

COUNTY OF SAN BERNARDINO



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EXECUTIVE SUMMARY

As repercussions in the housing and financial markets continue to evolve, the depth of the fiscal consequences for local government budgets and public finance will continue to be uncertain. With demand for services on the rise and multiple programs being administered on the local level, diversified and stable revenue streams (ranging from property taxes, fees, and Federal reimbursement) are critical to financing necessary services. In the context of this environment, San Bernardino County will face the headwinds of increased competition and public scrutiny for available limited resources. In order to maximize potential, the County will be required to exercise continued strategic vigilance and success will necessitate strong support for services and programs by its delegates. In this platform you will find our Federal legislative priorities for 2010, including funding requests and policy positions.

Based on the principles of fiscal stability, preservation of local control, efficient service delivery and operations, and the promotion of inter-agency cooperation, the San Bernardino County Board of Supervisors provides specific direction and overall policy guidance to the Office of Legislative Affairs by adopting an annual platform prior to each legislative session. Effective partnerships between local and Federal agencies are pivotal to ensure that the County of San Bernardino fulfills its organizational mission to satisfy its customers by providing services that promote the health, safety, well being, and quality of life to its residents.

In order to accomplish its vision of creating a safe, clean, and healthy environment that appeals to families and individuals, and attracts the best business and industry, the County of San Bernardino provides multiple services ranging from public safety, transportation, and land use to public works and code enforcement. In addition to providing direct constituent services, the County also serves as a conduit for Federal government by administering health and human programs. As the County experiences tremendous growth, the already two million residents located throughout its 20,000 square miles utilize a great deal of resources. In order for the County to continue to provide quality services, assistance from the Federal government and continued partnership with the Congressional delegation is imperative to maintain success.

The 2010 Federal legislative platform assists the County in navigating through the various legislative components as well as communicating its Federal priorities. The platform has been compiled into various sections including government operations, public safety, health and human services, transportation, housing and land use, flood control, educational, cultural and recreational services. Each legislative item contains a brief background, legislative position and a funding amount request when applicable.

Federal Funding Requests

Federal funding is an important component that the County depends on to finance various projects and administer essential programs. The Legislative Platform represents the comprehensive major funding issues facing the County.

The County of San Bernardino supports the reform of the Congressional Funding Direction (earmarking) process. All of the funding proposals comply with current Congressional earmark reform standards that include direct recipient funding requests, justification of use of taxpayer funding and appropriate applicable matching funds to each request.

FUNDING REQUESTS

TRANSPORTATION

INTERSTATE 10 CORRIDOR IMPROVEMENTS

I-10 is the principal east/west circulation route for automobiles and trucks into and out of the Los Angeles basin. I-10 currently handles 185,000 vehicles a day with a projected traffic count of over 250,000 trips per day in 2020. Interchanges along I-10 throughout the Inland Empire were typically built at every mile with overpasses or underpasses (grade separations) at every half-mile.

CHERRY AVENUE/I-10 INTERCHANGE

Funding Request: \$40 Million

Estimated Total Project Cost: \$71 Million

I-10 is the principal east/west circulation route for automobiles and trucks into and out of the Los Angeles basin. I-10 currently handles 185,000 vehicles a day with a projected traffic count of over 250,000 trips per day in 2020. In this area, apart from the spacing between Sierra and Citrus Avenues, interchanges are spaced at two-mile intervals and no midpoint grade separations exist. The lack of mid-point grade separations places extraordinary pressure on the existing interchanges.

Cherry Avenue is a multi-function arterial route. It is a truck route providing access to industrial sites in north Fontana. Cherry Avenue provides access to the Fontana Speedway and provides a gateway for a large and growing residential core south of the rail tracks. Cherry Avenue is a regionally significant north/south highway with average daily traffic of over 26,000 with projected traffic count of over 38,000 trips per day by 2035. The Cherry Avenue/I-10 Interchange experiences heavy congestion with over 20 minute delays in local cross over traffic during the afternoon peak hours. Alterations to the interchange configuration are complicated by the parallel railroad tracks immediately to the south of I-10.

Project Description: A joint project between SANBAG, the County of San Bernardino, and the City of Fontana, to widen Cherry Avenue to seven lanes and improve the I-10 Interchange.

CITRUS AVENUE/I-10 INTERCHANGE

Estimated Total Project Cost: \$45 Million

Citrus Avenue is a regionally significant north/south highway with heavy truck traffic because it serves major industrial sites in Fontana and unincorporated areas of San Bernardino County. The Citrus Avenue/I-10 Interchange is experiencing significant vehicle congestion with over 20 minute delays in local cross over traffic during afternoon peak hours. Parallel railroad tracks immediately to the south of I-10 complicate alterations to the interchange configuration and will significantly increase project costs. With the environmental phase completed, the project is now in final design and right-of-way acquisition.

Project Description: A project sponsored by the City of Fontana with the County of San Bernardino to complete project work through Plans, Specifications, and Estimates (PS&E).

PEPPER AVENUE/I-10 INTERCHANGE

Funding Request: \$45 Million

Estimated Total Project Cost: \$45 Million

Pepper Avenue provides access to the Arrowhead Regional Medical Center and provides a gateway for growing local residential development. Pepper Avenue is a regionally significant north/south highway. The Pepper Avenue/I-10 Interchange experiences heavy congestion with traffic backing up into the freeway lanes during peak hours, significantly slowing interstate traffic including goods movement and contributing to air quality issues and lengthened commute times. There are no plans to alter rail overhead or construct to south. A significant first phase of the project has already been constructed.

Project Description: A joint project between SANBAG, the City of Colton, and the County of San Bernardino to widen Pepper Avenue to seven lanes and improve the I-10 Interchange.

CEDAR AVENUE/I-10 INTERCHANGE

Funding Request: \$50 Million

Estimated Total project Cost: \$50 Million

Cedar Avenue is a regionally significant north/south highway with average daily traffic of 38,000 and a projected traffic count of over 74,000 trips per day by 2025. Cedar Avenue/I-10 Interchange experiences heavy congestion with over 20 minute delays in local cross over traffic during the afternoon peak hours. Alterations to the interchange configuration are complicated by the parallel railroad tracks immediately to the south of I-10. Cedar Avenue is a multi-function arterial route. It is a truck route, providing access to industrial sites in south Fontana. Cedar Avenue is also a heavily traveled school transportation corridor with a large middle school on the northeast corner of Slover Avenue at Cedar Avenue. The over-crossing provides a gateway for a large and growing residential core south of the rail tracks

Project Description: A joint project between Caltrans and the County of San Bernardino to widen Cedar Avenue to seven lanes and improve the I-10 interchange. The amount requested is to complete project work through Plans, Specifications, and Estimates (PS&E), right-of-way, and construction. Project Approval & Environmental Documentation (PA&ED) is near completion.

HIGH DESERT CORRIDOR

Funding Request: \$20 Million

Estimated Total project Cost: \$4.3 Billion

The High Desert Corridor (HDC) provides a vital missing link in the National Highway System between California's two major north/south Interstates, the I-5 and the I-15. In SAFTEA-LU, the HDC was designated as a High Priority Corridor (E-220) on the National Highway System from Los Angeles to Las Vegas, via Palmdale and Victorville. The E-220 was designated as the 50-mile segment of the HDC between the SR 14 in Palmdale and the I-15 in Victorville, with inland ports at each end which will provide for improved goods movement and congestion relief throughout Southern California, better air quality in the SCAQMD region by the diversion of trucks to rail, and the economic stimulus of almost 100,000 construction and logistics jobs. The HDC Joint Powers Authority (JPA) was formed by the counties of Los Angeles and San Bernardino as the legal public sector entity to govern and provide oversight of the development of the E-220 as a Public Private Partnership (P3).

General P3 language in the six-year Transportation Reauthorization legislation should include: continued support of P3 from the administration; support for the National Infrastructure Bank; expanded use of the Private Activity Bond (PAB) Program (authorization for tax exempt- financing to be mixed with private equity), and elimination of the current \$15 Billion cap on PABs; expanded use of the TIFIA Program, either inside or separate from the National Infrastructure Bank; and streamlining of NEPA for P3s. Specific language/ funding to the JPA High Desert Corridor: Seek funding for costs associated with P3 project development, including environmental document preparation up to \$50 Million, expedited right-of-way agreements with BLM, and funding and stimulus for Multi Modal Inland Port development including access roads, railroad spurs, airport runway improvements.

Project Description: JPA governance and oversight of a P3 for planning, programming, environmental, design, construction, maintenance and operation of a six-lane expressway connecting Inland Ports in Victorville and Palmdale, and costs associated with project development.

CEDAR GLEN FIRE ACCESS

Funding Request: \$2.5 Million

Estimated Total Project Cost: \$2.5 Million

In 2003, the Old Fire decimated the Cedar Glen area east of Highway 173 and Lake Arrowhead. The area residences had been built over a series of very steep ridges and gullies. Traversing the terrain of a nearly 5,000 ft elevation pine forest, vehicles are required to ascend or descend steep grades and tight curves on roads that have been cut as benches into the sides of the ridges of decomposing granite bedrock. One of the major issues to surface in a report and internal analysis of the Cedar Glen area was the lack of paved roads to facilitate traffic circulation and an ability to enter and exit the area without back-tracking. The area has in effect roads that were long cul-de-sacs that inhibited emergency evacuation and left emergency personnel extremely vulnerable with no means of escape from the area. In all, several hundred structures were destroyed.

The study and analysis suggested linking paved county-maintained Torrey Road and Pine Ridge Drive that in turn links to Hook Creek Road along the alignment of Little Bear Creek Road and Elder Drive. Little Bear Creek and Elder Drive currently are dirt roads that could be widened, and when paved, have a longitudinal slope-grade, which would enable fire equipment to safely traverse these roads.

Project Description: Construct road and drainage improvements to Little Bear Creek Road and Elder Drive in the Cedar Glen Area east of Highway 173 in the San Bernardino Mountains.

CUMBERLAND DRIVE: STATE HIGHWAY 18 BALD EAGLE RIDGE

Funding Request: \$6 Million

Estimated Total Project Cost: \$6 Million

Current subdivisions off State Highway 18 have limited access to State Highway 18 and needed improvements to this road will mitigate traffic safety issues. Cumberland Drive may also serve as a vital evacuation route for several vulnerable residential areas. The road would improve fire emergency response times for these residential areas that are still highly vulnerable.

Project Description: The road will require, at a minimum, a paved traffic lane in each direction between State Highway 18 to an existing paved cul-de-sac road within Bald Eagle Ridge.

DALEY CANYON ROAD INTERSECTION IMPROVEMENTS

Funding Request: \$500,000

Estimated Total Project Cost: \$500,000

Daley Canyon road is a busy access road for the mountain communities off State Highway 18. The proximity of the local high school to Daley Canyon Road and State Highway 18 creates a traffic bottleneck for drivers who want to make right turn movements onto the State Highway, creating significant delays during the morning peak hour. After evaluating several alternatives and discussions with members of the community, it was determined that the best approach to alleviate congestion for the right turn movement would be to widen a portion of Daley Canyon Road north of Daley Canyon Access Road. The proposed project would create a right turn lane on Daley Canyon Road to separate traffic wanting to make a right turn onto the State Highway from the left turn high school traffic. Construction of this project would also serve to facilitate evacuation of the community in the event of an emergency.

Project Description: Add a right turn lane along Daley Canyon Road from Daley Canyon Cutoff north to split right and left turns at the intersection of Daley Canyon Road at State Highway 18.

HELENDALE ROAD PAVING PROJECT

Funding Request: \$2 Million

Estimated Total Project Cost: \$14 Million

The proposal is to pave Helendale Road as an alternative route for National Trails Highway (Route 66) between the Silver Lakes/Helendale communities and Victorville. This alternative route avoids an at-grade rail crossing at Vista Road and a very narrow, functionally obsolete, road underpass at Oro Grande that inhibits traffic flow and reduces level of service.

For commuters, this additional road would improve system connectivity, as commuting times can be more predictable, allowing commuters to efficiently access intermodal transportation systems, trains and rideshare/vanpools.

With the development of Southern California Logistics Airport (SCLA), an estimated additional 10,000 jobs will be generated. It is anticipated that multiple housing tracts will be developed north of the airport with Helendale Road as the primary road link. Constructing this road prior to known development patterns will significantly reduce project costs.

Project Description: Pave Helendale Road which is currently a dirt road. Pave one lane in each direction within existing right-of-way from Colusa Road within the City of Victorville north to Silver Lakes Road.

LENWOOD ROAD GRADE SEPARATION PROJECT

Funding Request: \$10 Million

Estimated Total Project Cost: \$32 Million

The project is to provide grade separation between Lenwood Road and the BNSF rail tracks. Lenwood Road is utilized by a disproportionate volume of truck traffic because this crossing is a chokepoint for travel. This grade separation is part of the Alameda Rail Corridor (East) project that has examined the consequences of additional frequency and train length impacts on local communities. Lenwood Road is a major truck traffic connection between State Highway 58 to the north of the Mojave River and the community of Lenwood to the south. State Highway 58 carries

significant levels of truck traffic from other states via I-15 and Las Vegas and from I-40 and points east. Main Street, otherwise known as National Trails Highway (NTH or Route 66), provides access to Barstow and Victorville. Barstow is a logical stopping point for many truck drivers, either for changing drivers or for mandatory rest stops.

Significant safety issues will be mitigated upon completion and provide further support of the Lenwood Road grade separation project. The reduction in traffic congestion and improvements to air quality may be quantified to demonstrate a high benefit cost ratio for this project.

Project Description: Provide grade separation between Lenwood Road and the BNSF rail tracks. Project Approval & Environmental Documentation (PA&ED) is near completion.

MONTE VISTA AVENUE REALIGNMENT

Funding Request: \$6 Million

Estimated Total Project Cost: \$6 Million

Monte Vista Avenue is a north/south route scheduled for the construction of a grade separation over the railroad tracks north of State Street by 2009. The realignment of Monte Vista Avenue will complement local traffic circulation patterns, significantly reducing local congestion. The offset alignment is identified with increased congestion. The current four-way stop creates uncertainty over traffic precedent, slowing traffic efficiency and increasing safety concerns.

Project Description: Provide horizontal realignment at Philips Boulevard. The north/south alignment is offset due to Monte Vista Avenue following survey markings between old land grants.

NATIONAL TRAILS HIGHWAY BRIDGE REPLACEMENT PROJECT

Funding Request: \$135 Million

Estimated Total Project Cost: \$135 Million

National Trails Highway between Daggett and Interstate 40 at Mountain Springs Road serves as an alternate route to Interstate 40 during sand storms, traffic collisions and other safety concerns. The 135 bridges on National Trails Hwy have exceeded their design life and replacement is necessary to accommodate heavy weight trucks, access to planned water and energy projects, and increased interstate and tourist travel. This project is a safety project to design and replace 135, 1930s era timber trestle bridges that are significantly beyond their design life and replace them with concrete bridges on National Trails Highway. National Trails Highway serves as an alternate route to Interstate 40, is used for goods movement, interstate travel, and tourism, and is a component of the National Historic Register. It is also in nomination as a World Heritage Site.

Project Description: This project is a safety project to design and replace 135, 1930s era timber trestle bridges on National Trails Highway that are significantly beyond their design life and replace them with concrete bridges.

NEEDLES HIGHWAY

Funding Request: \$60 Million

Estimated Total Project Cost: \$80 Million

Needles Highway is located within the tri-state regional area of Arizona, California and Nevada. Clark County, Nevada, the City of Needles, and the County of San Bernardino passed resolutions of support for the project. Needles Highway is the primary access road for the Fort Mojave Indian

Reservation; north of the City of Needles it links I-40 and Aha McCav Parkway. Environmental documentation and a Record of Decision are near completion.

Project Description: Complete construction improvements to Needles Highway between N Street within the City of Needles, north to the Nevada State Line. The amount requested is to initiate construction on specific safety improvements that will integrate with future construction of the complete project.

NISQUALLI YUCCA LOMA CORRIDOR

Funding Request: \$101 Million

Estimated Total Project Cost: \$101 Million

The Mojave River is a major east-west obstacle for transportation in the high desert area. The Mojave River is also a major watercourse and is subject to high water flows in the rainy winter months. With the urban development in this area, additional bridges are becoming necessary, both for ease of movement and safety. Construction of an additional bridge across the Mojave River (and the AT&SF Railroad tracks), connecting Yucca Loma Road via Yates Road to Green Tree Boulevard (a distance of approximately 3.4 miles) will provide a necessary structure to facilitate ease of movement across this natural barrier and provide a grade separation across the busy railroad tracks. There are only two crossing points across the Mojave River between Victorville and the Town of Apple Valley, both rapidly growing communities. One crossing links via State Highway 18 through the Mojave Rivers upper narrows about four miles to the north and the second is located at Bear Valley Road about a mile to the south of the proposed Yucca Loma alignment.

Project Description: The Town of Apple Valley, City of Victorville and County of San Bernardino have developed a project to connect Yucca Loma Road, Yates Road, and Green Tree Boulevard from Apple Valley Road to Hesperia Road. This project will provide an alternate east/west corridor in the Victor Valley Region. The project includes construction of the four-lane Yucca Loma Bridge over the Mojave River in the Town of Apple Valley, widening of Yates Road to four lanes in the County area and construction of the Green Tree Boulevard in Victorville. The new roadway and bridges will carry vehicles, bicyclists, and pedestrians across the Mojave River and the B.N.S.F. Railroad.

PIUTE WASH BRIDGE PROJECT

Funding Request: \$20 Million

Estimated Total Project Cost: \$20 Million

Piute Wash is a major drainage feature intersecting Needles Highway. Needles Highway is located within the tri-state regional area of Arizona, California, and Nevada. Needles Highway is bounded on the east by the Colorado River, on the west by the Deadman Mountains, and extends from California to Nevada. Needles Highway is currently part of a county road network in both states and is under the local jurisdictions of Clark County Nevada, San Bernardino County, and the City of Needles. Piute Wash has the potential to generate large water flows where it intersects with Needles Highway. Early 1990's drainage studies estimate a 100-year peak flow in excess of 26,500 cubic feet per second and concluded that Piute Wash needs to be bridged. The recommendation is for a 500-foot long multi-lane all weather bridge to mitigate any future flooding potential. Although Piute Wash is located within the limits of a Needles Highway realignment and rehabilitation project, it has been excluded from the project because of the cost.

Project Description: Construct a 500-foot long, multi-lane all weather bridge on Needles Highway over the Piute wash.

ROCK SPRINGS ROAD BRIDGE PROJECT

Funding Request: \$10 Million

Estimated Total Project Cost: \$30 Million

Rock Springs Road is a major circulation link in the high desert between the Town of Apple Valley and the City of Hesperia. Rock Springs Road is a continuation of the alignment of Main Street and Phelan Road, which are major streets that intersect with I-15. Because of that link, many residents of the Town of Apple Valley and the County unincorporated areas to the east of the Mojave River utilize Rock Springs Road for commuting to work in the Inland Empire, Orange County and Los Angeles County. The proposed project is to construct a four-lane road bridge across the Mojave River on the Rock Springs Road alignment. The road is a major artery between the Town of Apple Valley and the City of Hesperia with approximately 9,900 vehicles per day using the roadway. The Mojave River is a major watercourse and subject to high water flows, especially in the rainy winter months. At this location the river is estimated to carry over 26,000 cubic feet per second during a 100-year storm. With the urban development in this area, construction of Rock Springs Bridge is essential for ease of movement and for safety. The winter storms of 2004-05 destroyed the low flow crossing. The closure to restore the low flow crossing lasted until October 2005, nearly ten months.

The closure of Rock Springs Road at the Mojave River necessitates a 12-mile detour to Bear Valley Road increasing the commuting distance, cost and time per trip. Longer trips significantly impact emergency response. Delay in response time is critical to health and safety.

Project Description: Construct a four-lane road bridge across the Mojave River on the Rock Springs Road alignment. Initial funding request is to implement the environmental documentation through Plans, Specifications, and Estimates (PS&E). A Request for Proposal has been issued for engineering and environmental services.

STATE STREET STATE ROUTE 210 TO CAJON BOULEVARD

Funding Request: \$20 Million

Estimated Total Project Cost: \$20 Million

The proposed project will widen the existing two-lane section of State Street between State Route 210 and Cajon Boulevard into four lanes. State Street is designated as a Major Highway according to San Bernardino County Master Plan of Highways. A major highway designation specifies 104 feet of right-of-way and 80 feet of pavement curb-to-curb width. Caltrans has constructed an interchange with State Street as part of the new freeway extension connection to State Route 210. North of this new interchange is the California State University San Bernardino campus, currently serving over 20,000 students. State Street, from this interchange, will also provide a north/south link between State Route 210 and I-215. In addition, an overpass grade separation is under construction with SANBAG as the lead agency for the project to relieve congestion at the current grade crossing over the BNSF tracks. The crossing is extremely busy with nearly 100 trains in a 24-hour period.

State Street, as a north/south circulation link carrying traffic from State Route 210 to I-215 Freeway and to Cal State San Bernardino through University Parkway, will have significantly increased volumes of traffic, yet for the most part, the State Street section of road is only two lanes wide. Even before this interchange is constructed, the Average Daily Traffic (ADT) in this section of road is 10,520. The increased capacity of State Street is regionally important and will complement infrastructure improvements that are in construction or in the forward planning stages for the area.

Project Description: Construction of a four-lane road on existing alignment between State Route 210 and grade separation at Cajon. The 2010 fiscal year funds requested are to implement the

environmental documentation through Plans, Specifications and Estimates (PS&E), the necessary right-of-way, and construction.

SUMMIT VALLEY ROAD

Funding Request: \$21 Million

Estimated Total Project Cost: \$21 Million

Summit Valley Road, branching from State Highway 18, is proposed as a vital project, an alternative paved access route between the San Bernardino/Los Angeles Basin and the High Desert Communities. The San Gabriel and San Bernardino Mountains create a formidable barrier to road and rail transportation between the Pacific Rim Port Cities, the densely populated Los Angeles Basin and Inland Valleys to the High Desert communities and on to other states. The Cajon Pass, created by the San Andreas Fault system, is the most direct and feasible transportation corridor link between Inland Southern California, the High Desert and ultimately Nevada and Northern Arizona. Burlington Northern/Santa Fe and Union Pacific Railroads use this corridor. I-15 and State Highway 138 routes are currently the only paved highways through Cajon pass. State Highway 138 near the Summit Valley Road intersection also provides critical access to the San Bernardino National Forest. Summit Valley Road provides alternative access to the Victor Valley area in the event of closures on State Highway 138 and I-15.

A cooperative agreement will be necessary both with Caltrans (junction of State Highway 138) and the City of Hesperia. Interim paving of the road on the existing alignment has been completed with local monies. An agreement with the City of Hesperia has been formulated for a proportionate share of costs. This interim road is a paving of one lane in each direction and does not address the ultimate design envisioned in the County Master Plan of a multi-lane major highway on a different alignment, connecting State Highway 138 with Rancho Road, which is currently under design to provide a grade separation at the railroad tracks. Ultimately, a newly aligned four-lane major arterial road is the preferred outcome for this item.

Project Description: Continue planning efforts and pre-construction activities and upgrade Summit Valley Road from State Highway 138 to Hesperia City limits to a four-lane arterial.

VISTA ROAD GRADE SEPARATION PROJECT

Funding Request: \$10 Million

Estimated Total Project Cost: \$29 Million

The proposal is to create a grade separation on Vista Road for National Trails Highway (Route 66) and the Silver Lakes-Helendale community traffic. This grade separation will avoid significant delays created by train traffic estimated at 99 trains per day, many of which extend the delay by waiting, blocking Vista Road while waiting for clear tracks.

FLOOD CONTROL

SANTA ANA RIVER MAINSTEM FLOOD PROTECTION PROJECT

Funding Request: \$108.6 Million

Estimated Total Project Cost: \$1.7 Billion

The Santa Ana River Mainstem Project includes seven interdependent features: Mill Creek Levee, Oak Street Drain, San Timoteo Creek, Lower Santa Ana River, Seven Oaks Dam, Prado Dam and Santiago Creek. As of this date, Seven Oaks Dam, Mill Creek Levee, Oak Street Drain, San Timoteo Creek Reaches 1, 2 and 3A and the Lower Santa Ana River (LSAR) Reaches 1, 2, 3, 4, 5, 6, 7, 8, and 10 are complete.

Completion of all of the features will provide (a) necessary flood protection within Orange, Riverside and San Bernardino Counties; (b) enhancement and preservation of marshlands and wetlands for endangered waterfowl, fish and wildlife species; (c) recreation amenities; and (d) floodplain management of the 30 miles of Santa Ana River between Seven Oaks Dam and Prado Dam.

The San Bernardino County Flood Control District, Riverside County Flood Control and Water Conservation District and Orange County Flood Control District are the Local Sponsors of the \$1.7 Billion federal flood control project. In cooperation with the other county agencies, the system is almost complete and will provide valuable flood control features for over 3 million people living within the Santa Ana River Watershed and Floodplain.

Project Description: The remaining portion requested for funding includes \$108.6 million for engineering, construction, and right-of-way acquisition, environmental mitigation for Prado Dam (\$56.5 million), Seven Oaks Dam (\$8.6 million) and Reach 9 of the Lower Santa Ana River reach (\$43.5 million).

SAN SEVAINE BASIN 1 THROUGH 4 AND SPREADING GROUNDS FLOOD PROTECTION STUDY

Funding Request: \$1 Million

Estimated Total Project Cost: \$1 Million

The Etiwanda and San Sevaire flood control system was improved with funding from the Bureau of Reclamation. The overall project included channel improvements, basin improvements and new basin construction. One element that was not included in the overall project was improvements for San Sevaire Basins 1 through 4 and the San Sevaire Spreading Grounds. The original system was to have a debris basin at the mouth of the San Sevaire canyon. This basin was never built and there is no intention to build it in the future. Consequently, a study is necessary to address potential debris flows that could come out of the San Sevaire canyon and go into the San Sevaire Spreading Grounds and San Sevaire Basins 1-4. These existing facilities main purpose is water conservation. The San Bernardino County Flood Control District wants to maintain as much water conservation function as possible in these facilities and is concerned the potential debris flows could hinder that effort. There is also concern for adjacent residences. The current cost estimate for a study and design is \$1 million.

Project Description: Conduct the San Sevaire Basin 1-4 and Spreading Grounds Flood Protection Study. The project fits in with the Bureau of Reclamation and U.S. Army Corps of Engineers missions.

SAN SEVAINE CHANNEL FLOOD PROTECTION AND WATER CONSERVATION PROJECT

Funding Request: \$500,000

Estimated Total project Cost: \$1.2 Million

The San Sevaire Channel was damaged during the Christmas Day storm of 2003. FEMA denied the damage claims due to construction work that was being conducted just prior to the storm event. The channel protects homes and businesses, as well as Interstate 15 in the Rancho Cucamonga and

Fontana areas. The San Sevaine flood protection and water conservation project will reestablish the 100 year flood protection level for that area and will provide water conservation with a water turnout structure that goes into Victoria Basin.

The San Bernardino County Flood Control District is currently working with the Inland Empire Utility Agency and the Chino Basin Watermaster to finalize the funding agreement for \$491,500 towards the construction. The start of construction is anticipated in spring 2010, if all the funding is in place.

Project Description: Construction of the San Sevaine Channel flood protection and water conservation project. The proposed improvements will reduce the potential for major flooding along the project site and preserve the safety and well being of both life and structures. The improvements will also provide and sustain vital infrastructure necessary to allow the community to continue to grow.

SAN SEVAINE CREEK PROJECT

Funding Request: \$10 million

Estimated Total project Cost: \$150 million

The San Sevaine Creek Water Project will provide environmental enhancements, water conservation and flood control facilities in the western portion of the San Bernardino Valley. The original 1995 approved project, provided a 137-acre area to be set aside as a preserve to protect a sensitive plant community, wetlands and wildlife enhancement. In addition, several water conservation basins will percolate an estimated 25,000 acre-feet of storm water runoff per year into the Chino Groundwater Basin benefiting agricultural, municipal and industrial water users in the valley. The increased water conservation will occur as the result of additional 5,400 acre-feet of water storage, which will reduce the need to purchase imported water. The County has coordinated with the Bureau of Reclamation and the National Water Resources Agency (NWRA) in a cooperative effort to obtain the continued funding for this project. The County appreciates the continuing support provided by the Bureau of Reclamation for this project. Since the project was approved and deemed eligible for funding, the County has received a total of \$46.55 million from the Bureau, which is all of the funding allocated by the Bureau for this project.

When the Secretary of Interior originally approved the project on May 9, 1996 and the project completed the 60-day calendar days reviewed by Congress as of July 25, 1996, as required under the Small Reclamation Loan Act, the project included a \$37.4 million grant and \$19.2 million loan. When the Bureau provided the Repayment Agreement to the County Board of Supervisors for approval, \$10 million of grants had been eliminated from the project resulting in the downsizing of the original project. Due to the time it has taken to get the project approved, delays due to environmental requirements and approvals, and increase in project costs, which are now greater than those estimated in the loan application, the project has an estimated shortfall of \$10 million to \$15 million.

Project Description: Complete the construction of the San Sevaine Creek Water Project.

SEVEN OAKS DAM WATER QUALITY SPECIAL STUDY

Funding Request: \$8.6 Million

Estimated Total Project Cost: \$8.6 Million

The U.S. Army Corps of Engineers, Los Angeles District, is conducting a feasibility level study to investigate water quality issues related to Seven Oaks Dam and Reservoir. This effort is proceeding in partnership with the existing non-Federal sponsor for the Santa Ana River Mainstem Project, that sponsor being the flood control districts of Orange, Riverside and San Bernardino counties.

Project Description: Complete a feasibility phase study and to start identifying alternatives and develop plans for implementation. The current cost estimate is \$8.6 million.

CUCAMONGA BASIN #6 ECOSYSTEM RESTORATION AND ENVIRONMENTAL ENHANCEMENT

Funding Request: \$8 Million

Estimated Total project Cost: \$14 Million

The Cucamonga Basin #6 ecosystem restoration and environmental enhancement project is the last component of the overall Cucamonga Basin #6 flood control protection, water conservation and water quality project. Cucamonga Basin #6 is southerly of the 210 freeway between Campus Avenue on the west and Cucamonga Creek on the east in the City of Upland. The flood control improvements are currently in construction and will provide 100-year flood protection for the downstream community by attenuating storm flows. In addition, the improved basin will capture the flows in a more efficient manner for the groundwater recharge activities of the San Antonio Water Company and the Cucamonga Valley Water District.

The proposed ecosystem restoration and environmental enhancement project includes the construction of irrigation systems, the establishment of wetlands and landscaping of the basin slopes. Approximately 25 acres of the basin floor will be re-vegetated with riparian plants to recreate a wetlands environment. It is anticipated that the wetland environment created by the project would assist in filtering water before being recharged in the underground aquifer and also provide resting and nesting areas for mitigating birds. Basin side slopes will be vegetated with native plant species to control erosion and to expand and restore habitat for small animals. Recreational trails will be established along the upper perimeter of the basin and channel, as well as through some of the basin area to provide for walking, biking and equestrian uses.

Preliminary estimates show a cost of \$8 million for the ecosystem restoration and environmental enhancement project. The total project is estimated at \$14 million. The project is scheduled to begin construction in the spring of 2010.

Project Description: Ecosystem restoration and the environmental enhancement portion of the Cucamonga Basin #6 project in the amount of \$8 million.

CABLE CREEK FLOOD PROTECTION AND WATER CONSERVATION PROJECT

Funding Request: \$12 Million

Estimated Total project Cost: \$20 Million

The Cable Creek flood protection and water conservation project is intended to improve the existing interim rail and wire channel in response to the Federal Emergency Management Agency (FEMA) levee certification project. The levee system at Cable Creek was evaluated in October of 2008, and was found to not meet the freeboard or erosion requirements necessary to obtain FEMA certification. The improvements would not only allow the facility to be certified but would take a number of existing commercial and residential areas out of a floodplain. The design of the improvements would allow for soft bottom so groundwater recharge can occur. Several alternatives have been studied and the District is currently waiting on further evaluation before proposing an ultimate solution. Based on its nature and size, it is estimated that mitigation project will cost approximately \$20 million to construct.

Project Description: Construction of the Cable Creek flood protection and water conservation project. The proposed improvements will reduce the potential for major flooding along the project site and preserve the safety and well being of both life and structures. The improvements will also provide

and sustain vital infrastructure necessary to allow the community to continue to grow. The project will incorporate the latest science, engineering technology, climate models and dual-purpose basin innovation. The project will help meet water demands and foster sustainable development.

CACTUS BASIN #3 FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Funding Request: \$6 Million

Estimated Total Project Cost: \$1.06 Million

The Cactus Basin #3 flood protection, water quality and water conservation project is located in the City of Rialto. Much of the area downstream of the basin is residential. Efforts are underway to improve the Rialto Channel System in several phases to its ultimate demand capacity and to accommodate the increased flows conveyed by the Cactus Channel, north of the new I-210 Freeway. Caltrans and San Bernardino Associated Governments (SANBAG) completed the Cactus Channel in December 2004.

One of the most important elements of the Rialto Channel system is Cactus Basin #3. This basin is crucial due to the sudden increased run off concentrated into the system from the I-210 Freeway and the Cactus Channel project. In October 2004, the system experienced severe flooding, which damaged private property walls and fences along the channel downstream of the basins and destroyed two road crossings, cutting off secondary access to residences.

The San Bernardino County Flood Control District is currently designing the expansion of Basin #3 and the plans are in the final stages of review and environmental clearance. The basin improvements will include a riparian revegetation area using native plant material. The basin will also be available to the San Bernardino Municipal Water District to use as a water recharge area. Construction has in part been delayed due to a lack of funding. Basin #3 is critical to flood prevention and contains water quality, water conservation and ecosystem restoration elements. The current cost estimates for Basin #3 is \$10.6 million. With adequate funding construction could start as soon as spring 2010.

Project Description: Construction of the Cactus Basin #3 flood protection, water quality and water conservation project. The project will incorporate the latest science, engineering technology, climate models and dual-purpose basin innovation. The Basin project will help meet water demands and foster sustainable development.

COMPREHENSIVE STORM DRAIN PLAN 3-5/3-8 FLOOD PROTECTION PROJECT

Funding Request: \$6 Million

Estimated Total Project Cost: \$21 Million

The San Bernardino County Flood Control District is coordinating with the City of Colton on funding for the construction of the Comprehensive Storm Drain Plan 3-5/3-8 flood protection project. The City has already constructed Phase I and is finalizing the design, environmental and right-of-way acquisition for Phases II and III of this project. Phases II and III are estimated to cost \$10.6 million. The City is looking at using storm drain assessment fees to fund Phases IV and V. The entire system is estimated to cost \$21 million. This system protects residences, commercial properties and major transportation corridors including main routes to the regional hospital. Localized street flooding currently disrupts emergency access to the Arrowhead Regional Medical Center. This project would work in conjunction with existing nearby flood control facilities to reduce that localized flooding.

Project Description: Construction of Phases II and III of the Comprehensive Storm Drain Plan 3-5/3-8 flood protection project in the amount of \$6 million.

DEER CREEK DEBRIS BASIN FLOOD PROTECTION STUDY

Funding Request: \$1.2 Million

Estimated Total Project Cost: \$7.4 Million

The capacity of Deer Creek basin has been a controversial topic for many years, but quieted in the late 1990s. After the Grand Prix Fire in 2003, the issue resurfaced and gained national attention by U.S. Senators Diane Feinstein and Barbara Boxer inquiring about the capacity of the basin.

The San Bernardino County Flood Control District worked with U.S. Army Corps of Engineers to determine what the next step would be to improve the basin's capacity and how to approach Congress for funding. The outcome of the meeting concluded that Congress would have to authorize a study of the basin, which the Corps estimated at \$1.2 million, to determine if its current capacity is less than the original design. After the study is complete, if it was ruled that the basin is smaller than the original design called for, the District and City of Rancho Cucamonga could request federal funding for the improvements. The District has completed an informal survey of the basin and estimates the cost at \$6.2 million to expand the basin to 310 acre-feet, the standard capacity for Corps facilities.

Project Description: The San Bernardino County Flood Control District requests authorization and funding in the amount of \$1.2 million for the U.S. Army Corps of Engineers to study the capacity of the Deer Creek Debris Basin.

DEL ROSA CHANNEL FLOOD PROTECTION PROJECT

Funding Request: \$5 Million

Estimated Total Project Cost: \$9 Million

The Del Rosa Channel flood protection project is located in the City of San Bernardino and unincorporated areas. The channel protects numerous residences and businesses in the area. The current channel is an interim facility with inadequate capacity that is experiencing failures. The project would consist of building a vertical concrete channel within the existing right-of-way. The project consists of three sections. The first is improving the existing rail and wire channel between Highland Avenue and Date Street in San Bernardino. The second is rebuilding the channel from Foothill Drive to Daley Basin, which experienced a wall failure in 2006. The third section is between Pacific Street and Del Rosa Drive.

Although preliminary design is complete for section one of the channel, the project has been placed on hold until funding becomes available to proceed with final design and construction. The current construction cost estimate is \$9 million. The cost of ongoing maintenance problems and potential additional wall failures necessitate the expedition of this project's construction.

Project Description: Construction of the Del Rosa Channel flood protection project in the amount of \$5 million.

DESERT KNOLLS WASH, REACHES II AND III FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Funding Request: \$8 Million

Estimated Total Project Cost: \$13.4 Million

The Town of Apple Valley has experienced rapid development in recent years, creating a need for increased flood protection. Two sections of the Desert Knolls Wash are planned for improvements to

assist with increasing the flood protection in the area. The proposed flood protection, water quality and water conservation project includes improving the existing channel with slope stabilizing materials, such as rip-rap, and constructing improvements to reduce the velocity of the water being conveyed into the Mojave River. Reach I extends from the existing concrete channel to the receiving waters of the Mojave River and is estimated to cost \$9 million. Reach II is from Apple Valley Road east to Tuscola and is estimated to cost is \$4.4 million.

The San Bernardino County Flood Control District is working with the Town of Apple Valley and the Lewis Center for Educational Research (LCER) to develop plans that will meet the requirements of the Regional Water Quality Control Board. The LCER applied for and was denied a funding request for the construction of this project under Proposition 50, the California River Parkway Grant.

Project Description: Construction of the Desert Knolls Wash Reaches II and III flood protection, water quality and water conservation project. The project emphasizes the national goals of the Environmental Protection Agency to plan the development and use of land through preservation and enhancement of rivers, tributaries, streams, as well as the land drained thereby. The project will incorporate the latest science, engineering technology and climate models to assist the effort in meeting water demands and foster sustainable development.

ELDER CREEK FLOOD PROTECTION PROJECT

Funding Request: \$1.5 Million

Estimated Total Project Cost: \$2.5 Million

The Elder Creek flood protection project is located from Abbey Way to Plunge Creek in the City of Highland. The San Bernardino County Flood Control District and the City of Highland are working together to complete the environmental study and engineering design for this project. Per the Comprehensive Storm Drain Plan #6, approved in February 1999, it was determined that Elder Basin was so undersized that it did not have the capacity to contain the debris generated from a 100-year storm event after a watershed burn. The basin is upstream of the proposed improvement project. The most recent Flood Insurance Rate Map, revised in February 23, 2005 by FEMA, shows the area from Abbey Way to Plunge Creek would be inundated by a 100-year flood. The proposed project improvements would contain the 100-year flood within the channel. The estimated construction cost for the project is \$2.5 million.

Project Description: Construction of the Elder Creek flood protection project. The project emphasizes the national goals of the Environmental Protection Agency to plan the development and use of land through preservation and enhancement of rivers, tributaries, streams, as well as the land drained thereby. The project will incorporate the latest science, engineering technology and climate models to assist the effort in meeting water demands and foster sustainable development.

FEMA LEVEE CERTIFICATION – LOCAL COST

Funding Request: \$3 Million

Estimated Total Project Cost: \$9 Million

As part of the Federal Emergency Management Agency's (FEMA) nationwide Map Modernization Program, FEMA initiated a countywide Flood Insurance Study (FIS) and Digital Flood Insurance rate Map (DFIRM) for San Bernardino County and all incorporated communities within the County. FEMA implemented a policy to verify the certification status of all levees currently depicted on the effective FIRM as providing protection from the base (1% annual chance) flood. The regulatory requirements for accrediting levees as providing base flood protection on FIRMs is found in Title 44 of the Code of

Federal Regulations, Section 65.10. These criteria include design criteria (e.g., freeboard, closures, embankment protection, embankment and foundation stability, settlement, and interior drainage), operation, and maintenance. FEMA intends to show those levees that cannot be certified on time as not providing any flood protection. This could place hundreds of homeowners in FIRM floodplain designations, potentially costing them thousands of dollars in flood insurance.

Project Description: San Bernardino County has hired consultants to assist with the certification effort. Under Phase I, the County is focusing on certifying those facilities deemed as levees by FEMA that can be certified without repair work, expansion or major construction. During Phase II, the County will begin upgrading those levees not able to be certified so they meet the requirements set by FEMA and assist in getting the floodplain designations removed from the FIRM. This is a major effort for the County especially due to the County's size and number of facilities. Certifying the levees in Phase II will cost approximately \$9 million.

FEMA LEVEE CLARIFICATION USACE COSTS

Funding Request: \$250,000

Estimated Total Project Cost: \$9 Million

As part of the Federal Emergency Management Agency's (FEMA's) Map Modernization Program, FEMA has initiated a countywide Flood Insurance Study (FIS) and Digital Flood Insurance Rate Map (DFIRM) for San Bernardino County and all incorporated communities within the County. FEMA has implemented a policy to verify the certification status of all levees currently depicted on the effective FIRM as providing protection from the base (1% annual chance) flood. The regulatory requirements for accrediting levees as providing base flood protection on FIRMs is found in Title 44 of the Code of Federal Regulations, Section 65.10. These criteria include design (e.g., freeboard, closures, embankment protection, embankment and foundation stability, settlement, interior drainage), operation, and maintenance.

FEMA intends to show those levees that cannot be certified on time as not providing any flood protection. This could place hundreds of homeowners in FIRM floodplain designations, potentially costing them thousands of dollars in flood insurance.

Project Description: San Bernardino County has hired consultants to assist with the certification effort. The U.S. Army Corps of Engineers (USACE) built many of the facilities listed by FEMA. Currently, the USACE does not have the funding to assist local governments in certifying the levees they built. Funding needs to be allocated to the USACE in order for them to review documents and provide letters to local governments verifying the construction of the facilities. It is estimated the effort to certify the USACE levees will cost \$250,000 in USACE personnel.

FLUVIAL GEOMORPHOLOGICAL STUDY OF THE MOJAVE RIVER

Funding Request: \$1 Million

Estimated Total Project Cost: \$1 Million

The Mojave River is one of the major rivers within San Bernardino County and is the largest watercourse in the High Desert region. It is essential to the flood protection efforts in the High Desert to be able to maintain and, when needed, improve portions of the Mojave River. A fluvial geomorphologic study of the Mojave River that identifies the hydrology and sediment transport processes is needed to update the current Mojave River Floodplain Maintenance Plan prepared by the U.S. Army Corps of Engineers in 1997. This study will assist the San Bernardino County Flood Control District in quickly obtaining environmental permits and preventing project implementation delays that can occur without comprehensive information on hand about the Mojave River system.

Project Description: Funding request for a fluvial geomorphologic study of the Mojave River.

LYTLE-CAJON AND WARM CREEKS FLOOD PROTECTION PROJECT

Funding Request: \$5 Million

Estimated Total project Cost: \$7 Million

The Lytle-Cajon and Warm Creek Channel flood protection project is located in the cities of San Bernardino and Colton. The U.S. Army Corps of Engineers (USACE) originally built the channel in 1948. Flood Control Operations requested funding in Fiscal Year 2004-05 to replace and repair the concrete inverts in Lytle-Cajon Channel and Warm Creek Channel per USACE inspection comments. The preliminary construction cost estimate is \$6 million.

This federally built infrastructure repair project is extremely important, since the damage to the invert will continue with each passing storm and the year round nuisance flows. Currently, the invert or channel floor is severely eroded. The channel was originally designed and built by a method where the channel walls are dependent on the invert for support. If the invert fails in a storm, the channel walls could be damaged or collapse. In addition, the San Bernardino County Flood Control District would like the USACE to study the use and function of the inlet gate on the channel to help reduce future damage and maintenance needs. The estimated cost of the study is \$1 million.

Project Description: Construction of the Lytle-Cajon and Warm Creeks flood protection project in the amount of \$5 million. The project fits in with the U.S. Army Corps of Engineer's mission to reduce public risk from disasters and to promote an energized economy. The proposed improvements will reduce the potential for major flooding along the project site and preserve the safety and well being of both life and structures. The improvements will also provide and sustain vital infrastructure necessary to allow the community to continue to grow.

MOJAVE FORKS DAM FLOOD PROTECTION PROJECT

Funding Request: \$18 Million

Estimated Total Project Cost: \$24 Million

The Mojave Forks Dam, located at the San Bernardino Mountain canyon mouth, was constructed for flood protection and water conservation purposes and was completed in 1972 by the U.S. Army Corps of Engineers. It has a large outlet flow necessary to assure continued groundwater recharge in the lower reaches of the river basins. The dam is currently operated and maintained by the U.S. Army Corps of Engineers.

From the beginning of the Mojave Dam design phase, fulfilling public demands for water supply to provide constant power supply was the major concern. As communities grew, demands of water became a main issue. Groundwater is the primary water source for the High Desert communities, and the annual groundwater consumption in the area exceeds natural recharge.

In order to enhance the groundwater recharge activity, in March 1986, the U.S. Army Corps of Engineers, Los Angeles District, published a report titled Mojave River Dam, containing various alternatives. Their alternatives include installing gates at the dam outlet and dam modification to increase a storage capacity of the existing dam. The plan which best met the requirements of the National Economic Development was estimated at \$24 million.

Project Description: Funding request for costs associated with the engineering and construction of the Army Corps of Engineers recommendation for the installation of gates at the dam outlet and dam modification to increase storage capacity of the existing dam.

MOJAVE LEVEE PHASE II FLOOD PROTECTION PROJECT

Funding Request: \$700,000

Estimated Total project Cost: \$1.2 Million

The Mojave River Levee Phase II flood protection project is an extension of the Mojave River Levee Phase I up to the Oro Grande Wash Box in the High Desert area. The preliminary project estimate is \$1.2 million. Currently, San Bernardino County Flood Control District staff is preparing the final engineering plans and is in the process of acquiring the necessary right of way for the project. Preliminary design is complete. CEQA is covered under Phase I and an ecologist is mapping vegetation for removal. Permits have been delayed and are not expected till the summer of 2010. This project will help to re-establish flood protection for the area with the armoring of this levee.

Project Description: Construction of the Mojave Levee Phase II flood protection project in the amount of \$700,000. The project emphasizes the national goals of the Environmental Protection Agency to plan the development and use of land through preservation and enhancement of rivers, tributaries, streams, as well as the land drained thereby. The project will incorporate the latest science, engineering technology and climate models to assist the effort in meeting water demands and foster sustainable development.

MOUNTAIN VIEW ACRES FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Funding Request: \$4 Million

Estimated Total Project Cost: \$6.7 Million

The Mountain View Acres flood protection and water conservation project will alleviate downstream flooding resulting from a box culvert out-letting north of Palmdale Road/State Highway 18 in the Victorville area. The local citizens have experienced numerous flooding events in recent history. The flooding has been exacerbated by the construction of housing tracts upstream that have changed and concentrated the drainage patterns. The culvert was built as part of the school development just south of Palmdale Road. The project will direct the flows through the existing residential neighborhood and allow for water conservation basins to recharge the groundwater table, as well as provide some water quality improvements.

The San Bernardino County Flood Control District is designing preliminary plans to move forward with environmental documentation. The District has already met with the local State Water Quality Control Board. The construction is estimated at \$6.7 million.

Project Description: Construction of the Mountain View Acres flood protection, water quality and water conservation project in the amount of \$4 million. The project emphasizes the national goals of the Environmental Protection Agency to plan the development and use of land through preservation and enhancement of rivers, tributaries, streams, as well as the land drained thereby. The project will incorporate the latest science, engineering technology, climate models and dual-purpose basin innovation. The Basin project will help meet water demands and foster sustainable development.

ORO GRANDE BASIN FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Funding Request: \$6 Million

Estimated Total project Cost: \$10.8 Million

The City of Victorville has experienced rapid development in recent years, creating a need for increased flood protection. Thunderstorms of high intensity recently caused significant flooding damage near the Mojave River and the Oro Grande Wash area. Since the existing U.S. Army Corps of Engineers constructed drainage facility, the Mojave River Forks Dam, does not have adequate capacity to convey the design flows, Oro Grande basin No. 9 was identified as one of primary facilities needing improvement to provide flood protection for the community. This basin would be part of a series of basins, which will be required upstream to reduce the peak flows. The San Bernardino County Flood Control District, the Mojave Water Agency and the City of Victorville are working together to design the basin. The basin has a preliminary estimated construction cost of \$10.8 million that does not include right-of-way acquisition.

This project will help protect the surrounding community from flooding, as well as having water quality and water conservation elements. In addition, the Mojave Water Agency is developing a water conservation project. The two agencies plan to work together to assure the current water conservation project will work with the flood protection elements of the ultimate project.

Project Description: Construction of the Oro Grande Basin flood protection, water quality and water conservation project. The project will incorporate the latest science, engineering technology, climate models and dual-purpose basin innovation. The Basin project will help meet water demands and foster sustainable development.

RANCHERO BASIN FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Funding Request: \$7 Million

Estimated Total Project Cost: \$12 Million

The Antelope and Victor Valleys in the High Desert area have experienced rapid development in recent years, creating a need for increased flood protection. The construction of Rancho Basin was identified in the Hesperia Master Plan of Drainage as a priority facility for flood protection, water quality and water conservation. The City of Hesperia has a grade separation and realignment project for Rancho Road just north of the proposed basin location, which should be going to construction in the next year or so.

The San Bernardino County Flood Control District met with the California Department of Water Resources (DWR) in October 2009. At that meeting, a proposal to divert storm water flows into Antelope Wash from the proposed Hesperia Basin watershed was discussed. This diversion could increase the necessary capacity of Rancho Basin by ten percent (10%). The District is currently designing the basin without these additional flows. The basin has a preliminary estimated construction cost of \$12 million. The Rancho Basin project will help protect the new road, as well as, other downstream road crossings and the surrounding community from flooding. The project would also have water quality and water conservation elements to help replenish the groundwater table. It is proposed that cost participation by DWR in the construction of the Rancho Basin be determined based on the difference in cost for pre and post watershed alteration, which would be approximately \$1 million.

Project Description: Construction of the Rancho Basin flood protection, water quality and water conservation project. The project will incorporate the latest science, engineering technology, climate models and dual-purpose basin innovation. The Basin project will help meet water demands and foster sustainable development.

RIALTO CHANNEL FLOOD PROTECTION PROJECT

Funding Request: \$10 Million

Estimated Total Project Cost: \$16.4 Million

The Rialto Channel flood protection project is located in the City of Rialto. Much of the area surrounding the channel is residential. Efforts are underway to improve the Rialto Channel System in several phases to its ultimate condition in order to accommodate the increased flows conveyed by the Cactus Channel, which is north of the new I-210 Freeway. Caltrans and the San Bernardino Associated Governments (SANBAG) completed Cactus Channel in December 2004.

One of the most important elements of the Rialto Channel system is the Rialto Channel. The channel has numerous road crossings and channel sections that cannot handle the sudden increased run off concentrated into the system from the I-210 Freeway and Cactus Channel project. In October 2004, the system experienced severe flooding, which damaged private property walls and fences along the channel downstream of the basins and destroyed two road crossings that cut off secondary access to residences.

The project includes the channel improvements, including upgraded road crossings from Etiwanda Avenue to Willow Avenue and the improvement of the channel at Riverside Avenue. The current construction cost for the crossings and channel improvements is estimated at \$16.4 million. The channel improvements at Riverside Avenue are shovel ready and could go out to construction with a minor environmental update and adequate funding. The potential for additional damages along this system make funding this project more crucial.

Project Description: Construction of the Rialto Channel flood protection project. The proposed improvements will reduce the potential for major flooding along the project site and preserve the safety and well being of both life and structures. The improvements will also provide and sustain vital infrastructure necessary to allow the community to continue to grow.

RIMFOREST LANDSLIDE HAZARD REDUCTION PROJECT

Funding Request: \$3 Million

Estimated Total Project Cost: \$5 Million

The Rimforest community is located in the San Bernardino Mountains, near Lake Arrowhead, and is approximately six miles north of the City of San Bernardino. For the last two decades, this community has been experiencing landslides. A number of different geologists, working independently over the years, have been trying to mitigate the problem. The geologists have recommended minimizing the amount of runoff infiltrating into the ground and flowing over the steep slopes.

A number of studies developed over the years focused on the hydrology, water rights and/or reconnaissance level geological evaluation. A comprehensive study including geotechnical testing is underway to determine what type of engineering project, if any, can be constructed to alleviate the landslide condition. The study will evaluate several different alternatives and will recommend the most cost effective solution. The study will also consider extraneous factors such as environmental sensitivity and the current water rights for the various purveyors that have an interest in the natural watershed. Based on the recommendations of the final study, a project will be created to intercept storm flows prior to entering the slide area and outlet them into an adjacent canyon that is easterly of the slide area or some other physical remedy. Estimated cost for this project is \$5 million.

Project Description: Funding request for the engineering, design and construction of the recommended project developed from the feasibility study.

SAN TIMOTEO U.S. ARMY CORPS OF ENGINEERS LOAN

Funding Request: \$4 Million

Estimated Total Project Cost: \$6 Million

San Timoteo Creek is a major tributary to the Santa Ana River in the east San Bernardino Valley with a watershed of approximately 126 square miles. Major storm flows along the Creek in 1938, 1961, 1965, 1969 and 1978 caused considerable damage to the Creek itself as well as overtopping the banks and causing loss of life and severe property damage. The Energy and Water Development Appropriations Act of 1988 authorized improvement of San Timoteo Creek, as part of the Santa Ana River Mainstem Project. The construction of San Timoteo Creek Reach 1 was completed in September 1996 and Reaches 2 and 3A were completed in June 1998. The construction for final Phase 3B, constructing 18 sediment basins, was completed in August 2005. A landscaping contract is in the final stages of completion. The San Bernardino County Flood Control District has a \$6 million loan with the U.S. Army Corps of Engineers for the construction of San Timoteo. The District has already repaid \$2 million of this loan. If the remaining \$4 million did not have to be repaid a number of other important projects providing flood protection, water quality and water conservation could be completed in the next year or two creating a number of construction jobs in the area.

Project Description: Waiving of the remaining U.S. Army Corps of Engineers loan in the amount of \$4 million

SAND AND WARM CREEKS FLOOD PROTECTION AND WATER CONSERVATION PROJECT

Funding Request: \$1.5 Million

Estimated Total Project Cost: \$2.5 Million

The Sand and Warm Creeks flood protection and water conservation project is located in the City of San Bernardino near the City of Highland. The area surrounding the project has been developed for some time. The City of Highland continues to develop the area and has fees in place to fund an extensive storm drain system, which will in part flow to the channels. This project consists of improving the existing rail and wire channels to rock lined soft-bottom channels. The confluence is especially critical since it is located where Sand Creek makes a ninety-degree turn.

The construction of Sand and Warm Creeks project is estimated to cost \$2.5 million. Design and environmental documentation of this project has started but the construction has been placed on hold until funding becomes available. This project will be environmentally friendly due to the soft bottom design that would allow some water conservation. It will also work in conjunction with the local city storm drain projects to complete a system.

Project Description: Construction of the Sand and Warm Creeks flood protection and water conservation. The proposed improvements will reduce the potential for major flooding along the project site and preserve the safety and well being of both life and structures. The improvements will also provide and sustain vital infrastructure necessary to allow the community to continue to grow.

SHEEP CREEK FLOOD PROTECTION PROJECT

Funding Request: \$1 Million

Estimated Total Project Cost: \$2 Million

The San Bernardino County Flood Control District maintains flood management projects on the Sheep Canyon Creek in the Wrightwood area to reduce hazards from floods and debris flows for the adjacent residential properties. In 2007, the District observed a change in the behavior of Sheep Canyon

Creek. Following the thunderstorms in late August and early September, the creek incised its bed up to 10 feet and eroded banks, threatening property. The District has prepared both interim and long-term channel stabilization and erosion control project to protect property, restore the channel gradient, and prevent further bank erosion. The local State Regional Water Control Board has reviewed the preliminary plans and the fluvial hydrogeomorphological study and is agreeable to the proposed project.

Project Description: Construction of the Sheep Creek flood protection. The project emphasizes the national goals of the Environmental Protection Agency to plan the development and use of land through preservation and enhancement of rivers, tributaries and streams, as well as the land drained thereby. The project will incorporate the latest science, engineering technology and climate models to assist the effort in meeting flood protection needs and foster sustainable development.

TWIN CREEK LEVEE FLOOD PROTECTION PROJECT

Funding Request: \$2 Million

Estimated Total Project Cost: \$2.7 Million

The Twin Creek flood protection project is intended to improve the existing levees in response to the FEMA levee certification project. The channel is currently not able to be certified and needs the improvements in order to gain certification. The improvements would not only allow the facility to be certified but would take a number of existing commercial and residential areas, including a wastewater treatment plant, out of a floodplain. Furthermore, the District has received a letter from the U.S. Army Corps of Engineers stating there are deficiencies with the levees that are inconsistent with those determined as part of the FEMA levee certification project. Consequently, the U.S. Army Corps of Engineers has deemed Twin Creek to be unacceptable and is now precluded from receiving PL 84-99 rehabilitation assistance following a disaster. The preliminary cost estimate is \$2.7 million.

In January of 2009, representatives from the U.S. Army Corps of Engineers and District consultants performed a field inspection of the levee. It was observed that superficial slumps and sliding is present on both sides of the levee, the levees are experiencing severe erosion, and incised gullies would need to be properly backfilled.

The U.S. Army Corps of Engineers constructed the left and right levees along Twin Creek in 1959. The right bank of the levee is approximately 2,800 feet long, between West Orange Show Road and South E. Street. The left bank of the levee is approximately 1,400 feet long between West Orange Show Road and the Santa Ana River confluence. The levees are approximately eight to fourteen feet high with a crown width of twenty feet. The levees are faced with 1.5 feet thick stone and the facing extends approximately 7.5 feet below the backfill line.

Project Description: Construction of the Twin Creek Levee flood protection project. The proposed improvements will reduce the potential for major flooding along the project site and preserve the safety and well being of both life and structures. The improvements will also provide and sustain vital infrastructure necessary to allow the community to continue to grow.

WEST FONTANA FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Federal Funding Request: \$15 Million

Estimated Total Project Cost: \$30.2 Million

The West Fontana flood protection, water quality and water conservation project is located in the City of Fontana and unincorporated areas of the County of San Bernardino. The channel protects parallel

train tracks and residential neighborhoods from flooding. Much of the area has been developed with most of the remaining property scheduled for development within the next ten years. Land development has increased dramatically and has resulted in flooding issues increasing the need for the completion of this project. The channel parallels railroad lines, which carry passenger trains including the Metrolink Rail into Los Angeles. Numerous times the rail lines have been flooded causing commuter delays and rerouting of trains. This project is also just north of the California Speedway which holds NASCAR and other large events.

The project consists of construction of an open-channel storm drain within the San Bernardino County Flood Control District right-of-way and easements from the Banana Basin easterly to Juniper Avenue. The project included a concrete-lined open channel, associated catch basins with connector laterals, future drain stub outs, culvert crossings at street intersections, necessary appurtenant work inlet structure at the easterly side of Juniper Avenue and outlet facilities in the Banana Basin. The project also includes a basin for water conservation and water quality. The project is planned to be built in phases due to funding limitations. The current estimated total cost for the project is \$30.2 million. Of that the basin cost is estimated at just over \$15 million.

Project Description: Construction of the West Fontana flood protection, water quality and water conservation project. The proposed improvements will reduce the potential for major flooding along the project site and preserve the safety and well being of both life and structures. The improvements will also provide and sustain vital infrastructure necessary to allow the community to continue to grow. The project will incorporate the latest science, engineering technology, climate models and dual purpose basin innovation. The Basin project will help meet water demands and foster sustainable development.

CULTURAL, EDUCATIONAL AND RECREATIONAL SERVICES

COUNTY MUSEUM

MUSEUM HALL OF GEOLOGICAL WONDERS - EXHIBITIONS AND PROGRAMS

Funding Request: \$1 Million

Estimated Total project Cost: \$1 Million

The County Museum campus buildings were constructed in 1974. Since that time, museum conservation practices and public needs have changed. It is extremely important to the residents of San Bernardino County and the region that the museum provides contemporary exhibitions, modern museum collection care, diverse learning programs, and greater opportunities for public education and appreciation of regional natural and cultural heritage.

The San Bernardino County Museum has systematically assessed needs for short and long term enhancements of County services for County and regional residents and visitors. A critical aspect of the Museum capital improvement plan is that through the vision of the County Board of Supervisors several significant accomplishments towards enhancing visitors' service and modernizing the Museum's facilities are in progress or completed. The Museum's 12,000 square foot Hall of Geological Wonders. This new museum wing, will be the benchmark for enhancing exhibitions and public programs for visitors, and benefit the region economically. In order to serve the growing cultural and informal education needs of inland Southern California, the County Museum will showcase and interpret the rich geologic and paleontologic history of the region. The unique geology of the region will be the template on which a myriad of paleontologic stories will be told. The Hall of Geological Wonders will utilize the fossil collections at the Museum, some of which include the only dinosaur

track ways known from California, the Paleozoic Era's fossil riches from our deserts, in addition to fossils, which reflect our regions wetter, and wilder past in the Ice Age. Other exhibitions will include the evolution of the vertebrate system, and other geologic and research subject matter. The region boasts an incredibly unique geologic feature, shaping the face of Southern California. This, of course, is the San Andreas Fault System. Its effect on the physiographic region will be showcased at the Museum in an exhibit explaining its evolution and its future and will serve as an educational portal to invite the visitor to the proposed Earthquake Park, where they may experience this feature outdoors. Museum collections will be centralized for better preservation and maintenance, a vital safeguard for artifacts that ultimately belong to the public.

Project Description: Funding to develop and implement state-of-the-art earth sciences educational components for K through 12 students based on educational curriculum guidelines. Envisioned is the Hall of Geological Wonders as the regional center for understanding geological through hands-on interpretation and curriculum.

EARTHQUAKE PARK

Funding Request: \$1.5 Million

Estimated Total project Cost: \$1.5 Million

This is a collaborative County project between the County Museum and County Regional Parks. The Earthquake Park is a public partnership effort developed to educate the residents and visitors to our region about the unique characteristics of a 10,000 acre tract of land within the San Bernardino National Forest and located in the Cajon Pass of San Bernardino County. The education and interpretive efforts will include geological, historical, anthropological, biological programming. Earthquake Park will become a unique partnership and educational experience for the K-12 youth and adults who participate in the programs and tours of the Cajon Pass. Interpretive exhibitions will be available at the Hall of Geological Wonders at San Bernardino County Museum, and informational kiosks at Glen Helen Regional Park where visitors will learn about the unique San Andreas Rift Zone. In addition, visitors to the Cajon Pass will discover a natural path created by tectonic processes. Its rich natural and cultural history is well suited to interpretation through the implementation of an earthquake park. Visitors will receive an exceptional look at the phenomenon of earthquakes, this area of Southern California, and the biological and cultural aspects of the area and will realize why the Cajon Pass is one the most distinctive regions in North America.

Project Description: Funding request for the Earthquake Park educational program to serve student groups and the public by providing opportunities for multi-disciplinary education, on-site interpretation, and earthquake preparedness through understanding the influence of earth dynamics and their impact on humanity.

MOJAVE RIVER WATERSHED INTERPRETIVE PROJECT

Funding Request: \$1.2 Million

Estimated Total project Cost: \$1.2 Million

This is a collaborative project between the County Museum and County Regional Parks. The San Bernardino County Museum is the foremost cultural and natural history museum in the region, offering a rich visitor experience and interpretation of the region's priceless resources. The County Regional Parks is the crucial recreational leader in San Bernardino County. The San Bernardino County Regional Parks Department operates over 10,000 acres of parkland and regional trails throughout the County. There are ten parks including one park concessioned out to the Bureau of Land Management and seventeen miles of the 110-mile Santa Ana River Trail and Greenway. The parks and regional trails are located from the Chino Basin area through the San Bernardino Valley, into the San

Bernardino Mountains and in the high and low deserts. The Mojave Narrows Regional Park will serve as a critical staging area and information guide for the Mojave River Watershed Interpretive project.

The Mojave River Watershed Interpretive project is a proposed multi-diverse plan to interpret the cultural, historic, biologic, and geologic past and present of the Mojave River Watershed. With the significant growing populations of County residents in the High Desert, there is a vital need to provide non-formal education to residents and visitors. The High Desert cultural and natural heritage is a critical part of the heritage of California. The story platform will center on the unique natural resource qualities of the Mojave River watershed and the importance of the watershed culturally, and historically. In addition, the human value economically, culturally, and esthetically will be interpreted.

Project Description: Funding for the Mojave River Watershed Interpretive Project, a proposed multi-diverse plan to interpret the cultural, historic, biologic, and geologic past and present of the Mojave River Watershed

SANTA ANA RIVER WATERSHED INTERPRETIVE PROJECT

Funding Request: \$1.2 Million

Estimated Total Project Cost: \$1.2 Million

The San Bernardino County Museum is the foremost cultural and natural history museum in the region, offering a rich visitor experience and interpretation of the regions priceless resources. The Santa Ana River Watershed Interpretive Project is a collaborative effort that will offer a cutting edge educational venture that allows for shared resources and expertise to establish a stellar interpretative project for one of the most recognized regional resources. Through the Museums high standards of collections care, site preservation and conservation, unique exhibits and exciting educational programs, the Museum is a critical resource to formally interpret the Santa Ana Watershed to Southern California residents.

Project Description: Funding for the Santa Ana River Watershed Interpretive project, a proposed plan to interpret the cultural, historic, biologic, and geologic past and present of the Santa Ana River Watershed. The story platform will center on the unique natural resource qualities of the watershed and the importance of the watershed culturally, and historically. In addition, the human value economically, culturally, and esthetically will be interpreted.

GOVERNMENT OPERATIONS

COUNTY FIRE

COUNTY FIRE HELICOPTER PROGRAM

Funding Request: \$5.3 Million

Estimated Total Project Cost: \$5.3 Million

In the last three years San Bernardino County has experienced three large devastating fires within its boundaries. The Sawtooth Complex, July of 2006, located in the Morongo Basin, Joshua Tree and adjacent mountain areas burned over 60,000 thousand acres. The most recent Grass Valley and Slide fires located in the San Bernardino Mountains, specifically the Lake Arrowhead, Running Springs and Green Valley areas, caused wide spread devastation, including the loss of structures which exceeded 300, the largest number of structures lost in the mountain communities to wild fire. At the same time, many small fires broke out in the Inland Empire Area causing extreme strain on

personnel and resources. The California Department of Forestry and Fire Protection (Cal Fire) and the U.S. Forest Service (USFS) both assisted with air and ground support, however, resources were severely strained as deployments to other major wild land fires burning throughout Southern California where necessary.

As a result of instances such as these, San Bernardino County Fire Protection District is requesting a one-time amount of \$4.5 million to purchase a Huey II Helicopter and also requests ongoing support of \$785,000 per year to operate and maintain the helicopter. The operation and maintenance requires the hiring of one pilot, two co-pilots and one helicopter mechanic, plus, any training of existing personnel to assist with maintenance of the equipment, and any parts or supplies required to keep it in service. The helicopter would be used for initial attack of water drops and transporting fire crews and supplies to areas inaccessible by fire vehicles. Currently, County Fire is dependant upon Cal Fire or USFS for air support on wild fires. By having immediate access to this equipment during a wild fire, County Fire expects to prevent more fires from becoming disasters, provide better support to ground crews fighting fires, and prevent or decrease numbers of structures lost.

Project Description: Funding request for one-time purchase of helicopter to support County Fire in wild land suppression and mutual aid to include funding for on-going personnel and maintenance costs to support the program annually.

INCREASED FUNDING FOR GEOGRAPHICAL AREAS WITHIN COUNTY FIRE SURROUNDED BY PUBLIC LANDS

Funding Request: \$1.8 Million

Estimated Total Project Cost: \$1.8 Million

Northern and eastern portions of San Bernardino County that are surrounded by public owned lands are known as the “unfunded fire protection areas” since these are areas within the San Bernardino County Fire Protection District but do not contribute Fire Protection funds and are surrounded by public owned land. The majority of the area is land owned by the federal government and bisected divide by I-15 and Interstate 40. In addition, several state highways, including routes 58, 62, 95, 127, and 395 transect these public lands. Within the last couple of years, an additional 600,000 acres of private lands have been transferred to federal government ownership within San Bernardino County. Historically, and by direction of the Board of Supervisors, the San Bernardino County Fire Department (County Fire) provides fire and rescue services in this portion of the county. In the 2006-07 fiscal year, County Fire, now San Bernardino County Fire Protection District, built a fire station in the community of Baker. \$2.1 million was funded by a one-time allocation from the San Bernardino County Board of Supervisors, as well as a one-time allocation from County Fire of \$1.42 million. The station serves the northerly portions of the unfunded fire protection area, specifically I-15 from Barstow to the Nevada Stateline. This station’s first in service area is approximately 4,000 square miles of primarily public lands. The part-time paid-call firefighters and fire apparatus assigned to Baker are now housed at the station. County Fire also receives some assistance from a prison crew for additional staffing. The Baker personnel respond to approximately 950 incidents per year, primarily traffic accidents that occur over a hundred miles of I-15 and SH127.

Currently, funding sources are not available to properly staff the requirements of the Baker Fire Station. A four-person engine company is the desired staffing level to meet the 2-in-2-out rule regardless of the availability of the ambulance. A four-person engine company allows a rescue crew to operate safely as a single resource. This staffing level would maintain a Captain, Engineer, and 2 firefighters on duty each day. This staffing level is critical since the next closest fire station to support the Baker Fire Station personnel is the County Fire Station in Harvard, which is 46 miles away.

Project Description: Support legislation or budget actions to fund staffing, operations and maintenance of county fire department operations in non-revenue supported areas such as the I-15 and 40 corridors through Bureau of Land Management and National Park lands.

LAW AND JUSTICE

COUNTY SHERIFF

EMERGENCY VEHICLE OPERATIONS CENTER RENOVATION PROJECT

Funding Request: \$1 million

Estimated Total Project Cost: \$3 million

The San Bernardino Sheriffs Regional Training Center has been on the existing site for over 30 years, and works with over 100 public safety affiliates, including representatives from local, state, and federal agencies that include the FBI, U.S. Military and ATF. The Training Center is responsible for facilitating the training of approximately 25,000 students annually. The Emergency Vehicle Operations Center (EVOC) facility was built in 1991 on approximately 78 acres. The administration building contains two 40-person classrooms and one 20-person classroom. The driving facility trains over 3,500 students per year, including local and out of state law enforcement agencies, fire, ambulance and federal agencies.

Since its opening, the Sheriff's Department has attempted to keep the track safe and operational through regular maintenance and unexpected repairs within budgetary constraints. Recently a slurry cover was applied to the cracked and crumbling lane change area at a cost of \$70,000. Despite these efforts a recent county inspection audit and recertification inspection by the State Commission on Peace Officers Standards and Training (POST) identified various areas of safety concern in need of attention. The areas of concern identified include large cracks throughout the asphalt roadways in need of repair. The poor condition of the roadway (track) surfaces is deteriorating due to heavy use, weather conditions and deferred maintenance.

There is a need to renovate the existing two lane city grid networks, the asphalt roadway surface of the slow speed maneuvers/accident avoidance area and the high speed performance track area at the San Bernardino Sheriffs EVOC facility. The city grid networks, slow speed maneuvers/accident avoidance and high speed performance track areas are mandated as performance exercises required by POST in the State of California.

Project Description: EVOC Renovation Project to be completed in three phases to include the cleaning of existing roadway, application of hot oil/petromat material with approximately 1- inch asphalt overlay, and re-stripe pavement markings. The Sheriff's Training Center will be responsible for on-going maintenance expenses. Total project cost is \$3 million

SCIENTIFIC INVESTIGATIONS DIVISION PROGRAM FUNDING

Funding Request: \$350,000

Estimated Total Project Cost: \$500,000

The San Bernardino County Sheriff's Department's Scientific Investigations Division (SID) is the workplace of 100 law enforcement, scientific, technical and support personnel. SID's mission is to provide forensic support (criminalistics, identification and crime scene investigation) to both Sheriff's stations and divisions, and outside agencies. SID is also home to Sheriff's Central Property/Evidence unit and the photography Laboratory.

Project Description: The San Bernardino County Sheriff's Department has recognized a need for modern equipment and Criminal Programs that can meet the needs of various divisions throughout the department. Funding is requested for the Sheriff's Crime Analysis Unit, which includes Law Enforcement Investigative Computer Software, Blood Alcohol Analysis System, Polarized Light Microscopes For Controlled Substance Analysis, Energy Dispersive X-Ray Spectrometer, Stereomicroscope, Skeletal Remains Predictive Profiling Research Program and Data Information Management System (DIMS).

COUNTY PROBATION

PROBATION SERVICES COSTS FOR ILLEGAL IMMIGRANTS

County Probation

Funding Request: \$5.5 Million

Estimated Total project Cost: \$5.5 Million

Illegal Immigrants are often detained in Probation-operated Juvenile Detention and Assessment facilities while awaiting adjudication. Once adjudicated, if placed on Probation Supervision Services, the Department bears the cost of providing supervision and counseling services. Illegal immigration has been identified as a Federal issue, and a program to reimburse probation agencies for Detention and Supervision Services needs to be developed. In the 2009 calendar year, based on the number of juvenile Mexican born citizens detained during the last fiscal year, it is estimated that up to 7,314 detention bed days were used. In addition, an estimated 68,065 juvenile supervision days and 771,686 adult supervision days for Mexican born immigrants were used.

Project Description: Reimbursement for this population will direct the costs for these activities to the proper funding source. This action will allow the Federal Government to determine a true cost for illegal immigration. This request only covers the need under the jurisdiction of San Bernardino County Probation, and should be extended for all Probation Services nationwide.

POLICY PROPOSALS

FLOOD CONTROL

ENDANGERED SPECIES ACT AMENDMENT

The Federal government passed the Endangered Species Act to prevent and reduce the destruction of habitat for various threatened and endangered species. Resource agency's narrow interpretation of the Endangered Species Act has limited local agencies ability to maintain their various types of flood control facilities. Flood control districts have been impacted the most by this interpretation since they have not been allowed to maintain or clean existing basin and channel facilities. These facilities must be cleaned out before the start of the normal storm season, which begins October 15th. The consequences of not having flood control facilities ready for the storm season can result in flood risks to life and properties.

Legislative Position: Clarify or limit interpretation of the Endangered Species Act to exempt regular maintenance of existing flood control and other public facilities.

CLEAN WATER ACT CLARIFICATION

The Federal government passed the Clean Water Act to prevent and reduce the contamination of water. Resource agency's interpretations of Sections 401 and 404 of the Clean Water Act have limited

the ability of local agencies to maintain their various types of facilities. Flood control districts have been impacted the most by this narrow interpretation, since they have not been allowed to implement routine maintenance or clean out basin and channel facilities. These facilities must be cleared and repaired before the start of the normal storm season, which begins October 15th. The consequences of not having flood control facilities ready for the storm season can result in unnecessary risk to life and property.

Further, Sections 401 and 404 of the Clean Water Act interpretations are not consistent from one water board to another, nor are the requirements to comply with Sections 401 and 404. The San Bernardino County Flood Control District supports the consistent application of 401 and 404 requirements, and clear translations of regulatory Clean Air Act requirements in the form of state checklists that identify exactly what is required for each project to receive 401 water quality certifications. What is requested by the Lahontan Water Board is not always requested by the Santa Ana Water Board. Without consistent interpretation and application of laws, regulations and policies, local agencies have a difficult time understanding exactly what is required for each project.

Legislative Position: Clarify or limit interpretation of the Clean Water Act (sections 401 and 404) to exempt regular maintenance of existing flood control and other public facilities. Support legislation consistent with Clean Air Act applications requiring enforcement agencies to develop specific checklists that identify exactly what documentation is required for each project to receive a 401 water quality certification, and consistently apply the checklists from project to project.

FEMA ARID REGION LEVEE CERTIFICATION CRITERIA

Recently the Federal Emergency Management Administration (FEMA) required levees throughout the nation to be certified within a very short timeline. Though the timeline has been extended to two years, the cost of this unfunded mandate is overwhelming many of the flood control districts' financial and personnel resources. The emphasis on levees is understandable in the wake of the levee failures in New Orleans and the California Central Valley/Delta levee problems and failures. However, many areas have levees that do not function in the same way the Central Valley and New Orleans levees are meant to perform. Some of these levees are dry most of the year and merely direct flows during storm events. They do not continuously retain water. FEMA should recognize the difference in levee systems and not generate such a blanket demand. Levees should be certified but those levees that are not continuous water retaining type system should be allowed a longer time to gain certification without adversely affecting the FEMA Flood Insurance Rate Maps.

Legislative Position: Support legislation and budget actions allowing levees that are not continuous water retaining type system a longer time to gain certification without adversely affecting the FEMA Flood Insurance Rate Maps.

FLOOD CONTROL INFRASTRUCTURE IMPROVEMENT FUNDING

Throughout the State, much of the existing flood control infrastructure is inadequate to handle 100-year storm flows. The existing facilities are aged and in serious disrepair. With the State's continued population growth and subsequent development in new and in-fill areas, most of the existing flood control systems are strained beyond capacity. The flood control districts and local jurisdictions do not have funding to repair, replace and construct new infrastructure.

Though California taxpayers approved Propositions 84 and 1E, creating funding directed at flood control issues, most of the funding was focused on the Delta/Central Valley region. In addition, funding is concentrated on floodplains and levees. The current program sets very limited allowance for infrastructure construction projects, which is an issue throughout the State. Most grants limit the use of funds for infrastructure.

Legislative Position: Develop state and federal funding sources for the repair, improvement and construction of flood control infrastructure projects outside the Delta/Central Valley region.

MIGRATORY BIRD TREATY ACT CLARIFICATION

The Federal government passed the Migratory Bird Treaty Act meant to prevent and reduce the hunting of birds during their nesting and migration season. Resource agency interpretation of the Migratory Bird Treaty Act has limited local agency ability to maintain their various types of facilities. The County's flood control districts have been hit hardest by this interpretation since they have not been allowed to clean out basin and channel facilities. These facilities must be cleaned out before the start of the normal storm season that begins October 15th. The migratory bird season ends in September and therefore only allows a brief period to perform maintenance. The consequences of not readying food control facilities for the storm season is jeopardizing to life and property.

Project Description: Support legislation and budget actions that will clarify or limit interpretation of the Migratory Bird Treaty Act to allow regular maintenance of flood control and other public facilities.

U.S. ARMY CORPS OF ENGINEERS FLOOD PROTECTION INFRASTRUCTURE IMPROVEMENT FUNDING PROGRAM

The U.S. Army Corps of Engineers (USACE) built many of the flood protection facilities with the San Bernardino County Flood Control District's jurisdiction. The district took over operation and maintenance of these facilities once they were constructed. The existing facilities are aged and some are in serious disrepair. With the population growth and development over the past few decades, most of the existing flood protection systems are strained beyond capacity. The flood control districts and local jurisdictions do not have funding to repair, replace and construct new infrastructure. Though California taxpayers approved Propositions 84 and 1E, creating funding directed at flood control issues, most of the funding concentrated on floodplains and levees and was focused on the Delta/Central Valley region. In addition, the funding was placed on hold due to the state's budget crisis. The current program sets very limited allowance for infrastructure construction projects and usually does not allow for federally built structures to be included. Consequently, structures built by the U.S. Army Corps of Engineers and taken over by local entities suffer from a lacking of funding.

Legislative Position: Support Legislation that addresses the ongoing repair, improvement and construction of U.S. Army Corps of Engineer built flood protection infrastructure improvement projects.

U.S. ARMY CORPS OF ENGINEERS LEVEE REPAIR FUNDING PROGRAM

As part of the Federal Emergency Management Agency's (FEMA) nationwide Map Modernization Program, FEMA initiated a countywide Flood Insurance Study (FIS) and Digital Flood Insurance Rate Map (DFIRM) for San Bernardino County and all incorporated communities within the County. FEMA has implemented a policy to verify the certification status of all levees currently depicted on the effective FIRM as providing protection from the base (1% annual chance) flood. The regulatory requirements for accrediting levees as providing base flood protection on FIRMs is found in Title 44 of the Code of Federal Regulations (CFR), Section 65.10. These criteria include design criteria (e.g., freeboard, closures, embankment protection, embankment and foundation stability, settlement, and interior drainage), operation, and maintenance. FEMA intended to show those levees that cannot be certified on time as not providing any flood protection. This could place hundreds of homeowners in FIRM floodplains designations, potentially costing them thousands of dollars in flood insurance.

The San Bernardino County Flood Control District hired consultants to assist with the certification effort. The District has submitted all required documentation to FEMA and awaits their reply. This was a major effort for the district due to the district's size and number of facilities. Certifying the levees cost over \$9 million.

The U.S. Army Corps of Engineers (USACE) built many of the facilities listed by FEMA. Some levees were not able to meet the FEMA certification criteria. These levees need to be brought up to the criteria specified in order to remove hundreds of homeowners from designated FIRM floodplains, potentially saving them thousands of dollars in flood insurance.

Legislative Position: Support Legislation that addresses the engineering and construction of levee repairs for all U.S. Army Corps of Engineer levees not able to meet FEMA certification requirements.

GOVERNMENT OPERATIONS

AIRPORTS

AIRPORT IMPROVEMENT PROGRAM

The Airport Improvement Program (AIP), through the Federal Aviation Administration (FAA), primarily funds airport capital improvements. There currently is no multi-year program authorized by Congress, hence, capital developments are delayed. Not only does this impact the County owned airports, but also LA/Ontario and other airports in the County and the greater Los Angeles area.

Legislative Position: Support legislative actions that provide for multi-year funding of the Airport Improvement Program.

COUNTY FIRE

FIREFIGHTER ASSISTANCE PROGRAM

The San Bernardino County Fire Protection District, operating under the direction of the County Board of Supervisors, is responsible for fire suppression for over 16,000 square miles of land in San Bernardino County. Services also include search and rescue, hazardous material response and emergency medical services. Over the years the Department of Homeland Security Assistance to Firefighters Grant Programs has received hundreds of millions of dollars annually. In the last three years County Fire has received over \$1 million in funding. As a result County Fire and other qualified agencies within the County have benefited greatly with the grant awards. It is critical that funding continues and/or increases in the coming year.

Legislative Position: Support continued and increased funding of the Department of Homeland Security Firefighter Assistance Program for local agencies costs of fire suppression.

FOREST MANAGEMENT & PROTECTION/BARK BEETLE INFESTATION

The San Bernardino and Angeles National Forests have experienced nearly a decade of drought, too many trees due to previous regulations regarding tree removal and the increased activity of the Bark Beetle, all causing the number of dead and dying trees to reach epidemic proportions. Over 1 million coniferous trees in the San Bernardino Mountains are currently dead or dying. This situation has resulted in a severe fire hazard that poses an immediate threat to public safety, the local economy, and the ecology within these mountain communities.

On September 24, 2002, the County of San Bernardino declared a local emergency regarding the Bark Beetle infestation. Riverside County also declared the emergency twice and requested a State of Emergency to be declared. Governor Davis declared the State of Emergency on March 7, 2003. The County has continued to update the local emergency every 2 weeks.

The State Declaration and actions by the California Public Utilities Commission (CPUC) directed Southern California Edison (SCE) to remove all trees that place their power lines at risk. Since this declaration, from 2004 through June 2008, SCE has removed 156,060 trees at a cost of \$168 million.

Through the efforts of local congressional offices, FEMA, U.S. Forest Service (USFS), and National Resources Conservation Services (NRCS), San Bernardino County through the County Fire Department has been awarded grant funds for hazardous mitigation within the mountain areas, which includes dead/dying tree and brush removal, clearing of evacuation routes, and public education and awareness. Between May 2004 and June 2008 County Fire was awarded \$11.77 million in USFS grant money to remove dead/dying trees and clear evacuation routes. During this same time, NRCS awarded County Fire \$70 million to continue with the hazardous tree mitigation. The County assisted with matching these grants through County Fire, Solid Waste Management and Department of Public Works, together all departments contributed \$9.1 million to assist with the removal of 491,391 dead or dying trees. There remains \$4 million in NRCS money for FY 08/09 and USFS has awarded County Fire another \$3.5 million to be spent from July 2008 to September 2011 with a 10% match in funds.

For Federal Fiscal Year 2008-2009 USFS has been awarded an additional \$16 million in Hazardous Tree Mitigation Funds. This money will be split between San Bernardino County Fire, County of Riverside, Cal Fire and the Federal Clearing House. USFS currently estimates County Fire will receive an additional \$10 million over 5 years with a 10% matching requirement.

Legislative Position: Support legislation and budget actions that create a stable source of Hazard Mitigation funding that can be used to combat such emergencies now and in the future.

- Support legislation and budget actions that create a stable source of Hazard Mitigation funding from USFS and any other Federal Source to allocate to agencies that continue to have the infestation and drought problems and have a proven record of using prior mitigation funds for the purposes intended.
- Support legislation and budget actions that allow the use of Caltrans equipment, California Department of Forestry Resources, and the National Guard to collaborate with the counties in developing and implementing their action plans.
- Support legislation and budget actions to allow a federal income tax deduction for homeowners who expend personal funds for the removal of infested trees from their property.

HOMELAND SECURITY GRANT FUNDING

Emergency preparedness and response has an elevated significance in public policy since the events of September 11, 2001. Due to that tragedy, Congress approved the creation of the Federal Department of Homeland Security. Over the years the County Fire Emergency Operation Center has received several millions of dollars in grant funds from the Federal Department of Homeland Security, of which the majority passes through to other local agencies within the County of San Bernardino. The County, along with all other local agencies that receive these funds, needs to remain proactive ensuring that the State does not rake-off or arbitrarily withhold reimbursements due to State budget problems.

Legislative Position: Oppose Federal allowance of excessive rake-off for State administration of funds and withholding of reimbursements due to State budget issues. Support funding flexibility and enhancement of local authority.

PERCHLORATE CONTAMINATION

Soil and groundwater investigations have determined that perchlorate is not emanating from the existing Mid Valley Sanitary Landfill (MVSL). In 1994, after an extensive environmental investigation report found no significant issues, the County purchased a portion of the Rialto Ammunition Backup Storage Point to use for future expansion of the MVSL. In 1999, perchlorate was discovered to be potentially emanating from on or near the property the County purchased in 1994. Therefore, in an effort to protect the citizens of the area, the Solid Waste Management Division (SWMD) has spent approximately \$3.5 million to investigate and characterize perchlorate-related impacts to groundwater that are believed to have originated on or near this property. Soil on private property occupied by a fireworks manufacturer is directly downstream of future expansion areas. Areas surrounding expansion sites have tested positive for perchlorate in large amounts. The SWMD is expected to spend another \$4 to \$5 million to intercept and contain the identified perchlorate plume, and to construct a treatment plant that assures continued delivery of drinking water to the City of Rialto at its Well No. 3. The County will also spend approximately \$1 million per year through the life of the cleanup, through 2023, to keep the treatment plant operating. Additionally, extensive testing of soil on the property will be required and removal and disposal of any contaminated soil will be required. This is currently budgeted at \$5 million.

The County is involved in a legal process to recoup funding from private companies and the Department of Defense who previously owned or conducted operations on the property, which is believed to have resulted in the presence of perchlorate. Most of these private companies are either defunct, bankrupt, or cannot be located and funding gained from these sources, if any, is years away.

Legislative Position:

- Appropriate (Fund) the California Reclamation Groundwater Remediation Initiative to assist the County in effort to clean up impacts created by the existence of perchlorate contamination to soil and groundwater in and around future landfill sites.
- Request funding from the Environmental Protection Agency's State & Tribal Assistance Grant account to remediate contaminated water/wellhead treatment located within the natural watershed of the Santa Ana River.
- Request funding from the Department of Defense, Defense wide, Operations & Maintenance Account - Environmental Restoration or Environmental Restoration, Formerly Used Sites to remediate contaminated water/wellhead treatment located within the natural watershed of the Santa Ana River.

PURCHASING

TAX INCREASE PREVENTION AND RECONCILIATION ACT (TIPRA)

The County supports the repeal of Section 511 of the Tax Increase Prevention and Reconciliation Act (TIPRA) in HR275 and S292. Section 511 requires governments that spend \$100 million or more to withhold 3% on payments for goods and services. The 3% collection is aimed at collecting taxes to help cover the difference between taxes owed and taxed paid. Numerous governmental organizations oppose it, including the National Association of Counties Organization (NACO) and Governmental Finance Officers Association (GFOA). NACO estimates that costs of compliance would be more than the amount collected.

Additional potential impacts of the 3% withholding are that vendors will increase their pricing to adjust for it and that small vendors would be at a competitive disadvantage. There is concern that it would discourage businesses from bidding on government contracts. This is in opposition to the competitive process for government contracts.

Legislative Position: Support legislation to repeal Section 511 of the Tax Increase Prevention and Reconciliation Act (TIPRA).

WORKFORCE INVESTMENT

LOCAL WORKFORCE INVESTMENT BOARDS (LWIB)

The Governor of the State of California, pursuant to the Workforce Investment Act of 1998, has designated the County of San Bernardino as a Local Workforce Investment Area for the operation of comprehensive workforce investment system activities and provides funding for the activities.

San Bernardino County supports guidance for employment services at the private sector level through the Local Workforce Investment Boards (LWIBs). LWIBs are strategically charged to address major workforce issues and build a community based on community leaders, business investment in human capital, a strong and diverse economy, an integrated infrastructure, effective and articulated education system, clearly defined and accessible career pathways to prepare a ready, willing and able workforce. The role of the LWIBs is to convene appropriate parties around these issues, create dialogue among relevant parties, and generate creative, innovative solutions through consensus and to enlist community commitments to action. LWIBs are the secure pulse of the communities they serve and have influential insight to guide communities to address the needs of our region to meet the economic needs of our state.

The current downturn in the economy has increased the need for employment services to operate under the guidance of the LWIBs more than ever to effectively fuel the current economic recovery, rapidly respond to businesses that are downsizing, service employees who are laid off, put people back to work quickly, and prepare communities for future growth. The current economic insecurity and the need for change in economic career paths greatly increases the need for private sector LWIBs to be the foundation for local communities as the secure employment agency that local businesses and residents can depend on for stability and guidance.

Legislative Position: Support all legislative action supporting private sector Local Workforce Investment Boards.

WORKFORCE INVESTMENT ACT REAUTHORIZATION

The Workforce Investment Act (WIA) of 1998 (Public Law 105-220) was signed into law August 7, 1998. It was enacted to induce business to participate in the local delivery of workforce development services. Authorized by Congress for a five-year period, it has been up for reauthorization since 2003, and has been funded only by continuing resolutions from Congress pending reauthorization.

The nation is facing its worst economic crisis since the Great Depression, with the unemployment rate rising to its highest level since April of 1983. Under the American Recovery and Reinvestment Act signed into law February 17, 2009, Congress set a goal of creating or saving as many as four million jobs through investment in a broad range of industry demand sectors. The reauthorization of WIA would provide an opportunity to meet this goal by ensuring our workforce receive the services and support they need to go back to work and develop the necessary skills to begin rebuilding our economy.

As Congress debates reauthorization of the program in 2010, the San Bernardino County Workforce Investment Board believes that the locally administered workforce development system established under WIA has been effective and should be continued. In addition, the roles and responsibilities of the chief local elected officials and locally appointed Workforce Boards should continue, as the local Boards determine how local public-private partnerships can best support and enhance local workforce development. Any reauthorization of the program should ensure that workforce development activities continue to support career growth and job advancement opportunities to meet economic development initiatives. The One-Stop Centers should be continued, as should the Individual Training Accounts, (ITAs) which provide individuals a range of choices in selecting occupational training. Local Boards should have discretion in establishing ITA funding levels in an effort to maximize the use of available resources in the local area, and local areas should have the flexibility to match training investments to the needs of local demands.

Career pathway programs to meet strategic planning goals for building a workforce customized to meet the demand should be encouraged. The current required sequence of services should be eliminated so local WIA systems can offer services (core, intensive, training) in any order or combination as required by the individual job seeker and local market demand conditions. Finally, a program should be established that ensures every worker has access to life-long learning opportunities at all ages and in numerous contexts.

Legislative Position: Support reauthorization of the Workforce Investment Act. Support the inclusion of the above recommendations in any reauthorization of the Act.

LAW AND JUSTICE

COUNTY SHERIFF

AIR MEDICAL SAFETY

The county opposes legislation that would duplicate efforts addressed in current regulations governing emergency medical services flights and voluntary safety measures already being implemented by the industry. The county opposes legislation that would place the communities that we serve in needless danger and subject to the financial demands of the private emergency medical services companies.

Legislative Position: Oppose legislation that would impose undue and dangerous emergency medical service requirements on counties.

AVIATION AIR RESCUE OPERATIONS PROTECTION

The County is concerned that the removal of federal oversight over private aviation operators has great potential to harm San Bernardino County Sheriff's air rescue operations. Private air ambulance operator's influence over state and local authorities, as witnessed in the past, can be dangerous and harmful to the air rescue in San Bernardino County without federal regulation. State regulation of the economic issues could serve to limit market entry and could ultimately have a negative effect on available services.

Legislative Position: Oppose legislation that would change current oversight authorities to regulate air ambulance aviation operations.

STATE CRIMINAL ALIEN ASSISTANCE PROGRAM FUNDING

The State Criminal Alien Assistance Program (SCAAP) provides federal payments to states and localities that incurred correctional officer salary costs for incarcerating undocumented criminal aliens

with at least one felony or two misdemeanor convictions for violations of state or local law, and incarcerated for at least four consecutive days during the reporting period. SCAAP is administered through the Bureau of Justice Assistance (BJA), in conjunction with the Bureau of Immigration and Customs Enforcement and Citizenship and Immigration Services, Department of Homeland Security (DHS).

In 2008, San Bernardino County housed immigration offenders for a total of 263,708 inmate days, which was estimated to cost \$15,822,480. SCAPP funding is critical to cost mitigation related to the housing of undocumented aliens.

Legislative Position: Support continuance and increase of funding available to counties to mitigate costs associated with the incarceration of undocumented aliens.

HEALTH AND HUMAN SERVICES

AGING AND ADULT SERVICES

COMMUNITY SERVICES BLOCK GRANT

In all states, the Community Services Block Grant (CSBG) program is designed to provide a range of services to assist low-income people in attaining the skills, knowledge, and motivation necessary to achieve self-sufficiency. The program also provides low-income people with immediate life necessities such as food, shelter, and health care needs. In addition, services are provided to local communities for the revitalization of low-income communities, the reduction of poverty, helping provider agencies to improve and increase their capacity at achieving results and the development of community resources to link services and funding. These flexible dollars build on the Older Americans Act core programs that help provide affordable housing, transportation services and other critical supports.

CSBG funding was curtailed by Congress during the previous administration, which sought, unsuccessfully, to end the program altogether. Although the present administration has called for an increase in CSBG funding, increase is a relative term, since it would only increase funding from the previous administration. In real dollar terms, the increase sought by the current administration would still result in lower funding for the program compared with 2002.

Legislative Position: Support stable funding for the Community Services Block Grant Program

ELDERLY HOUSING PROGRAM

The Section 202 program helps expand the supply of affordable housing with supportive services for the elderly. It provides very low-income elderly with options that allow them to live independently in an environment that provides support activities such as cleaning, cooking, transportation and other activities. The program is similar to Supportive Housing for Persons with Disabilities Program. Housing and Urban Development (HUD) provides interest-free capital advances to private, nonprofit sponsors to finance the development of supportive housing for the elderly. The capital advance does not have to be repaid as long as the project serves very low-income elderly persons for 40 years. Project rental assistance funds are provided to cover the difference between the HUD-approved operating cost for the project and the tenants' contribution towards rent. Project rental assistance contracts are approved initially for 3 years and are renewable based on the availability of funds. Funding for the Section 202 elderly housing program has sharply declined during the past decade and in recent years has permitted construction of just 5,200 dwellings, which is only .003 percent of the minimum 1.5 million units that ill-housed seniors desperately need. An increase in funding for the program is needed to increase the number of housing units for seniors.

Legislative Position: Support an increase in funding for the Section 202 Elderly Housing Program.

ELDER JUSTICE ACT

Although the number of older Americans is fast growing, the problem of elder abuse, neglect, and exploitation has long been invisible and presents a grave issue facing millions of American families. A program is needed at the national level to provide federal resources to support state and community efforts dedicated to fighting elder abuse with scarce resources and fragmented systems.

While the County's APS cases were declining in recent years, the County is now experiencing a sharp increase in the number of these cases. Moreover, passage of recent state legislation now requires employees of financial institutions to report instances of financial abuse of elders and dependent adults. Implementation of this law, with a projected aging population increase, will cause APS caseloads to increase even more, leading to a need for more resources to investigate referrals to APS. From a social perspective, elder justice means assuring adequate public-private infrastructure and resources to prevent, detect, treat, understand, intervene in, and where appropriate, prosecute elder abuse, neglect, and exploitation. From an individual perspective, elder justice is the right of every older person to be free of abuse, neglect, and exploitation. The Elder Justice Act of 2009 would elevate elder justice issues to national attention, make grants available to fund state and local elder justice programs, improve the quality, quantity and accessibility of information, increase knowledge and support promising projects, develop forensic capacity, create safe havens and support for at-risk elders, increase prosecution of those who would physically or financially abuse seniors, provide training to combat elder abuse, neglect and exploitation and create special programs to support underserved populations, including rural, minority and native American seniors.

Legislative Position: Support the Elder Justice Act of 2009.

FEDERAL TRANSIT ADMINISTRATION

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.

Section 5310 authorizes the formula assistance program for the special needs of elderly individuals and individuals with disabilities. The Federal Transit Administration, on behalf of the Secretary of Transportation, apportions the funds annually to the states based on an administrative formula that considers the number of elderly individuals and individuals with disabilities in each state. These funds are subject to annual appropriations. There has been a tremendous increase in the need for transportation alternatives for older adults who are no longer able to travel independently. It is anticipated that this need will continue to grow, as by 2020 there will be nearly 55 million adults age 65 and older. The number of older adults with disabilities that may affect their ability to drive or travel independently is expected to more than double by 2020.

The Section 5310 program will receive \$133 million in FY 2009, which is nowhere near enough to meet current needs; much less the anticipated needs of the millions of baby boomers who have already started to turn 60.

Legislative Position: Support a significant increase in funding for the Section 5310 program when the Transportation Equity Act is reauthorized in 2010.

OLDER AMERICANS ACT

The Older Americans Act (OAA) is the backbone of services to America's aging population. First enacted in 1965, the OAA helps seniors stay independent and healthy through a wide range of services and programs. These include Meals on Wheels, congregate meals, senior center services,

transportation, support for family caregivers, home and community services, health promotion, disease prevention and community service employment for low-income older workers.

Congress reauthorized the OAA in the fall of 2006, strengthening it in numerous ways and adding new initiatives. While reauthorization provided an opportunity to improve the law, it did not provide any additional funding. OAA funding was basically frozen from FY02 to FY05, and then cut in FY06. This period of flat funding has caused serious erosion in purchasing power due to inflation, and has diminished the reach of the programs due to the growing numbers of seniors in need. In FY07 and 08, Congress increased OAA funding slightly, but well below the amount necessary to adequately fund the program. P.L.110-329 continued the insufficient 2008 funding for the act into FY 2009.

Spending money on OAA programs saves taxpayer dollars in the long run, because it cuts Medicaid and Medicare expenditures by reducing premature nursing home placements, averting malnutrition and controlling chronic health conditions.

Legislative Position: Increase funding for the Older Americans Act programs by an amount sufficient to keep up with the growth of the population it serves. Support a cost of living adjustment to the program. Support a reasonable increase in administrative costs.

ARROWHEAD REGIONAL HOSPITAL

340 B PROGRAM TO HOSPITAL INPATIENTS

In 1992 Congress created the Public Health Service 340B drug discount program to help certain qualified safety net providers obtain lower costs for pharmaceuticals provided to poor and underserved populations. The program currently provides discounts on drugs only for patients if they are seen in outpatient settings. Expanding the 340B drug pricing program to include discounts on inpatient drugs would save the nations' public hospitals, critical safety net providers, million of dollars. Maintaining two separate inventories of pharmaceuticals one for discounted outpatient drugs and one for non-discounted inpatient drugs is inefficient. Savings from extending the discount to inpatient pharmaceuticals will enhance the ability of safety net providers to ensure access to care for vulnerable patients.

Legislative proposals currently in Congress, would make inpatient 340B discounts available to more than 700 Disproportionate Share Hospitals (DSH) that participate in the program. These hospitals are either public institutions or private non-profits under contract with state or local government to provide large volumes of indigent care. The bill would also create new revenue for the Medicaid program by allowing Medicaid to access some of the savings generated by the reduced costs of prescriptions in the inpatient setting. The bills would save Medicaid, both state and federal combined, at least \$217 million per year. In addition, the bills contain numerous integrity provisions designed to improve 340B program compliance, oversight and administration. If the 340 B program is changed to also cover inpatient drugs, the expected savings for the Arrowhead Regional Medical Center would be approximately \$2.5 million annually.

Legislative Position: Support legislation that would afford 340B drug discounts to inpatients.

PRIMARY CARE PHYSICIANS

In the United States, the number of medical students entering family practice training dropped by 50% between 1997 and 2005. In 1998, half of internal medicine residents chose primary care, but by 2006, over 80% became specialists. A survey by the University of Missouri-Columbia (UMC) and the U.S. Department of Health and Human Services predicts that by 2025 the United States will be short up to 44,000 adult care primary care physicians. The causes for this shortage parallel the evolutionary changes occurring in the U.S. medical system: payment based on quantity of services delivered, not quality; aging of the population which increases the prevalence and complexity of chronic health

conditions, most of which are handled in primary care settings; and increasing emphasis on life-style changes and preventative measures, often poorly covered by health insurance or not at all. In 2004, the median income of specialists in the U.S. was twice that of PCPs, and the gap is widening. Discontent by practicing primary care internists is discouraging trainees from entering primary care; in a 2007 survey of 1,177 graduating US medical students, only 2% planned to enter a general internal medicine career, and lifestyle was emphasized over the higher subspecialty pay in their decision. Primary care practices in the United States increasingly depend on foreign medical graduates to fill depleted ranks.

The root regulatory cause of the low pay of PCPs relative to specialists has been attributed by some to the Resource-Based Relative Value Scale (RBRVS), which is used by Medicare and many HMOs to determine how much health care providers are paid. RBRVS pays physicians based, among other factors, on the skill and effort required in a procedure, but takes no consideration of the medical value to the patient of the procedure. Thus specialists are paid more relative to PCPs, with medical value of primary care not being a factor in payment.

The Centers for Medicare and Medicaid Services has proposed rules that would increase Medicare payments for family physicians via key changes to the Medicare physician fee schedule. The proposed rule would also use more recent data to calculate practice expense relative values. This would result in higher payments for primary care services. In addition, CMS would revise malpractice work values, thus triggering a further increase in payments for primary care physicians. If implemented, the changes suggested by CMS would result in an average increase of 8 percent in total Medicare allowed charges for family physician practices, according to impact analysis tables in the proposed rule.

Legislative Position: Support the proposed CMS rules that would increase Medicare payments for primary care physicians. Support legislative efforts to increase the number of primary care physicians.

NURSE STAFFING REQUIREMENTS (Concerns)

The National Nursing Shortage Reform Advocacy Act amends the Public Health Service Act to require hospitals to implement nurse-to-patient staffing ratios. The legislation mandates minimum direct care registered nurse-to-patient ratios for emergency units, operating rooms, critical care units, and nursery units, and would prohibit hospitals from imposing mandatory overtime and layoffs to meet required ratios.

Unfortunately, this legislation does not address the ongoing shortage of nurses and other skilled caregivers. Rather, it negatively impacts hospitals' ability to appropriately deploy nursing workforce by establishing minimum nurse-to-patient ratios and prohibiting mandatory overtime, sets unreasonably strict lifting guidelines that could jeopardize - and even prevent - proper patient care.

Nurses and other caregivers must have flexibility in making decisions about transferring patients and other operational care. Limiting this flexibility fails to take into account the emergencies that happen every day in a hospital - when quick thinking and action can save a life.

Legislative Position: Oppose legislation that requires hospitals to implement nurse-to-patient staffing ratios, which would exacerbate the nursing shortage, effectively limit the number of patients hospitals can serve and reduce overall access to medical care.. Hospitals must have flexibility to allow their staff to meet the needs of their patients and communities and to respond to unanticipated emergencies.

HOMELESS ASSISTANCE PROGRAMS

Homelessness is a persistent national problem that impacts cities and communities throughout San Bernardino County. In 2007, the San Bernardino County Homeless Census identified a 39% increase of people either living on the streets or in facilities that serve the homeless over the past few years. In addition, with roughly 25% (primarily women and children) living under the poverty line, the "at-risk" population in the County of San Bernardino also pose serious societal and economic implications.

There is a growing sense of awareness of substantial public and private "hidden" costs associated with homelessness. For example, homeless persons become frequent and lengthy users of hospital emergency services, emergency shelters, emergency assistance centers, and correctional facilities because they lack a permanent housing environment which would help them better care for their daily needs.

By discouraging "managing" homelessness through emergency resources and encouraging "ending" homelessness by providing the resources necessary for persons to obtain and maintain affordable housing, the overall quality of life for all residents of San Bernardino County can be significantly improved as the negative impacts of individuals living and sleeping on the streets are reduced.

Legislative Position: Support legislation that will provide a more focused approach to the issues of homelessness and provide a system of care that is inclusive, well planned, coordinated and evaluated and is accessible to all who are homeless or at-risk of becoming homeless.

INTEGRATE TREATMENT FOR MENTAL HEALTH, SUBSTANCE ABUSE AND PRIMARY AND SPECIALTY CARE

People suffering from mental illness die, on average, 25 years sooner and have higher rates of disability than the general population. People with mental illness are at greater risk of preventable health conditions such as heart disease and diabetes. Mental health and physical health are inter-related: each contributes to the other. Yet historically, mental health and physical health have been treated separately. In a recent survey, only one-third of community mental health centers had the capacity to provide health care on site, and only one-fifth could provide medical referrals off site. The centers identified a lack of financial resources as the biggest barrier to integrating treatment. Accordingly, there is a need for the federal government to provide funding to integrate treatment for mental health, substance abuse, and primary and specialty care. In addition, the President's New Freedom Commission on Mental Health has identified a critical need to recruit qualified primary care professionals to provide essential health services to patients with serious mental illness.

Legislative Position: Support federal funding for integrated treatment for mental health, substance abuse and primary and specialty care, and federal funding to recruit qualified primary care professionals for integrated settings.

MEDICAID FEDERAL MEDICAL ASSISTANCE PERCENTAGE (FMAP)

Each year, the federal government calculates its cost-sharing ratio for each state's Medicaid program. This cost sharing-ratio is referred to as Federal Medical Assistance Percentage (FMAP). FMAP is the percentage of each Medicaid dollar spent that is provided by the federal government; it varies from state to state, but by law is never less than 50% or more than 83%. The FMAP formula is based on a state's average income over a three-year period.

As part of the Administration's stimulus package, California's FMAP was raised from 50 percent to nearly 62 percent. This has been of enormous help to the State, helping to preserve much of the Medi-Cal program while other programs suffered severe cuts in the last state budget. Unfortunately, the enhanced FMAP will cease at the end of 2010. Exacerbating the problem, the healthcare reform

bills in Congress would grant Medicaid eligibility to a whole new group: childless adults with incomes at or below 133 percent of the federal poverty level. This will result in a substantial increase in Medi-Cal caseloads. These expanded caseloads will be extremely difficult for the state to manage, absent the continuation of the enhanced FMAP.

Due to the nature of the Medi-Cal program, enrollment and costs increase at exactly the same time that state revenues decrease during difficult economic times. Extending the enhanced FMAP will help the State cope with the increased need for Medi-Cal services.

Legislative Position: Support legislation extending the enhanced FMAP.

MEDICAID REIMBURSEMENT FOR INSTITUTIONS OF MENTAL DISEASE

When enacting Medicaid, the federal government specifically excluded payments for patients in state psychiatric hospitals and other Institutions for Mental Diseases (IMDs) to accomplish two goals: 1) to foster deinstitutionalization; and 2) to shift the costs back to the states which were viewed by the federal government as traditionally responsible for such care. States proceeded to transfer massive numbers of patients from state hospitals to nursing homes and the community where Medicaid reimbursement was available. Indigent persons who need treatment in a hospital can count on Medicaid to pay for diseases of the heart, liver, blood and most other body organs. However, Medicaid will not cover the individual if he or she is between the ages of 21 and 65, has a brain disease and needs care in a psychiatric hospital.

The Federal government's IMD exclusion prohibits Medicaid from covering any treatment (even non-psychiatric) in state and private psychiatric hospitals and other IMDs. The federal government reimburses states for between 50 and 80 percent of treatment under Medicaid. Because treatment in an IMD is excluded from Medicaid reimbursement, the states have a significant fiscal incentive to limit treatment in psychiatric hospitals. This is the driving force behind deinstitutionalization as states seek to push patients out of the hospitals and into Medicaid-eligible services where the federal government picks up most of the cost, even though treatment may be unsatisfactory, more costly and less effective.

Medicaid's denial of coverage results in homelessness, incarceration, victimization and even death for many people who are so ill they are unable to care for themselves. Of the 4 million Americans with schizophrenia and bipolar disorder, approximately 50 percent (2 million) are not being treated on any given day. By the Justice Department's own statistics, there are currently about 283,800 mentally ill people in the nation's jails and prisons. The Los Angeles County Jail and New York's Riker's Island are currently the two largest treatment facilities for the mentally ill in the country. Another 150,000 to 200,000 mentally ill are homeless, and more than ten percent will die from suicide.

Legislative Position: Support legislation that would provide Medicaid reimbursement for patients in Institutions for Mental Diseases and in freestanding settings.

MEDICARE MENTAL HEALTH AND SUBSTANCE ABUSE TREATMENT PARITY

Medicare covers only half of the cost of mental health care but 80 percent of the cost of general doctor visits. Medicare's inpatient psychiatric hospital benefit has a lifetime limit of 190 days, but there is no lifetime limit for general inpatient hospital care. A recent survey found that 38 percent of older and disabled persons with Medicare had difficulty paying for mental health services.

Providing less coverage for mental health services than for general health services is problematic; it financially discriminates against those seeking mental health treatment, perpetuates the stigma of mental health care as different from general health care, and, to the extent these persons make use of county mental health services, creates a drain on county resources.

In addition, Medicare, with the exception of smoking cessation, does not cover alcohol and drug abuse treatment. It does, however, pay large amounts of money to treat substance abuse-related physical illnesses among the elderly. It is estimated that nearly one out of every four dollars Medicare spends on inpatient hospital care, and one out of every five Medicare hospital admissions, are attributable to substance abuse. Treating substance abuse-related illnesses will cost the Medicare program one trillion dollars over the next 20 years. Even a ten percent reduction in the amount of substance abuse would save the Medicare Trust Fund \$100 billion over the next 20 years. Additionally, to the extent that Medicare beneficiaries make use of county substance abuse treatment services, scarce county funds for these services could be preserved for other treatment purposes.

Project Description: Support legislation that removes discriminatory features from the Medicare mental health benefits while facilitating access to up-to-date and affordable mental health services for senior citizens and people with disabilities.

MEDICARE MENTAL HEALTH AND SUBSTANCE ABUSE AND PRIMARY AND SPECIALTY CARE

Addressing chronic diseases, such as mental illnesses and co-occurring addiction, must be a priority given the high costs associated with chronic diseases. At the same time, data showing the high co-occurrence of mental illness and chronic physical health conditions indicates the vital need for funding to support collaborative relationships between primary care and specialty mental health providers such as community mental health centers. The Mental Illness Chronic Care Improvement Act of 2009 would authorize a new \$250 million, 4-year, Medicaid demonstration program in up to 10 states to improve the health outcomes and satisfaction of individuals with chronic mental illness, such as schizophrenia, schizoaffective disorder, bipolar disorder, and major clinical depression, or such conditions with co-occurring substance abuse disorders. States would also have the option to expand their demonstration to other populations with mental illness or substance use disorders. Providers such as County Mental Health Clinics would serve as the care coordinator and managing entity.

Legislative Position: Support legislation that improves health outcomes of individuals with chronic mental illness with co-occurring substance abuse disorders. Support the Mental Illness Chronic Care Improvement Act of 2009.

RECIDIVISM REDUCTION ACT

As individuals with mental illness are incarcerated, often for very minor crimes, they lose access to Medicaid and Social Security benefits which they had previously received. Even when benefits could be restored upon release, frequently administrative delays slow down the process. Reapplying for benefits is time-consuming and complex, and many jails and prisons do not assist in planning prior to release. Without access to medication and income immediately on release, persons with mental illnesses are less likely to get and stay well, and are at increased risk of getting re-entangled with the criminal justice system.

The Recidivism Reduction Act provides an incentive to state Medicaid systems to suspend, rather than terminate Medicaid benefits during incarceration, making it easier for the benefits to be restored on release. The bill also requires the Social Security Administration (SSA) to provide a provisional benefit for some SSI recipients immediately upon release from jail; SSA would then complete a review of the individual's eligibility and stop payments in the rare case that the person is no longer eligible.

Legislative Position: Support the Recidivism Reduction Act.

CHILDRENS SERVICES

CHILD WELFARE FINANCING REFORM

Federal child welfare financing is disproportionately directed toward funding out-of-home care. Only 10% of federal funds are available to provide front-end prevention, post-permanency and reunification

services to keep children safely at home with their families, a much less expansive alternative than foster care. This lack of flexibility prevents states and counties from effectively developing the array of services needed to improve outcomes for families and children, which research shows are effective. Current funding consists of multiple and complex funding streams, each with their own audit, review, and data reporting systems governing separate sets of requirements and rules that are costly for staff time and resources to administer. Additionally, there are no incentives in place for states that perform well on audits and reviews. However, states are penalized when they do not meet certain federal standards, even when their overall performance has improved. Penalties only compound the state's difficulty and threaten to deplete already limited funds, thus redirecting resources away from children and families.

The current Children and Families Services Reviews do not measure what they are designed to. States are concerned for a variety of reasons that the measures are flawed and that this poorly designed review system sets all states up to fail. As an example, all states, regardless of size, are reviewed on a total of 65 cases. For a state the size of California, such a small sample can only lead to accidental and unreliable results.

Legislative Position: Support legislation that creates a single, dedicated flexible funding stream for child welfare that allows and supports local control to direct resources based on need and adequately funds cost effective prevention services. States should be allowed to reinvest federal dollars saved in reducing foster care into ongoing prevention and post permanency services to sustain improvements achieved. The current review process should be reevaluated and redesigned to create a process that better tracks measurable performance and incentivizes improvements.

FOSTER CARE FUNDING ELIGIBILITY

When the TANF welfare reform law was passed, Congress elected to freeze the eligibility rules for the payment of Title IV-E foster care maintenance payments to prior AFDC rules as of July 16, 1996. Ever since, states are required to look-back to these rules when determining foster care eligibility, instead of using the family's CalWORKs eligibility status. This look-back rule has unnecessarily complicated the foster care eligibility process. Since income and assets are frozen to the 1996 standards, which are not adjusted for inflation, the rate of federal reimbursement decreases over time, resulting in loss of federal funds.

The current eligibility rules for federal Title IV-E funds ignore the fact that child abuse and neglect occur in families at every income level. Under welfare reform, children in out-of-home care must be determined eligible for federal Title IV-E funds, with eligibility based on their eligibility for the former Aid to Families with Dependent Children (AFDC) program. That is, if a child is removed from a family who would have been eligible under the 1996 AFDC regulations, then the child is eligible for Title IV-E funding. This system of determining eligibility for Title IV-E is administratively burdensome because it is based on a program that no longer exists and income limitations that have never been increased for inflation. Many more families now have a work history, earned income, and resources that make them ineligible for Title IV-E under the outdated 1996 standards, unfairly shifting the costs of child welfare services and out-of-home care to states and counties.

Legislative Position: Support legislation to de-link Title IV-E eligibility from the 1996 AFDC income eligibility standards and enable states to claim Title IV-E expenditures for children removed from their homes for the purposes of ensuring their safety and well-being, regardless of the family's income.

FOSTERING CONNECTIONS ACT FUNDING FOR SUBSIDIZED GUARDIANSHIP

California's child welfare system is the largest in the nation, with nearly 72,000 children in out of home foster care. In addition to that group, approximately 15,000 children are in our state- and county-funded Kinship Guardianship Assistance Payment (Kin-GAP) program. California's counties have partnered with the state to operate the program since 2000. San Bernardino County has close to 800

children who have exited foster care to Kin-GAP. This program enables children who would otherwise be in foster care to be cared for by relatives. Kin-GAP has furthered the shared federal and state goal of securing stable and permanent placements with relatives who have assumed legal guardianship of an at-risk child. In addition to providing permanent homes to children in foster care, the Kin-GAP program has avoided millions of dollars in federal foster care costs.

Unfortunately, U.S. Department of Health and Human Services Program Instruction (CB-PI-08-007) issued on December 24, 2008 interpreted the new Fostering Connections law and accompanying federal kinship reimbursement as applying only to those children entering a new kinship arrangement after exiting from a IV-E foster care placement. The Instruction penalizes states such as California that took the initiative to create their own program. The current interpretation that federal kinship guardian payments apply only prospectively places the State and its counties in the untenable position of having to disrupt stable guardianship families by converting them to federally funded cases by creating a new kinship arrangement through the court system, a system these families thought they had left behind in entering Kin-GAP. Not only would such a process needlessly direct resources away from serving families and cause potential distress for guardians and the children in their care, retaining the current Program Instruction violates a key tenet of new law that incentivizes states that establish subsidized guardianships for relatives so that they have the financial means to provide stable, loving homes for their relative children who would otherwise be placed in foster care.

Governmental agencies and the families they serve should not be penalized based solely on the timing of the guardianship placement.

Legislative Position: Support legislation to rescind this provision in the December 24, 2008 Program Instruction to permit states, such as California, that created subsidized kinship guardianship programs in advance of the federal law to access federal IV-E maintenance payments for their existing caseload.

PUBLIC HEALTH

BIOTERRORISM PROGRAMS

After the erosion of public health infrastructure over the past several decades, the federal Bioterrorism Preparedness grants from the Centers for Disease Control and Prevention have provided much needed investment in local public health systems. However, after an initial surge in funding to state and local public health departments, federal funding for this vital program is now declining at about five percent a year.

Legislative Position: Support legislation or budget actions that would stabilize federal bioterrorism grant funding and increase pandemic influenza funding to states and local public health departments.

FAMILY PACT PROGRAM

The Family Planning, Access, Care, and Treatment (Family PACT) program provides services to individuals earning less than 200 percent of the federal poverty level. Participants can receive birth control, reproductive health services and education about sexually transmitted diseases. The program does not provide abortion counseling. The federal government covers \$315 million of the \$432 million annual cost. The state picks up the remainder. The state estimates the program averts nearly 170,000 unintended pregnancies each year. That saves an estimated \$1.5 billion because if the pregnancies occurred, the state and federal governments would pay for prenatal care, delivery and health care for the newborns. However, a dispute between the state and federal governments on how to account for undocumented immigrants in the program has led the federal government to cease payment for them. Federal payments cover only people who have been in the United States legally at least five years. California covers everyone because any child born in the United States automatically becomes a citizen and thus would be eligible for health care. Under the federal plan, people would have to

produce a passport, birth certificate, government photo ID or other document. This paperwork would need to be reviewed by a state employee to verify eligibility before services are provided.

The state estimates it would need 1,300 additional employees to scrutinize the 2.4 million applications it receives each year. That would add \$175 to the cost of serving each client in the program. The average amount spent now per person is \$261. In September 2008, the Governor warned federal Health and Human Services Secretary that the changes would further destabilize California's budget.

Legislative Position: Protect federal funding for the Family PACT program.

FOOD SAFETY

The need to improve oversight of our nation's food supply has never been greater. Every year, food-borne illnesses in the United States cause 5,000 deaths, 325,000 hospitalizations and 76 million illnesses, at a cost of billions of dollars. Outbreaks of food-borne illness from contaminated food products, produce and infant formula regularly make the headlines. In 2008, the USDA announced a massive recall of nearly 150 million pounds of beef. In 2009, the Food and Drug Administration (FDA), spurred on by an outbreak of salmonella in peanuts that killed at least nine people, initiated the largest food product recall in U.S. history, affecting over 4,000 peanut products. Reacting strongly to this outbreak of salmonella, the House of Representatives passed the Food Safety Enhancement Act, requiring more government inspections and imposing new penalties on those who violate the law, requiring greater oversight of food manufacturers and gives the FDA new authority to order recalls and to develop a system for better tracing food-borne illnesses. The Senate has yet to act on the House legislation.

Legislative Position: Support the Food Safety Enhancement Act of 2009.

HEALTHCARE DISPARITIES

Striking disparities in health status exist among various communities and populations throughout the United States, which include shorter life expectancy and higher rates of chronic health conditions and disability. According to the Agency for Healthcare Research and Quality (AHRQ), disparities are also observed in most aspects of disease prevention and treatment, including care for mental health disorders and substance abuse, HIV/AIDS, cancer, diabetes, heart disease, stroke, oral health conditions, maternal and child health, respiratory disease, and end stage renal disease. Healthcare disparities is a public health problem, not only for those having difficulty accessing equal healthcare, but also for the general public, who may be exposed to communicable diseases that should have been addressed by the healthcare system.

Legislative Position: Support federal legislation that addresses healthcare disparities, especially among minority groups.

PUBLIC HEALTH FUNDING

A dramatic increase in funding is necessary for the Center for Disease Control (CDC), Health Resources Service Administration (HRSA) and other public health agencies. This is an immediate need for increased and sustained funding. Past budget cuts, coupled with new challenges and responsibilities, have caused these critically important agencies to do more with less and to struggle to provide basic public health services, like state-based chronic disease prevention programs as well as to effectively respond to public health emergencies and natural or man-made disasters. A larger investment is required in our public health agencies and programs to equip them with the necessary resources to restore their effectiveness and adequately protect the health of the American public. Most importantly, increased federal funding for expanded immunization programs and tuberculosis monitoring are badly needed.

Legislative Position: Support legislation and budget actions that would increase and stabilize funding for the CDC, HRSA and other federal public health agencies.

PUBLIC HEALTH WORK FORCE

An adequate supply of well-prepared public health professionals is essential to an effective public health system in America. Concerns of bio-terrorism and terrorist attacks, as well as the outbreak of the H1N1 flu, Sudden Acute Respiratory Syndrome (SARS) and a potential avian flu pandemic have made the country more acutely aware of the important responsibilities of the nation's public health system. At the same time, there is concern about the adequacy of the public health workforce, both in terms of the number of workers and their skills and competencies.

Legislative Position: Support legislation or budget actions to increase the number of qualified public health medical professionals.

TRANSITIONAL ASSISTANCE

CHILD CARE AND DEVELOPMENT BLOCK GRANT

The Child Care and Development Block Grant (CCDBG) was originally due for reauthorization in 2002, but has been maintained over the years through several extensions. The CCDBG is the primary source of federal funding for childcare in the country. The grants are primarily used by states to subsidize childcare for TANF recipients, families leaving TANF, and other low-income families. These grants provide a vital service as quality childcare enables working parents to enter and remain in the workforce.

The CCDBG should be increased in order to support the employment of low-income families through greater access to childcare subsidies. It would also have the affect of increasing access of children from eligible families to high-quality care that supports positive child development outcomes. There is also a need for policy changes that would provide flexibility at the state and local levels. Additionally, the federal government should require coordination at the federal level among the various early childcare and education funding streams.

Project Description: Support legislative and regulatory changes proposed by APHSA that would increase funding of the CCDBG and implement other needed changes that would positively benefit local child care programs.

PROMPT AND CONTINUOUS SERVICE TO NEEDY FAMILIES WITH CHILDREN

Public Law 104-193 changed Aid to Families with Dependent Children to the Temporary Assistance for Needy Families (TANF) block grant, removing the perception of entitlement to aid for eligible families. The new provisions of TANF eliminated many of the requirements imposed upon the states in providing for prompt payment to eligible individuals and notification prior to the termination of or delay in aid payments. Under the current provisions of TANF, even after a state has chosen to participate in TANF, the state may choose not to fund a public assistance program for needy families with children, thereby passing the burden of assistance to the counties and cities without the benefit of federal funding to support such programs. Additionally, there are minimal penalties that would prevent a state from ceasing to comply with the state plan submitted under TANF. TANF does not contain sufficient provisions to require continued state participation once a state submits a plan to provide public assistance for needy families with children. More stringent requirements are needed in order to require states to continue funding public assistance programs, rather than allow the states to discontinue participation and effectively transfer the entire burden of funding the public assistance program to the counties and cities. Additional requirements must be imposed that require a state to provide prompt payment of both state and federal funds to local agencies that administer the public assistance program.

Legislative Position: Support legislation to amend Section 401 [42 U.S.C. 601] (a) of the Social Security Act to reinstate the requirement for states that elect to participate in TANF to provide prompt and continuous payments to fund services to needy families with children.

TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF) REAUTHORIZATION

The American Public Human Services Association (APHSA), founded in 1930, is a nonprofit, bipartisan organization of state and local human service agencies and individuals who work in or are interested in public human service programs. Its mission has been to develop, promote and implement public human service policies that improve the health and well being of families, children, and adults. This organization has made many recommendations to the new Federal Administration, some of which have already been implemented via the American Reinvestment and Recovery Act.

A major focus of APHSA is the Temporary Assistance for Needy Families (TANF) program's reauthorization is set to expire in September of 2010. Due to the continued hearings on health care reform, this debate will most likely be delayed, which allows additional time for APHSA and counties to weigh in on the issues that impact them directly. Over the last several years states have demonstrated how a flexible TANF program can provide services in innovative ways, but current federal policies present numerous restrictions to program flexibility. APHSA is in the process of engaging the new Federal Administration and Congress regarding the ongoing needs of human service programs.

Legislative Position: Support legislative and regulatory efforts proposed by APHSA that would lead to increased local flexibility and decrease federal penalties that are subsequently passed down to the counties.

SUPPLEMENT NUTRITION ASSISTANCE PROGRAM BENEFIT DETERMINATION

Currently, in the Supplement Nutrition Assistance Program, Unemployment Insurance Benefits (UIB) are treated as unearned income and does not receive the 20% earned income deduction. While other income, or payments from a roomer or boarder, is eligible to the earned income deduction. Additionally, the UIB is subject to federal and state taxes.

For many families, their sole source of income is UIB, but they are ineligible to receive SNAP (formerly known as the food stamp program) benefits, as the UIB income received exceeds SNAP's net income limits without the advantage of an earned income deduction to account for taxes.

Amending the Federal statute (7 CFR Chapter II, Section 273.9) would allow UIB to be treated as earned income. This would allow the earned income deduction, thus allowing families who are just above the poverty level, to be eligible to receive SNAP benefits.

Legislative Position: Support legislation or regulatory changes that would require UIB to be treated as earned income in determining SNAP benefits.

VETERANS AFFAIRS

VETERANS DISABILITY COMPENSATION BENEFITS

Under section 101(13) of title 38, United States Code, disability compensation is a monthly payment made by the Department of Veterans Affairs to a veteran because of a service-connected disability, or to a surviving spouse, child, or parent of a veteran because of the service-connected death of the veteran. The individual's unemployability due to a service-connected disability is the basis of this benefit. This benefit is intended to compensate the individual veteran solely for the effects of a service-connected disability, and should not be based on their age or socioeconomic status.

Disability compensation should continue to be paid to veterans based on their unemployability due to a service-connected disability. This benefit was not intended to include consideration of the individual's age, retirement status, or non-wage income. It would be a disservice to these disabled veterans to treat this benefit like a pension or to implement means testing as a determinant of eligibility to disability compensation. Doing so would have the effect of reducing the significance of this benefit.

Legislative Position: Support a resolution opposing any adverse changes to 38 U.S.C. regarding disability compensation benefits.

IN-HOME SUPPORTIVE SERVICES FOR VETERANS WITH A SERVICE-CONNECTED DISABILITY

The Aid and Attendance (A&A) benefit provides monthly benefits for veterans and surviving spouses who need help eating, bathing, dressing, undressing or taking care of the needs of nature. It also includes those who are blind or are in a nursing home because of mental or physical incapacity. This is a pension benefit and is not dependent upon service-related injuries for compensation.

As the number of veterans returning from combat with service-connected disabilities increase, so does the need for expanded care. The establishment of a federal program that assists in paying for in-home supportive services provided to veterans with a service-connected disability would help to ensure that these veterans could remain safely in their own homes. It is imperative that this program would not involve means testing as a condition of eligibility, which would be an exclusionary provision. Without such a program our disabled veterans are given little choice but to seek care and residence in nursing homes and board and care facilities. This only further serves to provide another disconnect between veterans, their families, and the rest of society. Veterans, who have proudly served their country and paid a substantial price, deserve the right and support to remain in their homes as long as possible.

Legislative Position: Support legislation that would create a federal level in-home supportive services program for veterans based on a service-connected disability.

COUNTY VETERANS SERVICE OFFICES LOCAL FUNDING

The United States Department of Veterans Affairs (USDVA) administers various programs in areas such as health care, financial assistance, and burial benefits to assist veterans who have sacrificed so much to serve their country. Unfortunately, the pressure to cut federal spending in veterans' programs is intense. Over the past two decades VA medical programs have decreased substantially as measured in constant dollars. As a result, facilities are deteriorating, and each month thousands of veterans are left with no resource for needed medical treatment.

The USDVA, and its programs, faces an annual funding dilemma. At the local level, County Veterans Service Offices strive to assist veterans as they navigate the often frustrating process of securing claims and benefits to which they are entitled, and are often faced with the difficulty arising from the increasing needs of aging veterans and the timely receipt of benefits and services.

Legislative Position: Support legislation that would ensure that County Veteran Service Offices continue to assist veterans in need of compensation, medical, rehabilitative, educational, and employment services.

MANDATORY VETERANS AFFAIRS HEALTH CARE FUNDING

All veterans, especially those returning from combat deserve our firm commitment to provide them the level of health care they deserve. Budget restraints have had an affect on the quality of healthcare veterans are receiving. Currently, the Department of Veterans Affairs (VA) has a backlog of over 90,000 claims waiting to be processed. Many veterans are required to wait well over a year for their

VA rating decision. Understaffing is the primary reason for these delays. Mandatory full funding would allow for the VA to hire the additional staff needed to process these claims in a timely manner and to offer competitive wages in order to draw high quality medical professionals.

It is estimated that the VA will treat a total of 5.8 million patients in 2009 with a funding level of \$42.8 billion in the 2009 fiscal year. The President has proposed an increase to \$47.4 billion in the VA health budget for fiscal year 2010 in order to expand services. This expansion would provide enough resources for the VA to treat nearly 6.1 million patients. Even with this proposed expansion the fact remains that there is always an element of uncertainty in budget negotiations. There is never a guarantee of what funding will be available or appropriated to VA health care in the future. Every effort should be made to ensure that our veterans receive the level of care they were promised.

Legislative Position: Support legislation that would make VA health care funding mandatory.

OUTREACH SERVICES PROVIDED BY THE DEPARTMENT OF VETERANS AFFAIRS

Many of our nation's veterans are unaware that they may be entitled to receive compensation for health conditions that they incurred as a result of military service, as well as other services. The Department of Veterans Affairs (VA) has a responsibility to help educate veterans on their entitlements. There should be a consistent effort on the part of the VA to inform veterans of the benefits available to them. This has been an ongoing battle for several years, and it is time to make a change that would ensure that veterans are aware of benefits to which they may be entitled. Many veterans need comprehensive help that would include mental, physical, and financial services provided by the VA. These services help veterans to resume living productive lives.

There is a long-standing need for legislation that would serve to allow the VA to provide grants to state veteran's agencies to provide increased outreach services. State and local government agencies that provide services to veterans would benefit from these grants and cooperative agreements to improve their programs.

Legislative Position: Support legislation that would expand/increase the Department of Veterans Affairs responsibility to provide outreach services that educate veterans on their entitlements.

PRESUMPTIVE SERVICE CONNECTION

The Department of Veterans Affairs (VA) presumes that specific disabilities diagnosed in certain groups of veterans were caused by their military service. The VA does this because of the unique circumstances of their military service. If one of these specific disabilities is diagnosed in a veteran in one of these certain groups, then the VA presumes that the circumstances of his/her service caused the condition, and disability compensation can be awarded.

There are several other disabilities, which are not included in the VA's list, that have also been shown to be a direct result of military service. These include Hepatitis C, blast injuries, acoustic trauma, Post Traumatic Stress Disorder (PTSD), and Traumatic Brain Injury (TBI). In the case of all the previously listed disabilities it has been established that there is a cause and effect relationship between military service and the onset of the disability. Numerous veterans are suffering from these disabilities, and are not receiving the benefits to which they should be entitled. Therefore these disabilities should be included in the VA's list of disabilities that warrant a Presumptive Service Connection.

Legislative Position: Support legislation that would grant Presumptive Service Connection for Hepatitis C, blast injuries, acoustic trauma, Post Traumatic Stress Disorder, and Traumatic Brain Injury.

VA BURIAL/PLOT ALLOWANCES

Under current regulations all honorably discharged veterans are not eligible to receive the Department of Veterans Affairs (VA) burial/plot allowance. In order to receive these benefits the veteran must have

died as a result of a service-related disability, was receiving VA pension or compensation at the time of death, was eligible to receive VA pension or compensation but chose to receive retirement benefits, or have died in a VA hospital, a nursing home under VA contract, or in an approved state nursing home. Unless one of the previously mentioned conditions was met, an honorably discharged veteran is not eligible to the benefit and the family is left with the full burial and plot costs. All honorably discharged veterans deserve to receive this benefit in death.

Currently benefits for a service-related death are up to \$1,500 toward burial expenses for deaths prior to September 10, 2001. For deaths on or after September 11, 2001, the VA will pay \$2,000. For a non service-related death the VA will pay up to \$300 toward burial and funeral expenses, and a \$150 plot interment allowance for deaths prior to December 1, 2001. The plot-interment allowance is \$300 for deaths on or after December 1, 2001. These benefit amounts have not been increased since 2001, while inflation has caused the average cost of a funeral to rise to nearly \$6000. There is no expectation that the VA will pay for the funeral cost in its entirety, but the benefit amounts should be adjusted periodically to account for increases in the cost-of-living.

Legislative Position: Support legislation that would re-instate the Burial/Plot Allowance for all honorably discharged veterans and provides an annual increase based on the cost-of-living.

HOUSING AND LAND USE

LAND USE SERVICES

NATIONAL LANDSCAPE CONSERVATION SYSTEM (NLCS)

Early in the First Session of the 111th Congress, legislation was reintroduced creating the National Landscape Conservation Service (NLCS). Essentially it establishes a designated “system” on a par with the National Forest or National Park System (NPS) incorporating Bureau of Land Management (BLM) lands designated as National Monuments during the Clinton Administration; thereby reducing chances the areas might someday be transferred to NPS or other agency administration. The legislation would also encompass all National Conservation Areas (NCAs), congressionally designated Wilderness Areas, units of the Wild and Scenic Rivers System, and non-released Wilderness Study Areas.

At issue is that the legislation in essence creates a two-tiered system of Federal public lands administered by BLM. The motive of preventing a run on public lands is appropriate—such was accomplished by the California Desert Protection Act in 1994 with the shift of the East Mojave to NPS. But a second motive is that will create a priority for management and expenditure of funds. The omitted land will receive less attention.

The County should not have this unanticipated two-tiered system for the 6 million acres of BLM land within its border, particularly since most of the land excluded from the NLCS is critical habitat for desert tortoise, and other species, and also includes the high use areas upon which active supervision and enforcement programs are required.

Legislative Position: Support amending National Landscape Conservation Service legislation that explicitly designates the entire California Desert Conservation Area as part of the system.

NATIONAL PARK SERVICE ADVISORY COMMISSIONS

The California Desert Protection Act of 1994 allowed for the establishment of Advisory Commissions composed of citizens, including elected officials from local government to provide oversight and input on National Park Service (NPS) plans developed for the three NPS units covered in the Act. The language limited its oversight to the General Management Plans (GMPs). From experience, the

County found that the real on-the-ground decisions were often left to program plans (such as fire management) that are tiered from the GMPs. Some Park Superintendents briefly kept the Commissions active; others did not, as GMPs were completed. In all, none functioned beyond the 2004 sunset.

Congress originally proposed the Commissions as a forum for input, problem solving and conflict resolution and allowed the Commissions the specific inclusion of local government representatives and historic users. When the CDPA was passed, however, oversight was limited to the broad planning function.

There are still planning issues and conflicts within the units. Now that the Commissions have expired, there is no formal forum for citizen input to NPS programs. National Park units operate autonomously and independently and there is currently little official contact among NPS leadership and management personnel and County officials. Reauthorization of the Commissions and broadening of the charters would serve to be a springboard for increased communication and partnership on the many activities about which there are common interests such as recreation access, the County transportation system and economic promotion.

Legislative Position: Support legislation or regulatory actions to re-activate the Advisory Commissions for Death Valley National Park, Mojave National Preserve and Joshua Tree National Park for at least another 10 years. Broaden the charters of each to provide for Commission input on all kinds of planning and resource management proposals and actions, and serve as a forum for citizen input on NPS programs, and an advisory body to seek resolution of conflicts within the NPS units.

PAYMENT IN LIEU OF TAXES (PILT) EQUITY

There have been ongoing efforts by public agencies to acquire large acreages of private lands within San Bernardino County. In the past several years, over 800,000 acres have been acquired by federal agencies for wilderness and park purposes as well as implementation of recovery plans under the Endangered Species Act. Mitigation for projects that require "compensation" (the "donation" of private acreages at ratios up to five acres for every acre disturbed) exacerbates the problem. Recent appropriations by Congress accelerate acquisitions for various natural resources programs and accelerate the loss of tax base. The National Park Service actively purchased ranches and mines that further reduce tax base in ways that cannot be reflected in the PILT formula, which only factors in acres of Federal land. Current law provides for payment of property taxes for five years following acquisition, but only when such acquisitions occur in National Parks or in National Forest Wildernesses. Payment disappears after five years, and BLM acquisitions have never been brought under this provision of the PILT legislation.

The acreage additions to the public land acreage amount to no increase in PILT to San Bernardino County. Because the PILT formula counts people first and acres second, and it quits counting people when population exceed 50,000, no county could receive more than a maximum of \$2,992,500 under full funding. The current PILT formula, in effect, establishes an acreage ceiling of approximately 1.3 million Federal acres, beyond which no county receives any further PILT payment. The presence of the Federal estate create additional needs for services and infrastructure such as road maintenance, search and rescue, fire suppression, and other emergency services in both the desert and forest areas of this county and others with a like situation. These are likely to increase with increased visitation from population growth (internal and external to the county) and increased activities associated with new and expanded units of the National Park Service.

Legislative Position: Support legislation to amend the Payment in Lieu of Taxes program that eliminates the population provision. Payment should be made for all Federal acreages within the County that currently account for "entitlement acres."

PAYMENT IN LIEU OF TAXES (PILT) - FULL FUNDING

A major legislative challenge for San Bernardino County, including all western counties, is the necessity for full funding of PILT. Congress has historically appropriated approximately less than two-thirds of the current authorization, and substantially short of the amount that would be generated were the same lands privately held and on county tax rolls. The PILT program has never been fully funded to the authorized level. With the federal “entitlement” acreage that exists within San Bernardino County, the payment levels still amount to less than \$0.22 per acre.

Legislative Position: Support legislation to secure appropriations for Payment in Lieu of Taxes at 100% of authorized level. Oppose any changes to the PILT formula that raises the population floor higher than 10,000 persons from the current 5,000.

REFORM OF THE 1872 MINING LAW

During the First Session of the 111th Congress, the Hardrock Mining and Reclamation Act was introduced to reform the 1872 mining law. Reform of the Mining Law has been discussed for years, but is controversial as to balancing desire for royalties, maintaining the concept of private exploration for minerals on public land, assuring flow of basic minerals that have not otherwise been removed from the location laws, and assuring reclamation of mined sites. Congress has passed many pieces of legislation requiring environmental considerations and reclamation, essentially duplicating current State mining laws and regulations. The mining of locatable minerals has basically ceased within the County since the passage of the California Desert Protection Act, but many important mines do exist. One of the last remaining mining operations in San Bernardino County is the Mountain Pass operation for rare earths by Molycorp Minerals, Inc. an organization specializing in rare earth technology and products vital to Green Energy, High Tech, and Defense Applications for current and future generations.

Legislative Position: Oppose the Hardrock Mining and Reclamation Act in its current form. While the County supports reasonable regulation and enforcement, the removal of title passage, applying royalty and non-patenting laws after-the-fact of location and investment is unfair and will fundamentally discourage new mining, and could adversely affect the remaining mining in the County.

RIGHT-OF-WAY AND ACCESS TO AND THROUGH FEDERAL LAND

Virtually all of the public access to and through public lands within the desert and mountain regions of San Bernardino County was developed, and is authorized, under the provisions of RS 2477.

RS 2477 was a part of the Mining Law of 1866 that provided for development of access to provide for development of the West. There was no authorization *per se*; construction of the “highway” created the right-of-way. Unfortunately there is never been an adjudication of qualifying routes, nor recordation on the official title plats maintained by the Bureau of Land Management for all Federal lands nationally.

During the past ten years, there has been an ongoing policy vacuum regarding such rights-of-way. This is particularly the case with respect to the more remote and smaller access routes leading to mines, wildlife waters and guzzlers that require periodic maintenance, livestock facilities, and informal recreation sites. Congress repealed RS 2477 in 1976 as part of the Federal Land Policy and Management Act (FLPMA). However, they left in place all rights-of-way that had been created and recognized (and, in effect, granted) under the provisions of the repealed legislation. The County has historically supported (through adoption of formal Board resolutions) the retention of rights-of-way under RS 2477 for existing routes to assure non-closure by Federal land management agencies.

When Congress passed the California Desert Protection Act in 1994, a provision was made for vehicular access to wildlife waters in designated wildernesses. The provision was intended to apply to

all wilderness established under the Act. However, the staff composing the legislation included the amendment language only under Title I (Section 103), applying it to BLM administered wildernesses, and omitted the language from Titles III, IV and V, extending to the three units under National Park Service administration, all of which lie wholly or in part in San Bernardino County. The NPS has refused to negotiate or consider any access based upon that omission, since the provision “applies only to BLM lands.” Each of the wilderness withdrawal sections provides specifically for the United States honoring valid existing rights. The Courts (see below) have interpreted these rights to include claims under R.S. 2477, though many environmental organizations seem to not want the issue settled. (The groups object to the law still being recognized; they fight attempts to adjudicate or adopt regulations to accommodate it; they constantly raise false issues such as its existence and recognition will lead to new road construction and destroy wilderness values.)

The Secretary of the Interior adopted regulations (43CFR1860) in January 2003 to provide for recognizing assertions by local governments. San Bernardino County has applied for title (in effect, a quitclaim deed) for the Camp Rock Road as first step in forging a partnership to solve this issue. BLM has not moved to process the action pending direction from Washington, and Washington has been frozen by threats from Congress to prevent implementation of the regulations by placing prohibitions in Appropriations language. The County and CA BLM desire to move ahead with the process and gain experience.

In September 2005 the U.S. Tenth Circuit Court of Appeals filed a decision that supported the granting of rights-of-way under R.S. 2477, but left adjudication to the States under each State’s laws regarding prescriptive rights. The “Norton Policy”, adopted March 2006, continued to present recordable disclaimers as a means of the Department confirming a right-of-way, and extended the principles of the 10th Circuit’s decision to all public lands in the West.

The Norton Policy does set in place the recognized surest means of confirmation—filing a quiet title action. This provides for the Federal Court adjudicating the matter. It is cumbersome and requires a litigation action for any desired. The County has used this to confirm its rights-of-way within the Mojave National Preserve. In that case it was the only operable means since the County was faced with a 12-year statute of limitations to file such action after Congressional designation of a clear “reserve” within the meaning of the law.

Legislative Position:

- Support the retention of rights-of-way under RS 2477 for existing routes, and continue to provide for assertions under its provisions to assure non-closure by Federal land management agencies.
- Support efforts by the Departments of the Interior and Agriculture to adopt and implement regulations clarifying its policies regarding valid existing rights under RS 2477 in which BLM, the Forest Service, and Park Service would recognize such routes when asserted by local governments for all such access routes.
- Support efforts to leave the recordable disclaimer regulations adopted by the Secretary of the Interior January 6, 2003, (43CFR1860) in effect and operational. Oppose any effort to prevent implementation of the regulations that might emerge as riders as part of the Appropriations process.
- Under policies adopted, such acceptance by the federal land management agencies shall be limited to the ministerial function of recording such rights-of-way when asserted and determined to be valid under the RS 2477 provisions (established prior to October 21, 1976), and recording such on the official records of the United States. (In making this platform declaration, the County recognizes that new or re-aligned routes must be covered under current Title V right-of-way authorizing procedures.)
- Support the continuation of the prohibition on the Secretary of the Interior (contained in the Interior and Related Agencies Appropriations Act) from promulgating and adopting new

regulations that would limit such assertions by local governments and citizens but do allow the Secretary to recognize R.S. 2477 claims and assertions under the recordable disclaimer regulations adopted in 2003.

- Support legislation to clarify the California Desert Protection Act to provide specific access by motor vehicle into designated wilderness areas when necessary for fish and wildlife management, including access to water facilities for inspection and maintenance within all Federal management units within the California Desert Conservation Area, including those units administered by the National park Service.

WEST MOJAVE PLAN

The West Mojave Plan (Plan) is a habitat conservation plan (HCP) and federal resource management plan that presents a comprehensive strategy at a regional scale (parts of San Bernardino, Kern, Inyo and Los Angeles Counties) to conserve and protect the desert tortoise and other species listed under the federal Endangered Species Act (ESA). The Bureau of Land Management (BLM) completed the Federal portion in March 2007. The County has still to complete its portion of the plan and CEQA compliance. The Plan establishes a framework of conservation and permits for development within the region. The Plan encompasses over 9 million acres, consisting of approximately 1/3 BLM land, 1/3 private land and 1/3 military land. The Plan provides a streamlined program for local government and private landowners to comply with the ESA. The cornerstone of the plan is the adoption of a mitigation concept of using public land restrictions as offsetting mitigation for development and build-out of private land. The Plan was prepared through the collaborative effort of 11 cities, 4 counties, and several state and federal agencies. Following release of its Record of Decision, a consortium of environmental groups sued BLM. San Bernardino County, working with its neighboring counties, has joined the suit, and was granted intervener status. As a result, local government will incur substantial costs to complete its CEQA portion, and to implement the conservation program on County infrastructure within conservation areas. Federal funds are needed to augment local funds to implement the programs identified in the Plan.

Legislative Position: Seek legislation or budget actions to implement and maintain the West Mojave Plan and to reimburse associated local government costs.