cost cutting way to not pay for overtime. It is exactly the opposite. In a system that requires "backfilling" of days off, the original 24 hours turns to 36 hours, which can then be turned into 36 hours of time off, which needs to be filled, at overtime rates, thus making the 36 hours 48, and so on. This is an uncontrollable cost in overtime, which needs to be severely curtailed to have any control on salary costs. It was recommended to the unit to offer a "cap" on such time, which they refused. There was a total of 5,111.21 hours of CTO taken last year, which at the average overtime pay of \$30.42 an hour, is \$155, 483. Considering ALL accumulated vacation and sick leave in the division totals a little over \$133,000 a year, you can begin to understand the strain CTO has put on our system.

Again, the loss of CTO is not a cut. It simply means the Medic or EMT taking an extra shift will be paid outright for that shift, at their overtime rate. There are no salary reductions in the "first trigger," which will be in effect from July 1 2015, until June 30, 2016, if the expenditure cap is exceeded.

LAST SIX YEARS COSTS, PROJECTED COSTS FOR 2015

	Expenditures	revenues	gen fund subsidy
2009	\$3,465,174.64	\$1,497,497.77	\$1,967,676.87
2010	\$3,986,599.58	\$1,230,999.24	\$2,755,600.34
2011	\$4,189,967.00	\$1,721,488.33	\$2,607,902.61
2012	\$4,260,667.24	\$1,662,536.76	\$2,598,130.48
2013	\$4,291,363.68	\$1,181,279.59	\$3,110,084.09
2014	\$3,959,236.24	\$1,788,196.20	\$2,171,040.04
2015	*\$3,747,412.00	* \$1,753,250.00	*\$1,924,462.00

(*projected)

Although I agree that costs are coming down, the numbers used recently in a handout distributed to county residents were not entirely accurate.

This should be a little alarming to the division, due to the fact they negotiated on a savings of \$500,000 from the previous fiscal year's expenditures. If 2013 numbers were used, they would have shown the necessary savings needed. That year's expenditures should have been used when comparing any numbers this year. When 60% of a budget is salary and overtime, when all other costs have been brought to unrealistic low levels, not having concessions in the wages and overtime is a losing proposition. Another factor negatively affecting the group is the inability to use revenue against their cap. The division has instituted revenue enhancement in services and collections to strengthen our ability to resolve bottom line issues, but these changes actually work against the unit when they can only count the expenses of such ventures.

The EMS Division continues to be one of the highest paid and benefitted EMS organizations in the area, and I am not against that. These wages have been negotiated over many years, and I believe they are warranted in moderation. Although the agency may not run tens of thousands of calls annually, they perform their duties in a very remote, demanding environment. They have been trained to bring rescue aspects to the thousands of residents and visitors in this county every day, something that a private provider would and can't ever do. The division has been tossed around like ragdolls throughout several departments. People were put in charge that had absolutely no experience in the day to day operation of an Advanced Life Support

system. Checks and balances were never put in place. Every year for the past nine that I have been part of the division, they have had to come to the Board at mid-year for contingencies. Is this the Medics and EMT's fault? NO. Every single resident in the county has a stake in this Division. The CAO, Finance Dept. and upper management of the Division have a duty to understand the needs and costs of EMS.

I was asked by EMS Director Salcido a little over a month ago if I had any surprises in my first year and a half as EMS Manager. I dwelled on the answer for over a day. The answer came to me as an unexpected epiphany. I could not believe the lack of understanding, from The Board level down, of our program. I was shocked by the quizzical eyes in the boardroom the day I tried to bring some relative figures forward. Facts such as.....no other department or entity in this county staffs more hours than the EMS division. We have 8 qualified, highly trained and licensed personnel on duty every single hour, of every single day, of every single year. That is a total of over 70,000 hours a year. We respond to 2,000 calls for service every year. We provide training to hundreds of people community members every year. We back up volunteers on a daily basis. We have brought services to Mammoth Hospital to provide transfers, which was becoming an area of major concern for the hospital, due to downsizing of services provided by Inyo County's private provider. We now are the provider for Psychiatric transfers working with Behavioral Health, which was previously underserved by yet the same Inyo provider. We have an AED program waiting in the wings to be presented to your Board for approval. We have Haz Mat responders, Ice Rescue responders, and Rope Rescue responders. We staff blood pressure clinics in every Supervisorial District during the summer. We've held food drives and fund raisers. We provide training to the School Districts. The list could go on and on, but my point is made.

Previous Boards have seen the importance of this program. I think it imperative to the future of this county that the program is given a chance to control costs, as we have started to do, and to function in our professional capacity, with proper funding.

We are not here due to any one entities actions. However, I feel one group in this room can make the difference and end this every six month cycle, which continues to go on and on.

Honorable Board, I wholeheartedly request that as a group, you sit down and decide on a general fund contribution you can live with, and let the division manage to that number. This convoluted trigger system entered into by both parties was based on failure. I cannot continue in this endeavor if my success is measured by the amount of failure needed to bring costs to an unobtainable and undefined number.

Medics and EMT's, I wholeheartedly request you look within yourselves to learn the art of compromise. While others in the county system have taken real cuts, you continue down the

path to oblivion. To continue to believe that this system cannot be replaced is to continue to wear blinders to the obvious.

I stand by my previous statement request of seating a blue ribbon commission as soon as possible. I strongly recommend persons seated on this commission have background in emergency services. My wish is for solid, financially sound and operationally objective ideas to come forth, which will be met with open minds from all interested parties.

Much has been said about the "brown out" corrective action plan. If we are to not receive all necessary funds to continue this year's operations, cuts will have to be made. It is with great sadness to have come to this point. I do not relish losing some of the great, qualified people we have brought on. The six people brought on to full time status over the last year are solid, hardworking county residents. Some have taken positions they are over qualified for, but do the extra-curricular work and bring expertise to their position anyone would be proud of.

Lastly, I do not want to be cutting service to any area in the county, because I already feel we are understaffed, especially in the Tri-Valley area. I am open to any measure that comes from anyone, as long as it is fact based. I understand this it will be a hard decision for the Board to make, and to find an answer that accommodates the needs of the County and the betterment of the EMS division.

Respectfully,

Rob DeForrest, EMS Manager. Paramedic, Mono County Citizen

**RESPONSES PER STATION
2014**

STATION	WALKER/COLEVILLE	BRIDGEPORT	LEE VINING	JUNE LAKE	MAMMOTH	OTHER	TOTALS
MEDIC 1 - AV	128	31				16	175
MEDIC 2 - JL		8	70	108	166	5	357
MEDIC 3 - MAM	1		1	2	805	19	828
MEDIC 7 - BP	10	174	10	7	71	3	275
TOTALS	139	213	81	117	1042	43	1635

*all numbers provided by
imaqetrend*

COST COMPARISON FY 08-PRESENT

YEAR	SALARY	OT	BENEFITS	MOTORPOOL	MED SUPPLIES	UTILITIES	TTL
6/30/2009	\$1,606,566.37	\$371,835.13	\$712,966.89	\$162,140.11	\$42,566.39	\$23,823.00	\$2,919,897.89
6/30/2010	\$1,704,088.23	\$370,879.56	\$1,069,624.94	\$136,103.00	\$40,530.39	\$25,822.90	\$3,347,049.02
6/30/2011	\$1,770,730.00	\$346,141.97	\$1,235,151.00	\$137,489.06	\$36,513.95	\$22,376.66	\$3,202,260.67
6/30/2012	\$1,750,427.57	\$353,107.20	\$1,233,372.29	\$141,689.99	\$36,255.49	\$26,001.44	\$3,540,853.98
6/30/2013	\$1,727,602.08	\$395,263.50	\$1,205,888.67	\$128,407	\$39,374.96	\$26,194.53	\$2,316,842.07
6/30/2014	\$1,748,588.25	\$404,185.52	\$1,240,618.54	\$141,300.39	\$41,205.26	\$24,611.43	\$3,600,509.39
12/31/2014	\$1,736,330.00	\$216,150.00	\$1,199,164.00	\$152,400.00	\$38,000.00	\$26,000.00	\$3,368,044.00

PAYROLL/BENEFIT COST

STATION	CAPTAIN	MEDIC 1	MEDIC 2	EMT	EMT	EMT		
MEDIC 1 - AV	\$ 91,395.12	\$ 76,878.00	\$ 75,064.56	\$ 56,039.28	\$ 44,154.96	\$ 44,154.96	\$ 387,686.88	TOTAL M1
BENEFITS	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 299,790.00	\$ 687,476.88
MEDIC 2 - JL	\$ 86,375.82	\$ 79,654.80	\$ 71,539.44	\$ 44,154.96	\$ 44,154.96	\$ 44,154.96	\$ 370,034.94	TOTAL M2
BENEFITS	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 299,790.00	\$ 669,824.94
MEDIC 3 - MAM	\$ 89,202.00	\$ 86,790.00	\$ 75,064.56	\$ 75,064.56	\$ 75,064.56	\$ 73,302.00	\$ 474,487.68	TOTAL M3
BENEFITS	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 299,790.00	\$ 774,277.68
MEDIC 7 - BP	\$ 85,404.72	\$ 76,878.96	\$ 75,064.56	\$ 75,064.56	\$ 61,936.08	\$ 44,154.96	\$ 418,503.84	TOTAL M7
BENEFITS	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 49,965.00	\$ 299,790.00	\$ 718,293.84

The information presented is posted as submitted by the reporting entity. The State Controller's Office is not responsible for the accuracy of this information.

Position	Department	Total Wages	Total Retirement & Health Cost
Paramedic Station Captain	Paramedics	\$114,914	\$26,822
Paramedic Station Captain	Paramedics	\$112,838	\$36,459
Paramedic Station Captain	Paramedics	\$112,218	\$51,905
Paramedic Training Officer	Paramedics	\$107,336	\$48,382
Paramedic II	Paramedics	\$105,628	\$34,179
Paramedic II	Paramedics	\$102,597	\$25,762
Paramedic Station Captain	Paramedics	\$99,806	\$48,984
Paramedic II	Paramedics	\$92,558	\$35,075
Paramedic II	Paramedics	\$90,102	\$32,615
Paramedic II	Paramedics	\$89,517	\$46,382
Paramedic Station Captain	Paramedics	\$86,903	\$48,439
Paramedic II	Paramedics	\$85,006	\$35,658
Ems Manager	Paramedics	\$84,638	\$45,884
Paramedic II	Paramedics	\$83,988	\$44,044
Paramedic II	Paramedics	\$81,435	\$46,202
Paramedic II	Paramedics	\$80,287	\$36,959
Paramedic II	Paramedics	\$80,267	\$27,475
Paramedic II	Paramedics	\$79,939	\$35,841
Paramedic II	Paramedics	\$78,947	\$31,754
Paramedic II	Paramedics	\$78,498	\$40,684
Paramedic II	Paramedics	\$61,808	\$32,592
Emergency Medical Technician	Paramedics	\$56,530	\$39,395
Paramedic Station Captain	Paramedics	\$52,686	\$16,642
Paramedic II	Paramedics	\$43,080	\$20,188
Met-Reserve	Paramedics	\$21,435	--

Position	Department	Total Wages	Total Retirement & Health Cost
Met-Reserve	Paramedics	\$2,585	--
Met-Reserve	Paramedics	\$2,303	--



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Position Detail

Paramedic Station Captain

Entity: [Mono County](#)

Department: [Paramedics](#)

Year: 2013

\$114,914 total wages

\$65,184	\$30,370	\$0	\$19,360
regular pay	overtime pay	lump-sum pay	other pay

\$55,644 – \$67,644 regular pay range for classification

\$26,822 total retirement & health cost

\$26,101	\$0	\$0	\$721
defined benefit plan	employee's ret. cost covered	deferred compensation	health/dental /vision contribution

3 @ 50 applicable defined benefit pension formula

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For more information go to <http://monocounty.ca.gov/hr>

Last Updated: 12/15/2014

Positions in this Department

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»

Position Detail

Paramedic Station Captain

Entity: [Mono County](#)
Department: [Paramedics](#)
Year: 2013

\$112,838 total wages

\$54,480	\$42,573	\$0	\$15,785
regular pay	overtime pay	lump-sum pay	other pay

\$55,644 – \$67,644 regular pay range for classification

\$36,459 total retirement & health cost

\$25,661	\$0	\$2,280	\$8,518
defined benefit plan	employee's ret. cost covered	deferred compensation	health/dental /vision contribution

3 @ 50 applicable defined benefit pension formula

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Last Updated: 12/15/2014

Positions in this Department

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April 7, 2015
Regular Meeting
Item #9e
Board of Supervisors

**Calif. Dept. of Fish and
Wildlife - Comments
Regarding AB 1213
Rulemaking**

Begin forwarded message:

Resent-From: <talpers@mono.ca.gov>

From: SP Parker <sp@sierramountaincenter.com>

Date: April 6, 2015 at 9:37:58 PM PDT

To: <talpers@mono.ca.gov>, <ljohnston@mono.ca.gov>, <fstump@mono.ca.gov>, <scorless@mono.ca.gov>, <tfesko@mono.ca.gov>

Subject: trapping on agenda for supervisors meeting

Members of the Board,

I understand that the Board is being approached to consider a resolution in favor of trapping of bobcats in Mono County and against rule making action on Bill 1213.

I suggest that the Board not consider this resolution and not be in favor of any resolution or resolution that does not strengthen protection of the Mono county bobcat population. California Fish and Game Commission is still in the process of considering additional bans state wide, or locally, as well as limitations on trapping and any action by the Mono Board would be premature and ill advised.

In addition our Eastern Sierra counties are now recreation and tourism based. We are no longer a resource extractive based economy and to be known as an exporter of bobcat pelts is not exactly a plus. The bobcats we have locally are not the property of those who seek to trap and kill them. They are also a part of our environment to be treasured by those of us who live here and those who visit deserve the opportunity to perhaps catch a glimpse of one of these unique, special and beneficial animals.

Thank you for your consideration and I also hope to speak in front of the Board tomorrow.

SP Parker
AMGA/IFMGA Certified Guide
Owner: Sierra Mountain Center
P.O. Box 95, Bishop, CA 93515
office phone: 760 873-8526
email: sp@sierramountaincenter.com

Visit us in cyberspace

Website <http://www.sierramountaincenter.com>

Blog <http://smcblog.wordpress.com/>

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90025-3634

On the Internet
monolake.org
monobasinresearch.org

March 20, 2015

Mr. Sonke Mastrup
Executive Director
California Fish and Game Commission
1416 Ninth Street, Room 1320
Sacramento, CA 95814

Subject: April 8, 2015 meeting agenda item – bobcat trapping regulations

Dear Mr. Mastrup:

The Mono Lake Committee (MLC) would like to provide comments on the proposed changes to bobcat trapping regulations; agenda item #29 slated for discussion at the April 8, 2015 meeting.

The Mono Lake Committee is a non-profit citizen's group dedicated to protecting and restoring the Mono Basin ecosystem, educating the public about Mono Lake and the impacts on the environment of excessive water use, and promoting cooperative solutions that protect Mono Lake and meet real water needs without transferring environmental problems to other areas. Supported by 16,000 members, the MLC has been active in the Mono Basin since 1978.

As an advocate for the Mono Basin watershed and surrounding lands, MLC urges the Commission to support the proposed ban on bobcat trapping in the Mono Basin.

The Mono Basin sits at the boundary of the Sierra Nevada and the Great Basin and thus supports a wide range of habitats, plants, and animals. Mono Lake's tributary streams provide water and healthy riparian corridors used by wildlife—including top-level predators. Numerous protections—Mono Basin National Forest Scenic Area, Mono Lake Tufa State Natural Reserve, and California State Water Board mandates exist to preserve the unique scenic, biological, and natural integrity of the Mono Basin.

In the past decade MLC has witnessed a decline in the number of bobcat sightings and evidence of activity in the Mono Basin. Additionally, the Mono Basin has had a reduction in the number of another top level species, mountain lion, in the effort to protect Sierra Nevada Bighorn Sheep (a protected species). Continued reduction of large, predatory mammals could further upset the natural balance of wildlife in the Mono Basin.

MLC is concerned that bobcat population monitoring data is not current. This data was critical information for past distribution of trapping permits. It is difficult to see how the Commission could allow continued trapping without reinvigorating a significant bobcat population monitoring program to ensure that the population is not falling below healthy numbers.

The Mono Basin is well known as a largely undeveloped and wild landscape. Globally, statewide, and even within Mono County, the Mono Basin is heralded as a place where visitors can come to experience the increasingly rare sense of wild nature and a healthy ecosystem. In this era of fragmented landscapes and habitat disruption preserving safe zones for all creatures is all the more important.

Author Aldo Leopold, considered by many to be the father of wildlife management, wrote, "A thing is right when it tends to preserve the integrity, stability and beauty of the biotic community. It is wrong when it tends otherwise." Bobcats, as top-level predators, are critical to a healthy, functioning Mono Basin ecosystem.

The California Fish and Game Commission was the first wildlife conservation agency established in the United States, balancing the often-perceived-as-conflicting goals of species protection and regulation of trapping. If the Commission does not adopt a statewide ban on bobcat trapping then we request that, at a minimum, you vote to support a regional bobcat trapping ban here in the Mono Basin watershed in order to provide a refuge area for bobcats and to preserve healthy population numbers.

Please contact me if need any additional information. Thank you for your time and attention to this very important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Cutting". The signature is fluid and cursive, with the first name "Lisa" and last name "Cutting" clearly distinguishable.

Lisa Cutting
Eastern Sierra Policy Director