

County of **2012**
San Bernardino
Federal Legislative Platform





The largest county in the U.S. by geographic area and the 12th largest by population, San Bernardino County enjoyed a robust economy prior to the collapse of the housing and financial market. With the decline of traditional revenue streams such as property and sales tax, the County was forced to make difficult budget decisions. For the current year, the County has adopted a balanced budget that avoided utilizing one-time monies to finance ongoing cost and avoided the use of County general reserves to fund ongoing operations. Nevertheless, lagging revenues and rising costs coupled with the uncertainty of the Federal and State fiscal condition has the potential to further jeopardize the County's fiscal well being. In order for the County to continue to provide quality services, assistance from the Federal government and continued partnership with the delegation is imperative. In this platform, you will find San Bernardino County's Federal legislative priorities for 2012.

Based on the Vision and Mission of the County of San Bernardino and 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 provide specific direction and overall policy guidance by adopting a legislative platform annually.

The 2012 Federal Legislative Platform was developed in coordination with the Board of Supervisors, County departments, and regional stakeholders. The Legislative Platform is an expression of the Board's direction for comprehensive County legislative policy on a range of issues and needs facing the County. Legislative Priorities, Legislative Positions, and Policy Statements are laid out in the platform. The Legislative Priorities section describes the County's legislative goals and outlines the legislative agenda for the current year, while the Legislative Positions and Policy Statements provide general policy direction when developing a position on pending legislation. This document is broken into areas including governance, finance and operations, health and human services, public safety and first responders, housing, land use and transportation, flood control, water resources and environmental quality, and cultural, educational and recreational services. Each item contains a brief background and legislative action

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LOCAL CONTROL OF ONTARIO INTERNATIONAL AIRPORT

The Inland Empire has taken a tremendous economic hit over the past three years as air service and passenger traffic at the Ontario International Airport has plummeted to levels not seen since the 1980s. Under absentee ownership, the severe decline in activity has cost our region \$400 million annually and 8,000 jobs. The City of Ontario proposes to return the airport to local control, thereby improving operations and protecting the local economy. The County will work with the Congressional delegation and local stakeholders to aggressively advocate for legislation, budget actions or proposals that transfer Ontario International Airport to local control.

PAYMENT IN LIEU OF TAXES EQUITY AND FULL FUNDING

In San Bernardino County, a significant amount of land is outside the governing control of local jurisdictions and managed by federal agencies. A major legislative challenge for San Bernardino County, as in all western counties, is the necessity for full funding of Payment in Lieu of Taxes (PILT) and equity in the formula allocation. PILT are federal payments to local governments that help offset losses in property taxes due to nontaxable federal lands within their boundaries.

Congress has historically appropriated approximately less than two-thirds of the current authorization, and substantially less than the amount that would have been generated were the same lands privately held and on county tax rolls. As part of the TARP legislation in 2008, Congress took PILT from the appropriations process and fully funded the program until 2012, which increased the County's payment to 0.37/acre. Unless extended, PILT will return to an appropriated program in FY 2013. Recent appropriations by Congress have accelerated acquisitions for various natural resources programs and accelerated the loss of tax base to local governments.

The County will work with the Congressional delegation, other counties and associations to: 1) support legislation that will extend the current authorization for full funding for the PILT program; 2) support legislation that ensures payments are made for all federal agencies within the County that currently account for entitlement acres; and 3) oppose legislation that would raise the PILT formula above 10,000 persons from the current 5,000 unless the population factor is completely removed.

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)

The current transportation reauthorization bill, known as SAFETEA-LU, prescribes annual federal levels for transportation. SAFETEA-LU has been extended eight times and is scheduled to expire on March 31, 2012. Under current law, SAFETEA-LU has provided approximately \$286 billion in funding for highway, transit and safety programs over the past five-year period. Both the House and the Senate continue to work on reauthorization proposals.

The County will work with the Congressional delegation and local stakeholders to advocate for: 1) increased funding for the federal highway and transit program; 2) an equitable share of federal transportation dollars for California and San Bernardino County; and 3) reforms that will expedite projects, promote flexibility and innovation in financing, while preserving local control.

WATER RESOURCES DEVELOPMENT ACT

The Water Resource Development Act (WRDA) authorizes water resources projects and policies for navigation, flood control, hydropower, recreation, water supply and emergency management for the U.S. Army Corps of Engineers. WRDA has been traditionally authorized every two years; however, it has not been enacted into law since 2007.

The County will work with the delegation and other local agencies to support: 1) a long-term investment for water resources navigation, flood control and environmental restoration; and 2) proposals or budget actions that prioritize federal funding for counties that have dramatic flood control impacts from unmaintained federal lands.

WORKFORCE INVESTMENT ACT REAUTHORIZATION

The Workforce Investment Act (WIA) was signed into law in 1998, and authorized for a five-year period to induce businesses to participate in the local delivery of workforce development services. WIA has been up for reauthorization since 2003, and has been funded only by continuing resolutions from Congress pending reauthorization.

Last year, the County Workforce Investment Board, which is comprised of private business representatives and public partners, helped fill 5,700 job openings and provided 1,000 employers with key services such as Subsidized Training Employment and On-the-Job Training programs, as well as business consulting, and employee recruiting and hiring assistance.

The County will work the Congressional delegation, associations and local stakeholders to support the reauthorization of the Workforce Investment Act to include: 1) continued support of career growth and job advancement opportunities to meet local economic development activities; and 2) funding for One-Stop centers and other programs such as Individual Training Accounts that provide a range of occupational training choices that support career pathway programs to meet strategic planning goals for building a workforce customized to meet local demand.

The County of San Bernardino’s mission is to provide services that promote the health, safety, well being and quality of life for its residents. Effective partnerships between the County and state agencies are essential to adequately finance these services and responsibilities. Unfortunately, as a result of inadequate funding, local governments struggle to provide the same level of service as they have been providing, with fewer resources. Counties are left with the option of reducing staffing and compromising service delivery, or filling the gap with local funds, which few counties have the ability to do. Multiple years of Federal funding reductions have undermined critical programs. The following are priority County Governance, Finance and Operations legislative positions:

County Operations

- Support legislation and budget actions that provide: 1) flexibility to administer Federal programs; 2) decision-making authority over the use of Federal funds, including directing grants or mandatory pass-through allocations; 3) the utilization of technology and innovation to streamline County services; and/or 4) the elimination of unnecessary, redundant, or overlapping requirements or regulations for program eligibility, funding maintenance of efforts, monitoring, permitting or reporting.
- Oppose legislation and budget actions that will adversely impact County operations by: 1) eroding local control; 2) limiting the ability to operate in a reasonable and cost effective manner; and/or 3) exposing the County to unreasonable litigation.

County Finances

- Support legislation and budget actions that provide: 1) adequate funding for Federal programs the County operates; and/or 2) increased share of total Federal funding to local governments.
- Oppose legislation and budget actions that: 1) increase County responsibilities or expenses without a viable, adequate and dedicated source of revenue; and/or 2) reduce the County’s share of total funding through formula allocations or reductions.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Airports	Airport Improvement Program	The Airport Improvement Program (AIP), through the Federal Aviation Administration (FAA), primarily funds airport capital improvements. Currently, there is no multi-year program authorized by Congress, hence capital developments are delayed. This not only impacts the County owned airports, but also impacts Los Angeles and Ontario along with other airports in the County and the greater Los Angeles area.	Support legislation and regulatory efforts that will provide for multi-year funding of the Airport Improvement Program.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Economic Development Agency	Local Workforce Investment Boards	Local Workforce Investment Boards (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, articulated education system, and clearly defined and accessible career pathways to prepare a ready, willing and able workforce. LWIBs convene the appropriate local parties around these issues, create dialogue among relevant parties and generate creative, innovative solutions through consensus and to enlist community commitments to action.	Support legislation and budget actions that will support Local Workforce Investment Boards.
Information Services Department	Technology Consolidation	Technology continues to evolve at an ever-expanding rate. Standards and best practices have emerged which lead to cost reduction for government entities that adhere to these practices.	Support legislation and budget actions at the Federal level to incentivize counties and municipal entities that consolidate their technology centers and provide funding to support these initiatives.
Risk Management	Americans with Disabilities Act Compliance	Property owners are engaged in unnecessary and costly ADA compliance lawsuits without reasonable opportunity to correct the deficiency.	Support legislation that will require notification and corrective action period prior to litigation.

San Bernardino County’s Human Services Group administers aging and long term care services, mental health treatment, alcohol and drug treatment, public health services, healthcare for indigents, the Temporary Assistance to Needy Families (TANF) program, foster care, child welfare services, adult protective services, the In-Home Supportive Services (IHSS) program, the General Assistance (GA) program, medical and emergency medical services, homeless services and services to children aged five and younger. The following are priority County Health and Human Services legislative positions.

Health and Human Services Funding and Operations

- Support legislation or budget actions that: 1) fully fund the cost of Federally mandated health and human services programs; 2) provide funding formulas for services that ensure an adequate and equitable allocation of Federal funding 3) promote local control over health and human services programs; 4) provide greater flexibility to ensure programs are delivered efficiently and in a cost-effective manner; and/or 5) hold counties exempt from fiscal penalties when adequate funding is not provided.
- Oppose legislation or budget actions that: 1) propose funding formulas that adversely impact and impede the ability of the County to deliver Federally mandated health and human services; and/or 2) or erode local control of the administration of health and human services programs.

Health Care Reform

- Support legislation, proposals or budget actions that: 1) promote a seamless transition to the 2014 Affordability Care Act Federal Medicaid Expansion Program; 2) provide for partnership between stakeholders to achieve desired outcomes; and/or 3) provide adequate funding and flexibility.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Health Care Administration	Medical Professional Workforce	An adequate supply of well-prepared health professionals is essential to an effective health care system in America. A survey by the University of Missouri-Columbia and the U.S. Department of Health and Human Services predicts that by 2025 the United States will be short 35,000 to 44,000 adult care primary care physicians. In addition, the Patient Protection and Affordable Care Act will bring many more individuals into the health care system in the next 2 years. It is imperative to have a sufficient number of primary care physicians available to provide care to this additional population.	Support legislation and budget actions that will increase the number of qualified medical professionals, and protect and enhance funding to recruit medical professionals in underserved areas.
Health Care Administration	Health Care Reform	Given California’s mounting coverage gap and rising health care costs, the State will benefit significantly from health care reform legislation. The Patient Protection and Affordable Care Act (PPACA) is historic and comprehensive Federal health care reform law. Through the next ten (10)	Support legislation, budget actions and policy initiatives focused on patient-centered, timely and effective care, healthy lifestyle sustainability, and flexibility to integrate services.

DEPARTMENT	ISSUE	SUMMARY	ACTION
		<p>years, the law will establish policies to provide new consumer protections, new oversight and rules for insurers, make coverage affordable for individuals and families, and encourage efforts to tame the costs of health care. PPACA is unique in that some of its provision are in effect and start to phase in over the next several months and years.</p> <p>coverage affordable for individuals and families, and encourage efforts to tame the costs of health care. PPACA is unique in that some of its provision are in effect and start to phase in over the next several months and years.</p>	
Aging and Adult Services	Community Services Block Grant	<p>The Community Services Block Grant 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, health care needs, etc. Services are also provided to local communities for the revitalization of low-income communities, the reduction of poverty and to help provider agencies improve and increase their capacity to achieve results and develop community resources, linking services and funding.</p>	<p>Support legislation and budget actions that will provide stable funding for the Community Services Block Grant Program.</p>
Aging and Adult Services	Elder Justice Act	<p>As part of the health care reform package, the Elder Justice Act was authorized approximately \$777 million over four years. Fully appropriating the Elder Justice Act would have a direct and immediate impact on the individuals it was designed to protect. The funding would provide the needed support for both state and local governments by assuring that Adult Protective Services continues to be on the forefront in fighting elder abuse.</p>	<p>Support legislation and budget actions that will fully fund the Elder Justice Act.</p>
Aging and Adult Services	Federal Transit Administration's Formula Grant Program	<p>The Section 5310 Formula Grant Program provides funding to States to assist private nonprofit groups</p>	<p>Support legislation and budget actions that will significantly increase</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Aging and Adult Services	Older Americans Act	<p>meet the transportation needs of the elderly and persons with disabilities when transportation service provided is unavailable, insufficient or inappropriate to meeting these needs. The Transportation Equity Act, which contains the Special Needs of Elderly Individuals and Individuals with Disabilities Program, was due for reauthorization in 2010. However, Congress has failed to reauthorize the program.</p> <p>The Older Americans Act (OAA) is the backbone of services to America’s aging population. First enacted in 1965, the OAA helps seniors to stay independent and healthy through a wide range of services and programs, including 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. Spending money on OAA programs saves taxpayer dollars. The OAA cuts Medicaid and Medicare expenditures by reducing premature nursing home placements, averting malnutrition and controlling chronic health conditions.</p>	<p>funding for the Section 5310 program when the Transportation Equity Act is reauthorized.</p> <p>Support legislation and budget actions that will increase funding for the Older Americans Act programs by an amount sufficient to keep up with the growth of the population it serves, as well as a cost of living adjustment to the program, and a reasonable increase in administrative costs.</p>
Aging and Adult Services	Section 202 Elderly Housing	<p>The Section 202 program helps expand the supply of affordable housing with supportive services for the elderly. It provides the very low-income elderly with options that allows them to live independently. While sustaining an environment that provides support activities such as cleaning, cooking, transportation, etc. Funding for the Section 202 elderly housing program had declined sharply over the past decade and in recent years has permitted construction of just 5,200 dwellings. In FY 2011, funding for</p>	<p>Support legislation and budget actions that will restore funding for the Section 202 Elderly Housing Program.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
		Section 202 Housing for the Elderly was increased to \$400 million, but was recently reduced to \$375 million for FY 2012.	
Aging and Adult Services	The Senior Employment Program	The Federal Senior Community Service Employment Program (SCSEP) helps fund agencies across the country that provide poverty-stricken seniors job training while paying them a minimum wage. SCSEP, authorized under Title V of the Older American Act, serves workers 55 years and older with income below 125% of the Federal poverty line. Under the previous funding level of \$825 million, SCSEP was able to serve 120,000 seniors. It is estimated that due to significant funding reductions the program will only serve approximately 70,500 seniors effective July 2011 as funding was reduced by 45%, or \$375 million.	Support legislation and budget actions that restore funding for the Senior Community Service Employment Program.
Behavioral Health	Federal Funding for Integrated Treatment	Persons with serious mental illness (SMI) are now dying 25 years earlier than the general population. Four of the ten leading causes of disability in the US are mental disorders. People with mental illness are at greater risk of preventable health conditions such as heart disease and diabetes.	Support legislation and budget actions to fund integrated treatment for mental health, substance use disorder and primary and specialty care and primary care professionals to support such operations.
Behavioral Health	Homeless Assistance Program	Homelessness is a persistent national problem that impacts cities and communities throughout San Bernardino County. In 2011, the San Bernardino County Homeless Census identified a 66% increase in the homeless population from 2009. Of this population, more than one fifth of the homeless population of the County consists of children and youth, and 16% are homeless veterans. In addition, with roughly 21% (primarily women and children) of the County population living under the poverty line, the "at-risk" population in the County of San Bernardino poses serious societal and economic implications.	Support legislative and regulatory efforts that will provide a more focused approach to the issues of homelessness and provide a system of care that is inclusive, well planned, coordinated, evaluated and accessible to all who are homeless or at-risk of becoming homeless.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Behavioral Health	Institutions for Mental Disease Medicaid Reimbursement	Medicaid will not cover an individual if he or she is between the ages of twenty-one (21) and sixty-five (65), and has a disease in his or her brain requiring care in a psychiatric hospital. The Federal government's Institutions for Mental Disease (IMD) exclusion prohibits Medicaid from covering any treatment (even non-psychiatric) in State and private psychiatric hospitals and other IMDs. Medicaid's denial of IMD coverage results in homelessness, incarceration, victimization and even death for many people who are so ill they are unable to care for themselves.	Support legislation and budget actions that would provide Medicaid reimbursement for patients in Institutions for Mental Diseases and in freestanding settings.
Behavioral Health	Medicare Mental Health and Substance Use Disorder Treatment Parity	Medicare covers approximately 50% of the cost of mental health care, but 80% of the cost of general doctor visits. Medicare's inpatient psychiatric hospital benefit has a lifetime limit of 190 days; there is no lifetime limit for general inpatient hospital care. A recent Medicare survey found that 38% of older and disabled persons with Medicare had difficulty paying for mental health services.	Support legislation and regulatory efforts to remove discriminatory features from Medicare mental health benefits while facilitating access to contemporary and affordable mental health services for senior citizens and people with disabilities.
Children and Family Services	Child Welfare Financing Reform	Federal child welfare financing is disproportionately directed toward funding out-of-home foster care. Only 10% of Federal funds are available to provide cost effective front-end prevention and post-permanency services to keep children safely at home with their families. Current funding structures consists of multiple and complex funding streams, each with their own audit, review and data reporting systems governing separate sets of requirements that cost staff time and resources to separately administer. Additionally, the current Children and Families Services Review has flawed and poorly designed measures that set states up to fail as opposed to incentivizing improvements.	Support legislation and budget actions that create a single, dedicated and flexible funding stream for child welfare that promotes local control to direct resources based on need and adequately funds cost effective prevention services.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Children and Family Services	Foster Care Funding Reform	States are required to use 1996 Aid to Families with Dependent Children (AFDC) rules when determining foster care eligibility, instead of using the family's current CalWORKs eligibility status. Since income and assets are frozen to the 1996 standards, which are not adjusted for inflation, the rate of reimbursement is decreasing over time. This results in loss of Federal funds for federally mandated services. Eliminating this link would allow states to claim Federal funds for children removed from their home regardless of the family's income.	Support legislation and budget actions that will de-link Title IV-E eligibility from the 1996 AFDC income and assets standards.
Children and Family Services	Modify the Federal Fostering Connections Act of 2008 to Increase Permanency	Several barriers to promoting permanent families for foster youth have been identified, including the need to align federally funded kin guardianship with Adoption Assistance Program so that successor guardians, appointed if the first guardian dies or becomes disabled, are equally eligible for Title IV-E funds; the Federal fiscal disincentive for families to commit to kin guardianship or adoption before the youth turns 16; and the new federally extended foster care program was not aligned with legal adult status of the foster youth over age 18 and requires some mandates, while appropriate for minors, are not compatible with assisting young adults to transition to self-sufficiency.	Support legislation and regulatory efforts to eliminate barriers to permanency for older foster youth and align the provisions of extended foster care to the adult status of foster youth.
First 5	First 5 Funding	First 5 San Bernardino has improved the lives of children ages 0-5 and their families through a comprehensive system of health, education, and family services along with other crucial programs.	Support legislation to preserve and advance First 5 San Bernardino's efforts.
Preschool Services	Head Start and Title I Funding	In November 2011, the Congressional Supercommittee tasked to find at least \$1.2 trillion in spending cuts and revenue increases to reduce the deficit failed to reach an agreement. As a result, it is likely that Federal early	Support legislation and budget actions that maintains the current Federal funding level of Head Start and Title I programs.

DEPARTMENT	ISSUE	SUMMARY	ACTION
		<p>education programs, including Head Start, may face significant reductions a year from now. The Congressional Budget Office has estimated that non-defense programs that are not in the “mandatory” part of the budget could be reduced in 2013 by 7.8 percent below current levels. That would include education programs such as Title I and Head Start. A 7.8 percent reduction in Head Start funding would equal \$632 million from current levels; Head Start received about \$8.1 billion in fiscal year 2012.</p>	
Public Health	Federal Medicaid Assistance Percentages	<p>The Federal Medicaid Assistance Percentages (FMAP), which is the Federal match rate for Medicaid assistance costs, is determined based on per capita state income with higher match rates provided to states with lower per capita income relative to the national average. Despite the recent increase in the state’s FMAP, California’s FMAP returned to the statutory minimum of 50% in July 2011. California historically has had among the lowest Federal Medicaid assistance funding per recipient of any state.</p>	<p>Support legislation and regulatory efforts that will address healthcare disparities, especially among minority groups.</p>
Public Health	Federal Funding for the Family Planning, Access, Care and Treatment (PACT) Program	<p>Family PACT allows Federal reimbursement for reproductive health services for females and males, with outreach efforts focused on adults at or below 200 percent of the Federal</p>	<p>Oppose efforts that will increase the eligibility verification required for Family PACT. Support legislation that will protect Federal funding for the Family PACT program.</p>
Public Health	Federally Qualified Health Centers	<p>In 2012, the Centers for Disease Control and Prevention estimates that food borne illnesses in the United States will cause 3,037 deaths, 127,839 hospitalizations and 48 million illnesses, at a cost of billions of dollars. Significant numbers of outbreaks and recalled food products have shown that our food has become a global commodity and that impurities at any step of production can have far-reaching public health impacts.</p>	<p>Support legislation and budget actions that will increase funding for new and existing FQHCs.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Public Health	Food Safety	In 2012, the Centers for Disease Control and Prevention estimates that food borne illnesses in the United States will cause 3,037 deaths, 127,839 hospitalizations and 48 million illnesses, at a cost of billions of dollars. Significant numbers of outbreaks and recalled food products have shown that our food has become a global commodity and that impurities at any step of production can have far-reaching public health impacts.	Support legislation and regulatory efforts that will ensure National food safety.
Public Health	Health Professional Shortage in Medically Underserved Area/ Population	Medically Underserved Area/Population (MUAs/MUPs) are generally defined by the Federal government to include areas or population groups with a demonstrated shortage of personal health care services. This designation process was originally established to assist the Federal government in allocating community health center grant funds to areas of greatest need.	Support legislation and regulatory efforts that increase MUA/MUP designations in the County.
Public Health	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, disparities are also observed in most aspects of disease prevention and treatment, including care for mental health disorders and substance use, HIV/AIDS, cancer, diabetes, heart disease, stroke, oral health conditions, maternal and child health, respiratory disease and end stage renal disease.	Support legislation and regulatory efforts that will raise California's base FMAP.
Public Health	Home Visitation Program	Every year, approximately 600,000 children are born to low-income, first-time mothers in the U.S. who are at the greatest risk of suffering health, education and economic disparities. By offering support to this vulnerable population, Home Visitation programs empower pregnant women and their families to improve their health, education and economic self-sufficiency.	Support legislation and budget actions that will provide funding for home visitation programs.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Public Health	Public Health Emergency Preparedness	The anthrax attacks post-September 11 emphasized the need to increase preparedness efforts and local public health jurisdictions response capabilities for dealing with terrorism (including bioterrorism) at the local level. Hurricane Katrina emphasized the impact of natural disasters on local, State and Federal medical/health response capabilities. Pandemic influenza threatens to overrun an already fragile medical and public health system. Local governments are at a disadvantage in raising revenues in order to respond to these types of events. Increases in funding are needed to augment local programs to prepare for and respond to, all forms of terrorism, natural disasters and other related public health emergencies.	Support legislation and budget actions that will promote fair and equitable funding to local health departments for public health emergency preparedness.
Public Health	Public Health Funding	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 critical.	Support legislation and budget actions that will increase and stabilize funding for the CDC, Health Resources and Services Administration and other Federal public health agencies.
Public Health	Reauthorization of Ryan White HIV/AIDS Funding	There are an estimated 8,373 persons reported to be living with HIV or AIDS (PLWHA) in the Riverside/San Bernardino two-county area. About 12% of these are estimated to be aware of their HIV status, but out of care.	Support legislative and regulatory efforts to reauthorize funding for Ryan White HIV/AIDS funding.
Transitional Assistance	Temporary Assistance for Needy Families Reauthorization	The Temporary Assistance for Needy Families (TANF) program expired September 30, 2010. The program has received several extensions since then, but has yet to be reauthorized. The TANF program should be reauthorized with adequate funding, additional flexibility for states, and a continued emphasis on preparing clients for work, moving clients into employment and providing necessary supportive services	Support legislation and budget actions that will lead to increased local flexibility and decrease federal penalties.

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		<p>to sustain employment. The original TANF block grant provided states the ability to develop programs to address the individual needs of their specific populations. The County is supportive of the American Public Human Services Association (APHSA) reauthorization proposals of such flexibility.</p>	
Transitional Assistance	2012 Farm Bill	<p>The Farm Bill is set to expire September 30, 2012. Included in the Farm Bill are several important programs that serve to support some of our nation’s most needy individuals. The primary nutrition program included in the Farm Bill is the Supplemental Nutrition Assistance Program (SNAP). It is important that Congress seek to maximum state flexibility coupled with accountability for improved program outcomes.</p>	<p>Support legislation and budget actions that strengthen the Farm Bill by implementing reforms that provide for long-term improvements outcomes and savings, as well as provide states with more flexibility and options in administering Federal programs.</p>
Veterans	Disability Compensation Benefits	<p>Under section 101(13) of title 38, United States Code, disability “compensation” means a monthly payment made by the Department of Veterans Affairs to a veteran because of 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 inability to gain employment due to a service-connected disability is the basis of this benefit. This benefit is intended to compensate veterans solely for the effects of a service-connected disability, and should not be based on age, retirement, or socioeconomic status.</p>	<p>Support legislation and regulatory efforts that will oppose any adverse changes to 38 U.S.C. regarding disability compensation benefits.</p>
Veterans	Prescriptions Written by Non-VA Physicians	<p>Currently the Veterans Affairs (VA) healthcare system is only authorized to fill prescriptions written by authorized VA physicians. This policy does not address the fact that many veterans do not live in close proximity to a VA facility and that others lack access to either public or private transportation. This hardship is especially pronounced in certain geographic areas where the veteran population is spread out over</p>	<p>Support legislation and regulatory efforts that will authorize VA pharmacies to honor prescriptions written by non-VA physicians.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
		<p>sparsely populated areas. Allowing veterans to see a local physician and subsequently submit the prescription to the VA pharmacy via mail would be a cost savings, as it would eliminate the need for a veteran to see a VA physician for the sole purpose of receiving authorization for medication that has already been prescribed by the veteran’s physician.</p>	
Veterans	Veterans Administration Information Systems	<p>More often than not County Veterans Service Officers (CVSOs) are the first and most frequently utilized point of contact for veterans and their families. Currently CVSOs have limited access to information contained in the Veterans Affairs (VA) information systems. Allowing CVSOs access to the information contained in the VA information systems would increase efficiencies as well as reduce the current backlog of claims, which is still growing. Additionally, allowing CVSOs unrestricted access to Federal data sources would reduce local costs, as veterans would have timelier access to Federal benefits, thereby reducing workload at VA call centers.</p>	<p>Support legislation and budget actions that will provide increased access for CVSOs to Veterans Affairs information systems for use in developing and monitoring claims submitted on behalf of veterans.</p>
Veterans	Veterans Programs	<p>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 funding of VA medical programs has decreased substantially as measured in constant dollars. 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.</p>	<p>Support legislation and budget actions that will fully fund the Federal responsibility to provide comprehensive veterans services.</p>

The overall safety and security of residents of the County remains a top priority. With California’s recent shifting of responsibility for the incarceration, supervision and monitoring of low level offenders to counties, and no guaranteed funding mechanism, the County will continue to monitor its capacity to adequately transition inmates back into an already overburdened county rehabilitative system within given funding constraints. In addition, in light of recent fire devastation comprehensive fire protection and emergency response is imperative for the safety of the residents and property of the County. Regional Public Safety communications interoperability is essential to responding effectively to emergencies occurring in and around the County of San Bernardino. The following are priority County Public Safety and First Responders positions:

Public Safety and First Responder Funding and Operations

Support legislation or budget actions that: 1) ensure the safety of the public, property of County residents, law enforcement and first responders personnel; 2) provide adequate resources to deliver services; and/or 3) provide funding for information technology initiatives that improve coordination between multiple agencies at all levels of government.

Oppose legislation or budget actions that: 1) reduce Federal funding for public safety and first responders; 2) compromise the safety of the public, local law enforcement or first responder personnel; and/or 3) impede the local law enforcement or first responders’ ability to deliver services.

Disaster Preparedness

Support legislation or budget actions that: 1) enable the County to adequately plan for, respond to and receive reimbursement for emergency disasters; and/or 2) provide continued and increased available funding to counties and local governments to mitigate costs associated with helping communities prepare, respond and recover from all facets of disaster, acts of terrorism, and other catastrophic events.

DEPARTMENT	ISSUE	SUMMARY	ACTION
County Fire	Homeland Security Grant Funding	San Bernardino County is responsible for providing services in the areas of emergency communications, fire suppression, search and rescue, hazardous material response and emergency medical services for over 16,000 square miles of land. Emergency preparedness and response has an elevated significance in public policy since the events of September 11, 2001. Congress approved the creation of the Federal Department of Homeland Security. Over the years, San Bernardino County has received grant funds from the Federal Department of Homeland Security. Qualified public safety agencies within San Bernardino County have benefited greatly from the grant awards within the Assistance	Support legislation and budget actions that continue and increase available funding to local governments that will mitigate costs associated with helping communities prepare, respond and recover from all facets of disaster.

DEPARTMENT	ISSUE	SUMMARY	ACTION
		to Firefighters Grants (AFG) Program, State Homeland Security Program (SHSP), and the Interoperable Emergency Communications Grant Program (IECGP).	
County Fire	Public Safety Emergency Radio System Upgrade	The County's 800 MHz Public Safety Radio System became operational in 1990 as a master planned two-way radio system for all of the County's emergency and public service providers. The 22 year old Motorola Smartnet II analog radio system is used daily by law enforcement, fire service, and emergency medical service first responders, as well as general governmental service providers to transmit and receive calls for public service. The current system serves the County and incorporated cities through a series of 38 radio communications sites, approximately 16,000 deployed mobile and portable field radios, and nearly 100 dispatch console installations.	Support legislation and budget actions that will assist the County in updating the current out-dated Public Emergency Radio System.
County Fire	Public Safety Operations Center	The County of San Bernardino acts as a first responder to natural as well as man-made disasters. As evident from recent storms, there are no clean boundaries between incorporated and unincorporated areas. By working with cities, as well as with its own resources, the County is better equipped to protect its citizens and provide rapid response to calamities.	Support legislation and budget actions that will provide funding for the Public Safety Operations Center.
County Fire	Public Safety Regional Fire Training Center	San Bernardino County's Fire Department currently operates the Richard Sewell Training Center (RSTC) at the former Norton Air Force Base. The Training Division is responsible for supervising the training and education for all suppression firefighting personnel and is a California State Fire Training Certified Regional Training Center. Additionally, Fire Department and law enforcement personnel from many other agencies	Support legislation and budget actions to fund the acquisition of a state of the art public safety regional training center facility to accommodate the didactic and manipulative fire training needs of the region.

DEPARTMENT	ISSUE	SUMMARY	ACTION
		<p>throughout Southern California receive training at RSTC. The lease for the facility at Norton Air Base is scheduled to expire in 2016. Consequently, plans for a new facility need to be considered. The acquisition of a state of the art facility that can accommodate multiple classrooms, fleet maintenance and services, material management, outdoor training activities to include training towers, live fire simulators with a water recovery system and related rescue props with a large area suitable for ladder, ventilation and hose evolutions. This area would also include sufficient parking, essential to ensure the long-term viability of the program. The estimated cost of this project is \$18 million.</p>	
County Fire	Unfunded Fire Protection Areas	<p>Areas within the San Bernardino County Fire Protection District that do not contribute Fire Protection funds, in the northern and eastern portions of the County, that are surrounded by public owned lands are known as “unfunded fire protection areas.” The majority of the area is land owned by the Federal government and bisected by Interstate 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, additional acres of private lands within the County have been transferred to the Federal government. Historically, the County provides fire, rescue, and EMS services in this portion of the County.</p>	<p>Support legislation and budget actions to fund staffing, operations and maintenance of County fire department operations within federally owned areas such as the Interstate 15 and 40 corridors through Bureau of Land Management and National Park lands.</p> <p>Oppose legislation that will impose undue and dangerous emergency medical service requirements on counties.</p>
Sheriff	Air Medical Safety	<p>San Bernardino 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</p>	

DEPARTMENT	ISSUE	SUMMARY	ACTION
		subject to the financial demands of the private emergency medical services companies.	
Sheriff	Aviation Air Rescue Programs	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 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.	Oppose legislation that will change current oversight authorities to regulate air ambulance aviation operations.
Sheriff	Emergency Vehicle Operations Center Renovation (EVOC)	The San Bernardino Sheriff's 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 EVOC facility was built in 1991 and the driving facility trains over 3,500 students per year, including local and out of state law enforcement agencies, fire, ambulance and Federal agencies. The roadway (track) surface is deteriorating due to heavy use, weather conditions and deferred maintenance. Despite recent rehab efforts by the Sheriff's Department, a county inspection and recertification inspection by the State Commission on Peace Officers Standards and Training (POST) identified various areas of safety concern in need of attention, including large cracks throughout the asphalt in need of repair. There is also a need to renovate the existing two lane city grid	Support legislation and budget actions to fund \$1 million of the \$3 million cost to renovate the San Bernardino County Emergency Vehicle Operations Center.

DEPARTMENT	ISSUE	SUMMARY	ACTION
		networks, the asphalt roadway surface of the slow speed maneuvers/accident avoidance area and the high-speed performance track area; these are mandated performance exercises required by POST.	
Sheriff	State Criminal Alien Assistance Program Funding (SCAAP)	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 2010, San Bernardino County housed 3975 immigration offenders, which cost \$20,271,086. Federal reimbursement was \$1,577,422. SCAAP funding is critical to cost mitigation related to the housing of undocumented aliens.	Support legislation and budget actions to continue and increase funding available to counties to mitigate costs associated with the incarceration of undocumented aliens.
Sheriff	Scientific Investigations Division Program Funding	The San Bernardino County Sheriff 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. The County Sheriff's Department has recognized a need for modern equipment to replace its current outdated systems.	Support legislation and budget actions to fund the Scientific Investigations Division modernization project, estimated to cost \$320,000.

With over two million residents located throughout the 20,000 square miles of San Bernardino County, housing, land use and transportation are vital to the safety of the public, the region’s economic development and the movement of goods and services. Areas of policy development included in this section consist of housing, community development, regional planning, land use, environmental impacts and transportation. The various departments in this section provide services ranging from housing, planning, and environmental impact mitigation to transportation. The following are priority County Housing, Land Use and Transportation positions:

Housing

- Support legislation or budget actions that: 1) restore, protect, and increase funding to provide affordable housing; 2) create economic initiatives; 3) provide adequate funding to counties to address housing and community development needs; and/or 4) provide for local control and increased flexibility in program administration.

Land Use

- Support legislation or budget actions that: 1) promote local authority to adopt or plan for orderly growth and development; 2) increase local control and regulatory authority over land use, zoning, renewable energy, subdivisions and annexations; 3) makes the preservation of farmland and land suitable for farming economically feasible for property owners and local government; and/or 4) makes amendments to streamline the NEPA process.
- Oppose legislation that: 1) erodes local land use authority; 2) uses climate change policy as a vehicle to restrict or remove local land use authority; and/or 3) imposes unfunded land use and general plan related mandates.

Transportation Project Delivery, Funding and Financing

- Support legislation or budget actions that: 1) improve project delivery and provide administrative flexibility; 2) protect new or designated local transportation funding; and/or 3) promote or expand alternative financing programs.
- Oppose legislation or budget actions that: 1) require additional Federal review of projects that are predominately of regional or local significance; 2) diminish the County’s ability to maintain its infrastructure; and/or 3) preempt local control of projects.

Transportation Operations and Infrastructure

Support legislation or budget actions that: 1) mitigate the impacts of freight and congestion on the County’s residents; and or 2) improve the County’s ability to maintain its infrastructure.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Community Development and Housing	Community Development Block Grant	Community Development Block grant money provides decent housing, suitable living environments, homelessness prevention, expanded economic opportunities, quality public services, and public facilities that principally serve low and moderate-income persons in the	Support legislation and budget actions to restore, enhance and protect CDBG funding.

DEPARTMENT	ISSUE	SUMMARY	ACTION
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Community Development and Housing	HOME Investment Partnership Program	<p>County of San Bernardino. The County's allocation was reduced 17% in FY 11 from FY 10 and will receive an additional 9.8% reduction in FY 12 from FY 11 for a total reduction of 26.8%. With the two year reduction of CDBG funding levels this will be a detriment to the residents in the County of San Bernardino who will have been impacted through the reduction of much needed services and programs. This program along with the HOME Program serves as the nation's primary vehicle through which local governments address housing and community development needs.</p>	Support legislation and budget actions to restore, enhance and protect HOME funding.
		<p>The HOME Investment Partnership Program, created by the Cranston-Gonzalez National Affordable Housing Act of 1990 (NAHA) serves individuals and households earning 80% or less of the area median income established by HUD, who reside within the County of San Bernardino HOME Consortium area. Funding is used to provide affordable housing to low-moderate income households by way of creating housing for seniors, improving the housing stock, and removing impediments to housing.</p>	
		<p>The County's allocation was reduced 12% in FY 11 from FY 10 funding levels and a reduction of 35% from FY 11 to FY 12 to the detriment of residents in the County's HOME Consortium area, including the unincorporated areas of San Bernardino County and the cooperating cities of Adelanto, Barstow, Big Bear Lake, Chino Hills, Colton, Grand Terrace, Highland, Loma Linda, Montclair, Needles, Rancho Cucamonga, Rialto, Twentynine Palms, Yucaipa, and the Town of Yucca Valley. This program along with the CDBG Program serves as the nation's primary vehicle through which local governments address housing and community development needs.</p>	

DEPARTMENT	ISSUE	SUMMARY	ACTION
Land Use	California Desert Conservation and Recreation	<p>During the 112th Congress, California Desert Protection legislation was introduced which would establish two National Monuments within San Bernardino County, and add to existing Congressionally dedicated wilderness areas within the County. The legislation also provided direction for processing renewable energy applications, organizing for processing and distribution of lease and rental receipts. The legislation was praised due to efforts to include public activities and outdoor recreational use. However, concerns were also raised regarding the potential locking up of areas that have been used for mining, energy development and military training exercises. A major theme for this legislative effort is to provide “protection” for the former private lands held by Catellus Development and transferred to the Federal Government (the Bureau of Land Management) in 1999. These lands are part of the 823,497 acres San Bernardino County has lost from the tax base over the past decade. A significant part of the acreage lost is part of the railroad land grants, which provided for construction of the transcontinental railroad in the 1880’s and later acquired by a conservancy to eliminate the “checkerboard” land pattern in the California desert and provide uniform management by the BLM. The balance of private acreage lost has been from purchase of inholdings in Parks and Wilderness created by the CDPA; or required for “compensation” for mitigation for developments on public lands as part of compliance terms and conditions of Section 7 consultations under the Endangered Species Act.</p>	<p>Support legislative efforts to:</p> <ul style="list-style-type: none"> -Designate permanent off-highway vehicle recreational areas. -Require Federal agencies to identify jurisdictional zones where renewable energy production is in the public good, giving preference to appropriate industry groups that would be displaced by a designated protection area. -Implement a regional fire management plan that calls for coordination between the BLM and National Park Service. -Implement an ongoing Federal maintenance program for the National Trails Highway.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Land Use	Management of Federally Designated Wild Lands	<p>Secretarial Order 3310 creating a new category of land management on Bureau of Land Management (BLM) administered public lands as “Wild Lands.” In essence, the order creates a new round of wilderness inventory and creates a category of wilderness management by administrative designation absent Congressional direction, oversight or enactment. Extending wilderness management to lands that have not been placed in the National Wilderness System by Congress will further limit development and outdoor recreation opportunities without public input or Congressional oversight and enactment.</p>	<p>Support legislative efforts to rescind Secretarial Order 3310, and assure that if additional public lands are placed in the National Wilderness System that it is done with direct input from affected local governments with full Congressional oversight. Support legislative efforts to rescind Secretarial Order 3310, and assure that if additional public lands are placed in the National Wilderness System that it is done with direct input from affected local governments with full Congressional oversight.</p>
Land Use	Mining Law Reform	<p>Mining activities under current law remain an important source of employment and investment within San Bernardino County. The County can ill-afford any attempts that would curtail those operations from continuing at their current levels. 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. To date, a majority of rare earth mining comes from sources outside the United States. While Congress did not enact any major mining reform legislation during the last Congressional session, successful efforts were made to require environmental considerations and reclamation, essentially duplicating current State mining laws and regulations. Further efforts could decrease current and future operations crucial to domestic security and the economy. The President’s budget, released February 13, 2012, provides for new fees and a royalty provision for hard rock mineral production occurring on public land.</p>	<p>Support legislation that supports domestic production of rare earths materials. Oppose legislation changing the current Mining Law of 1872 as amended. Oppose legislation that provides for withdrawal of public land areas from the operation of current mining laws.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Land Use	Mitigation for Impacts Resulting From Renewable Energy Development Projects	<p>Renewable energy projects, particularly large-scale solar development, often transfer large blocks of Federal land to private use, this leads to the elimination of current multiple use activities including dispersed recreation, livestock grazing and general public access. Impacts to wildlife from these large-scale developments are mitigated by a variety of measures, including the acquisition of private land and the transfer of these lands to governmental agencies. Cultural resources are mitigated through avoidance or salvage of the particular resource. California decision contained a stipulation that a 2 for 1 mitigation where concurrently, a development in Nevada was approved with no similar mitigation requirement for compensation. This “compensation” is required as mitigation for loss of desert tortoise habitat in the desert, a concept based on an attempt to prevent development of other acreage in lieu of an approval to develop a Federal site. It serves to increase the Federal estate with the County, which already has over 8 million acres of Federal land, not counting military bases. Of critical concern to the County is further erosion of the tax base. Because of the ceiling contained in the Federal Payment in Lieu of Taxes (PILT) Act, the County receives no offsetting PILT payment for this loss of private land.</p>	<p>Support legislative and regulatory efforts to:</p> <ul style="list-style-type: none"> - Minimize and mitigate local government impacts from the loss of taxable and developable land; -Minimize impacts from the loss of historic land uses, to include the dedication or acquisition of other areas of public land to such activity, -Ensure that permits and leases for solar or any other kind of renewable energy development are made consistent across state lines when the areas are of similar character and habitat value, and -Ensure that land acquisition requirements are made consistent between states and when areas are of similar character and habitat value. -Support legislation that would amend Section 6904 of PILT Act and provide that when private land is acquired and donated to the administering federal agency, e.g. BLM, that property taxes continue to be paid to the County as is currently done for acquisitions in National Park units.
Land Use	National Park Service Advisory Commissions	<p>There is no formal forum for citizen input to National Park Service (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. Further, there is no regular contact between the public and National Park Service leadership. Reauthorization of the Commissions</p>	<p>Support legislation or regulatory actions that will re-activate the Advisory Commissions for Death Valley National Park, Mojave National Preserve and Joshua Tree National Park, and broaden the charters of each to provide for Commission input on all kinds of planning and</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Land Use	Right-of-Way Access to and Through Federal Land	<p>and broadening of the charters would serve to be a springboard for increased communication, partnership on the many activities about which there are common interests such as recreation access, the County transportation system, economic promotion, fire management, and the County's continuing interest with its infrastructure within the three Park Service Units.</p> <p>Virtually all public access to and through public lands within the desert and mountain regions of San Bernardino County was developed and authorized under the provisions of RS 2477, a component of the Mining Law of 1866 that provided for development of access to provide for development of the West. There was no specific legislative authorization per se; construction of the "highway" created the right-of-way. Unfortunately, there has never been an adjudication of qualifying routes, nor recordation on the official title plats maintained by the Bureau of Land Management (BLM) for all Federal lands nationally.</p> <p>Over the past decade, there has been an ongoing policy vacuum regarding the recognition of 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. San Bernardino County has historically supported the retention of rights-of-way under RS 2477 for existing routes to assure non-closure by Federal land management agencies.</p>	<p>resource management proposals and actions, to serve as a forum for citizen input on NPS programs and management and as an advisory body to seek resolution of conflicts within the NPS units.</p> <p>Support:</p> <ul style="list-style-type: none"> -Rights-of-way retention under RS 2477 for existing routes, and provide for assertions under its provisions to assure non-closure by Federal land management agencies. -Regulatory 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. -Efforts that clearly limit the Federal land management agencies to the exercise of ministerial function of recording such rights-of-way when asserted, in which they would simply determine validity under the RS 2477 provisions (prior 1976), and recording such on the official records of the United States. The County recognizes that new or re-aligned routes must be covered under current Title V right-of-way authorizing procedures. -Efforts to clarify the California Desert Protection

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	Lenwood Road Grade Separation	<p>The project is to provide grade separation between Lenwood Road and the BNSF railroad tracks. Lenwood Road is utilized by a disproportionate volume of truck traffic due to this crossing being a chokepoint for travel. Lenwood Road is a major truck traffic connection between State Highway 58 and the community of Lenwood. State Highway 58 carries significant levels of truck traffic from other states and Las Vegas via I-15 and from Interstate 40 and points east. Main Street, otherwise known as National Trails Highway (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. Potential safety issues that will be mitigated upon completion can further support 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.</p>	<p>Support legislation and budget actions that will assist with funding to provide a grade separation between Lenwood Road and the BNSF railroad tracks. This project is estimated to cost \$32 million.</p>
Transportation	Cherry Avenue/I-10 Interchange	<p>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 Auto Club 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 trips per day with projected traffic count of over 38,000 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.</p>	<p>Support legislation and budget actions that will assist in funding the widening and interchange improvement of Cherry Avenue to make operational and safety improvements, as well as greatly reduce traffic congestion. The total project is estimated to cost \$77 million.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	LA Mesa/ Nisqualli Yucca Loma Corridor	<p>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 for ease of movement and safety. Construction of an additional bridge across the Mojave River and the Burlington Northern and Santa Fe (BNSF) railroad tracks, connecting Yucca Loma Road via Yates Road to Green Tree Boulevard (a distance of approximately 3.4 miles) is necessary. Such a bridge will provide a necessary structure to facilitate ease of movement across this natural barrier, provide a grade separation across the busy railroad tracks and lead traffic to the new La Mesa/Nisqualli Interchange at Interstate 15 (which began construction in early 2012). There are only two crossing points across the Mojave River between the City of Victorville and the Town of Apple Valley, both rapidly growing communities. One crossing links the two communities 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.</p>	<p>Support legislation and budget actions that will assist with funding to construct a four-lane Yucca Loma Bridge over the Mojave River in the Town of Apple Valley, widen Yates Road to four lanes in the County area, and construct the Green Tree Boulevard in Victorville. This project is estimated to cost \$101 million.</p>
Transportation	Rock Springs Road Bridge Project	<p>Rock Springs Road is a major circulation link in the high desert 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, especially in the rainy winter months, subject to high water flows. At this location the river is estimated to carry over 26,000 cubic feet per second during a 100-year storm. Winter storm closures of Rock Springs Road creates a 12-mile detour; increasing commuting distance, cost, time per trip and impacting</p>	<p>Support legislation and budget actions that will assist with funding to construct a four-lane road bridge across the Mojave River on the Rock Springs Road alignment. This project is estimated to cost \$30 million.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	Cedar Avenue/I-10 Interchange	<p>emergency response time, critical to health and safety. Construction of Rock Springs Bridge is essential, both for ease of movement and for safety.</p> <p>Cedar Avenue is a regionally significant north/south highway with average daily traffic of 27,000 and a projected traffic count of over 74,000 trips per day by 2020. 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, serving as a truck route, providing access to industrial sites in south Fontana, and a heavily traveled school transportation corridor with a large middle school on Cedar Avenue. The over-crossing provides a gateway for a large and growing residential core south of the railroad tracks.</p>	<p>Support legislation and budget actions that will assist in funding the widening and interchange improvement of Cedar Avenue. This project is estimated to cost \$53 million.</p>
Transportation	High Desert Corridor	<p>The High Desert Corridor (HDC) is a proposed new 63-mile east-west freight and vehicle expressway. The 50 miles from Palmdale to Victorville, between the SR 14 and the I-15 is a proposed Public-Private Partnership (P3). In the P3 right of way or adjacent to it is a Rail-Feeder that connects regional rail systems linking the Antelope Valley of Los Angeles County to San Bernardino County, and beyond (Las Vegas, Los Angeles, San Diego, Bakersfield). Beyond construction jobs, the HDC will stimulate export business expansion in the Mojave Air District, and logistics/ distribution jobs, which will help remedy the imbalance of housing to jobs and vastly reduce commuter VMT on the I-15. The HDC will also address traffic safety, as trucks are diverted from the SR 138 and other east-west corridors.</p>	<p>Support legislation or budget actions that will assist in funding the planning, programming, environmental design, construction, maintenance and operation of the High Desert Corridor.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
		<p>The 500-foot right of way is incorporating a Green Energy Corridor, developed concurrently to generate solar energy to power Expressway operations and maintenance needs, and overhead rail electric lines—as well as provide a Natural Gas infrastructure to fuel low emission trucks and vehicles.</p> <p>The HDC was originally proposed in the 1970s as a metropolitan by-pass to alleviate truck traffic in the Los Angeles Basin and to facilitate truck movement from Mexico to points north and east. In 2004, the Metro Board adopted the North County Combined Highway Corridor Study that recommended strategies for addressing the high volume of truck traffic traveling north and south on the I-5, SR-14 and SR-138 Freeways.</p> <p>In April 2010, the Metro Board authorized entry into a Memorandum of Understanding (MOU) for the implementation of the HDC Project EIR/S. This EIR/S MOU will be among the High Desert Corridor Joint Powers Authority (HDCJPA), the Southern California Association of Governments (SCAG), the San Bernardino Associated Governments (SANBAG), the State of California represented by the Department of Transportation (Caltrans) Districts 7 and 8, the County of Los Angeles and the County of San Bernardino represented by their respective Departments of Public Works, and the Cities of Lancaster, Palmdale, Victorville, Adelanto and the town of Apple Valley for the implementation of the HDC. Caltrans will serve as the lead agency for the environmental clearance, and the HDCJPA will work with Metro and SANBAG to determine how to advance a P3 project.</p>	
Transportation	National Trails Highway Bridge Replacement Project	National Trails Highway between Daggett and Interstate 40 (I-40) at Mountain Springs Road serves as an alternate route to I-40 during sand storms, traffic collisions, or other safety concerns. The corridor contains 129 timber trestle bridges (out of 133 total bridges) built over 80 years ago. Of these bridges, 32 are less	Support legislation and budget actions that will assist in funding the design and replacement of 129 trestle bridges on National Trails Highway with AASHTO-approved timber trestle bridges. This project is

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	Oro Grande Overpass	<p>than 20 feet in length and are therefore ineligible for Highway Bridge Program funding. Given the large number of bridges, the number of those needing replacement and the significant number of bridges ineligible for Federal funding, financing the County's National Trails Highway Bridge Replacement and Rehabilitation Program is a daunting challenge. Caltrans requires that any bridge replacement the County undertakes on National Trails Highway be constructed with concrete bridges; conversely, the Federal Highway Administration (FHWA) allows the use of American Association of State Highway and Transportation Officials (AASHTO)-approved timber trestle bridges. Concrete replacement bridge structures exceed \$200 million, while AASHTO-approved timber trestle bridges cost \$52 million, maintaining the historic, visual and cultural ambience of the existing timber trestle bridges.</p> <p>Currently, National Trails Highway (Route 66) at the railroad tracks is channeled through a very narrow, functionally obsolete, underpass that inhibits traffic flow and prevents larger vehicles from utilizing a direct route from the Southern California Logistics Airport on the outskirts of Victorville, north and east to Barstow and State Highway 58. The ports of Long Beach and Los Angeles receive and export goods through San Bernardino County to other states and regions. The current height restriction and narrow (essentially one lane) bottleneck for traffic impacts this interstate commerce. Many trucks cannot utilize National Trails Highway as a route due to the height restriction. The construction of a multi-lane overpass fits well with an existing project that is on schedule to widen National Trails Highway for several miles north of the current underpass. Improvements to the Oro Grande underpass on National Trails Highway need to be constructed to improve traffic flow.</p>	<p>estimated to cost \$52 million.</p> <p>Support legislation and budget actions that will assist with funding to improve the existing grade separation for National Trails Highway under the BNSF and Union Pacific rail tracks at Oro Grande. This project is estimated to cost \$3 million.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	Shadow Mountain Road	Shadow Mountain Road provides an east-west connection for the Silver Lakes community near the City of Victorville from U.S. 395 to Helendale. A logical extension of Shadow Mountain Road is to cross the Mojave River at this point to connect with National Trails Highway. Constructing the extension of Shadow Mountain Road, including the Mojave River Bridge and a grade separation at the BNSF railroad tracks will avoid significant delays created by train traffic, estimated at 99 trains per day, and create an east-west circulation link from National Trails Highway in the Helendale Community to U.S. 395.	Support legislation and budget actions that will assist with funding to construct a four-lane road from National Trails Highway west to Helendale Road, including a grade separation at the BNSF railroad tracks and a four-lane bridge over the Mojave River to complete the logical connection to Shadow Mountain Road. This project is estimated to cost \$50 million.
Transportation	Summit Valley Road	Summit Valley Road, branching from State Highway 18 is proposed as a vital project. The road is an alternative paved access route between the San Bernardino/Los Angeles Basin and the High Desert Communities. I-15 and State Highway 138 routes are currently the only paved highways through the Cajon pass. An interim paving of the road on the existing alignment has been completed with local monies, and an agreement with the City of Hesperia has been formulated for a proportionate share of costs, however it does not address the ultimate design envisioned in the County Master Plan.	Support legislation and budget actions that will assist with funding to upgrade Summit Valley Road from State Highway 138 to Hesperia City limits to a four-lane arterial. This project is estimated to cost \$50 million.
Transportation	Needles Highway (Project 1)	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 this 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. This project will create a two-lane road minimizing horizontal	Support legislation and budget actions that will assist with funding to realign and construct Needles Highway, within the City of Needles, between Interstate 40 and the northern city limit. This project is estimated to cost \$80 million.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	Needles Highway (Project 2)	<p>curves and vertical dips, provide drainage improvements and add turn pockets at intersections.</p> <p>The original Needles Highway Project is 15 miles long between “N” Street north to the Nevada State Line. Multiple cultural resource issues on the section between Fort Mojave Indian Tribe and the State Line are delaying implementation of safety improvements within the City of Needles indefinitely. Numerous fatal traffic collisions have been recorded on Needles Highway within city boundaries. The proposed construction is likely to significantly reduce the frequency and severity of future traffic incidents.</p>	<p>Support legislation and budget actions that will assist with funding to realign and construct Needles Highway, within the City of Needles, between Interstate 40 and the northern city limit (which adjoins the Fort Mojave Indian Reservation boundary) to a two-lane road minimizing horizontal curves and vertical dips, provide drainage improvements and add turn pockets at intersections. This project is estimated to cost \$15 million.</p>
Transportation	Pepper Avenue/I-10 Interchange	<p>Pepper Avenue provides access to the Arrowhead Regional Medical Center and a gateway for growing local residential and commercial development. Pepper Avenue is regionally significant. Pepper Avenue/I-10 Interchange is experiencing heavy congestion with traffic backing up into the freeway lanes during the peak hours significantly slowing interstate traffic including goods movement. This contributes to air quality issues and lengthened commute times. A significant first phase of the project has already been constructed.</p>	<p>Support legislation and budget actions that will assist in funding the widening and Interchange improvement of Pepper Avenue. This project is estimated to cost \$45 million.</p>
Transportation	Arrowbear Drive Realignment and Widening	<p>The Arrowbear community off State Highway 18 has limited access to State Highway 138. The existing bridge/spillway and road needs to be realigned and widened. The project is not capacity increasing. Regionally, improvements to this road will mitigate traffic safety issues. Arrowbear Drive is the only evacuation route for the Arrowbear community.</p>	<p>Support legislation and budget actions that will assist with funding to remove and replace bridge/spillway, realign and widen the road to improve traffic safety and provide easier access in an emergency. This project is estimated to cost \$3 million.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	Cedar Glen Fire Access	The Old Fire of 2003 decimated the Cedar Glen area east of Highway 173 and Lake Arrowhead. Cedar Glen area lacks paved roads to facilitate traffic circulation, and ability to enter and exit the area without backtracking. The area having in effect roads that were long cul-de-sacs inhibits emergency evacuation and leaves emergency personnel vulnerable with no means of escape from the area. Study and analysis suggests linking paved County-maintained Torrey Road and Pine Ridge Drive, which 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.	Support legislation and budget actions that will assist with funding to construct road and drainage improvements to Little Bear Creek Road and Elder Drive in the Cedar Glen area of the San Bernardino Mountains. This project is estimated to cost \$3 million.
Transportation	Cumberland Drive: State Highway 18-Bald Eagle Ridge	Current subdivisions off State Highway 18 have limited access to State Highway 18. Needed improvements to this road will mitigate traffic safety issues. Cumberland Drive could also serve as a vital evacuation route for several vulnerable residential areas. The road would improve fire emergency response times for these areas.	Support legislation and budget actions that will assist with funding to, at minimum pave a traffic lane in each direction between State Highway 18 to an existing paved cul-de-sac road within Bald Eagle Ridge. This project is estimated to cost \$6 million.
Transportation	Daley Canyon Road Intersection Improvements	Daley Canyon road is a busy access road for the mountain communities off State Highway 18. The proximity of the local High School with attendant traffic congestion makes the intersection a bottleneck. Regionally, improvements to this intersection will mitigate traffic congestion. Daley Canyon Road may be important as an evacuation route.	Support legislation and budget actions that will assist with funding to add a turn lane along Daley Canyon Road to split right and left turns at the intersection of Daley Canyon Road at State Highway 18. This project is estimated to cost \$500,000.
Transportation	Monte Vista Avenue Realignment	Monte Vista Avenue is a north south route with a recently constructed grade separation over the railroad tracks north of State Street. The realignment of Monte Vista Avenue complements the local traffic circulation patterns, significantly reducing local congestion. The offset alignment increases	Support legislation and budget actions that will assist with funding to realign Monte Vista Avenue at Philips Boulevard. This project is estimated to cost \$6 million.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	Phelan Road	<p>congestion. The current four-way stop creates uncertainty over traffic precedence, slowing traffic efficiency, and increasing safety concerns.</p> <p>Phelan Road is projected in the County General Plan Circulation Element to become a multilane road. This was planned due to growth in housing and population along the corridor between U.S. 395 and State Highway 138 within the communities of Phelan and Piñon Hills. Currently, the road is two lanes and heavily traveled. The road alignment has been prepared by grading and utility relocation for construction of multiple lanes.</p>	<p>Support legislation and budget actions that will assist with funding to construct a four-lane road on existing alignment of a two-lane paved road between Mesa Linda Street and State Highway 138. This project is estimated to cost \$35 million.</p>
Transportation	Piute Wash Bridge Project	<p>Piute Wash is a major drainage feature intersecting Needles Highway, 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. Piute Wash has the potential to generate large water flows where it intersects with Needles Highway. 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.</p>	<p>Support legislation and budget actions that will assist with funding to construct a 500-foot long, multi-lane, all weather bridge on Needles Highway over the Piute Wash. This project is estimated to cost \$20 million.</p>
Transportation	State Street/State Route 210 to Cajon Boulevard	<p>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. State Street, as a north/south circulation link carrying traffic from State Route 210 to I-215 and to California State University, San Bernardino through University Parkway,</p>	<p>Support legislation and budget actions that will assist with funding to construct a four-lane road on existing alignment between State Route 210 and grade separation at Cajon Boulevard. This project is estimated to cost \$20 million.</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
		<p>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 either in construction, or in the forward planning stages for the area.</p>	
Transportation	Wild Wash Road	<p>The unincorporated community of Helendale is committed to the Community Service District successfully assuming responsibility for water, sewer and other services, with the ultimate aim of incorporation of Helendale as a city. Additional paved access to the community is needed to relieve congestion on National Trails Highway and to provide the most direct access to I-15. Construction of Wild Wash Road would provide a needed easterly access to I-15.</p>	<p>Support legislation and budget actions that will assist with funding to construct a two-lane paved road from I-15 west to Helendale on an alignment currently served by an unpaved road. This project is estimated to cost \$25 million.</p>
Transportation	Institution Road: Glen Helen Rehabilitation Facility to Cajon Boulevard	<p>Institution Road is the only paved access road for the Glen Helen Rehabilitation Facility, which lies on the west side of the Cajon Wash. Institution Road crosses the Cajon Wash approximately perpendicular to the line of flow. The road has several vertical sags or dips that correspond with seasonal streambeds. Institution Road is closed in inclement weather due to water and debris flows and debris is regularly deposited on the road. In significant storm events, the wash above the road creates braided channels and water (and debris) may flow across Institution Road at any point. Road closures required the ferrying of personnel to and from the facility by helicopter. Due to significant environmental issues involving flow regimes and endangered species migration patterns, a more complex bridge structure must be built to create all weather access.</p>	<p>Support legislation and budget actions that will assist with funding to create an all weather access road for the Glen Helen Rehabilitation Facility, by constructing pipes, arch culverts or other bridge structures acceptable to U.S. Fish and Wildlife, CA Fish & Game and U.S. Army</p>

DEPARTMENT	ISSUE	SUMMARY	ACTION
Transportation	Grove Avenue/I-10 Interchange	<p>Ontario International Airport (ONT) continues to be a major catalyst that attracts and supports job creation and economic activity in the region, especially in the area of goods movement. Adequate infrastructure around the airport is essential to ensure the asset is leveraged to its full potential. However, inhibited by the current design of the I-10/Fourth Street Interchange, truck traffic is forced to utilize alternative routes to access cargo logistic centers adjacent to ONT as well as other industrial sites in the surrounding area. The proposed project will replace the inadequate and underutilized existing interchange at I-10/Fourth Street with a new interchange at I-10/Grove Avenue as well as the Grove Avenue corridor that would serve as a multi-function arterial route and provide direct access to Ontario Airport and its surrounding commercial areas.</p>	<p>Support legislation and budget actions that fund the construction of the Grove Avenue/I-10 Interchange. This project is estimated to cost \$130 million.</p>

San Bernardino County is responsible for the development and management of an extensive system of regional flood control and water conservation facilities, consisting of over 1,100 facilities including dams, channels, storm drains, debris, detention and water conservation basins. The purpose of these facilities is to intercept and convey flood flows through and away from the major developed areas of the County. The County provides emergency services during storm events, reviews Federal Emergency Management Agency Flood Insurance Rate Maps and provides support to Zone Advisory Committees. It is a priority of the County to increase groundwater recharge services at flood control district facilities in support of maintaining adequate water supplies for the people of San Bernardino County. The following are priority County Flood Control, Water Resource and Environmental Quality legislative positions:

Flood Control Funding and Operations

- Support legislation or budget actions that: 1) fund the planning, construction, operation and maintenance of watershed or flood control projects; 2) promote environmentally-friendly flood control improvements; and/or 3) mitigate storm water and urban runoff, including runoff from unmaintained federal lands, into the flood control system.
- Oppose legislation or budget actions that diminish the performance or funding of flood control systems.

Water Quality

- Support legislation or budget actions that: 1) maintain or improve upon the supply of adequate potable water; and/or 2) fund treatment or removal of pollutants of concern.

Environmental Quality

- Support legislation or budget actions that: 1) promote environmentally and economically sound management of solid waste; 2) protect its citizens, local industry and environment from the introduction of foreign species of pests and diseases; and/or 3) assist the County and local jurisdictions by removing unnecessary barriers and costs associated with compliance for environmental regulations.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	Santa Ana River Mainstem Flood Protection Project	The Santa Ana River Mainstem Project done in conjunction with the U.S. Army Corps of Engineers (USACOE) 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, 3A, the Lower Santa Ana River Reaches 1-8, and 10 are complete.	Support legislation and budget actions to provide \$81.5 million through USACOE to complete the remaining portions of the Santa Ana River Mainstem Project.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	San Timoteo Creek Basins Flood Protection Project	The San Timoteo Creek Basins were constructed by the USACOE in 2005 to help provide flood protection. The recent minor storms have completely filled all 18 basins showing that the amount of sediment and debris was drastically underestimated. This resulted in exacerbated maintenance and operations cost that cannot be sustained by the County Flood Control District.	Support legislation and budget actions to provide \$3 million for USACOE to cost share in sediment removal and maintenance of San Timoteo Basins 1 through 18.
Flood Control	Lytle-Cajon Basin Flood Protection and Water Conservation Project Study	The County Flood Control District requests that the USACOE study the use and function of the inlet gate on the Lytle-Cajon Channel and the potential for a debris basin upstream to help reduce future damage and maintenance needs. The estimated cost of the study is \$2 million.	Support legislation and budget actions to provide project study funding for the Lytle-Cajon Basin flood protection and water conservation project in the amount of \$1 million.
Flood Control	Seven Oaks Dam Water Quality Special Study	The USACOE, 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 sponsors (Orange, Riverside and San Bernardino counties flood control districts) for the Santa Ana River Mainstem Project.	Support legislation and budget actions to provide \$6.5 million (75%) towards the feasibility phase study and implementation plan.
Flood Control	Lytle-Cajon Channel Flood Protection Project	The (USACOE originally built the Lytle-Cajon Creek Channel in 1948. Flood Control Operations requested funding in Fiscal Year 2004-05 to repair the inverts in the channel per USACOE inspection comments. The preliminary construction cost estimate is \$6 million. 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, and provide and sustain vital infrastructure necessary to allow the community to continue to grow.	Support legislation and budget actions to provide project study funding for the construction of the Lytle-Cajon Creek flood protection project in the amount of \$3.9 million.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	Cactus Basins Flood Protection, Water Quality and Water Conservation Project	The San Bernardino County Flood Control District is currently designing the expansion of Cactus Basins 3, 4 and 5, which will provide flood protection, water quality improvement, and will allow for water recharge. The Basins project will help meet water demands and foster sustainable development. This is part of the Rialto Channel system, which was studied by the U.S. Army Corps of Engineers.	Support legislation and budget actions to provide \$21 million of the \$32.6 million in construction cost for the Cactus Basins flood protection, water quality and water conservation project.
Flood Control	Cable Creek Flood Protection Project	The levee system at Cable Creek was evaluated in 2008. It was found to not meet the freeboard and erosion requirements to obtain FEMA certification. 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 proposed improvements will remove homeowners from the FEMA FIRM floodplain designations, potentially saving them thousands of dollars in flood insurance.	Support legislation and budget actions to provide \$13 million of \$20 million in construction cost for the Cable Creek flood protection and water conservation project.
Flood Control	Rialto Channel Flood Protection Project	The Rialto Channel has numerous road crossings and channel sections that cannot handle the increased run-off from the I-210 Freeway and related Cactus Channel project. 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 Rialto Channel system has been studied by the U.S. Army Corps of Engineers.	Support legislation and budget actions to provide \$10.6 million of \$16.4 million in construction cost for the Rialto Channel flood protection project.
Flood Control	Mojave Forks Dam Flood protection Project	The Mojave Forks Dam was constructed for flood protection and water conservation purposes and was completed in 1972 by the USACOE. In order to enhance the groundwater recharge activity, in March 1986, the USACOE, Los Angeles District, published a report titled Mojave River Dam, containing various alternatives including installing gates at the dam outlet and dam modification to increase storage capacity of the existing dam.	Support legislation and budget actions to provide \$32.5 million through the USACOE for the engineering and construction of dam modification to increase storage capacity.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	Comprehensive Storm Drain Plan 3-5/3-8 Flood Protection Project	The 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. This system protects residences, commercial properties and major transportation corridors including main routes to the regional hospital.	Support legislation or budget actions that provide \$20.4 million in subvention funds toward this project.
Flood Control	Fluvial Geomorphological Study of the Mojave River	It is essential to the flood protection efforts in the High Desert 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 USACOE in 1997.	Support legislation and budget actions to provide \$1 million of \$2 million for the USACOE to perform a fluvial geomorphologic study of the Mojave River.
Flood Control	San Timoteo U.S. Army Corps of Engineering Loan	The San Bernardino County Flood Control District currently has a \$6 million loan with the USACOE for the construction of the San Timoteo Channel and Basins project. The District has repaid \$2 million of this loan. If the remaining \$4 million was forgiven a number of other important projects providing flood protection, water quality and water conservation could be completed. Throughout the	Support legislation and budget actions to waive the remaining USACOE loan in the amount of \$4 million.
Flood Control	San Sevaine Basins and Spreading Grounds Flood Protection Study	The Bureau of Reclamation's Etiwanda and San Sevaine project did not include a proposed debris basin at the mouth of San Sevaine Canyon. Consequently, a study is necessary to address potential debris flows that could come out of the San Sevaine canyon and enter the San Sevaine Spreading Grounds and San Sevaine Basins 1-4. The system has been studied by the U.S. Army Corps of Engineers.	Support legislation and budget actions to provide \$1 million of the \$2 million for a study of the San Sevaine Basins 1-4 and Spreading Grounds.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	Deer Creek Basin Flood Protection Project, cont.	The County Flood Control District (District) worked with USACOE to determine how to improve the basin's capacity. The District estimates the cost to expand the basin to 310 acre-feet, standard capacity for USACOE facilities, to be \$6.2 million.	Support legislation and budget actions to authorize and appropriate \$4.7 million to the USACOE for the Deer Creek Debris Basin flood protection project.
Flood Control	Elder Creek Flood Protection Project	In December 2010, the Highland area experienced flooding which caught national attention, damaging numerous homes along Elder Creek. The County Flood Control District and the City of Highland are working together to complete the environmental study and engineering design for the Elder Creek flood protection project.	Support legislation and budget actions to provide \$1.6 million of the \$2.5 million in construction cost for the Elder Creek flood protection project.
Flood Control	Desert Knolls Wash Flood Protection, Water Quality and Water Conservation Project	The Town of Apple Valley has experienced rapid development in recent years, creating a need for increased flood protection. Desert Knolls Wash improvements will provide flood protection, water quality and water conservation that is desperately needed in the area.	Support legislation and budget actions to provide \$8.7 million of \$13.4 million in construction cost for the Desert Knolls Wash flood protection, water quality and water conservation project.
Flood Control	Twin Creek Levee Flood Protection Project	The levee system at Twin Creek was evaluated in 2008 through the USACOE Rehabilitation and Inspection Program and was found to not meet the freeboard and erosion requirements to obtain FEMA certification. The proposed improvements would not only allow the facility to be certified but would take a number of commercial and residential areas out of a floodplain.	Support legislation and budget actions to provide \$1.8 million in funding to USACOE for the construction of the Twin Creek Levee flood protection project.
Flood Control	Wilson Creek Flood Protection Project	The Wilson Creek flood protection project is a joint effort between the San Bernardino County Flood Control District and the City of Yucaipa. The city has begun construction of the basins and outlet structure. The District has engineered plans to substantially reduce the flood hazard along the downstream conveyance system between the basins and Interstate Highway 10. The creek has been studied by the USACOE. Proposed improvements will reduce the potential for major flooding along the	Support legislation and budget actions to provide \$650,000 in funding to USACOE for the construction of the Wilson Creek Flood Protection Project.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	Wildwood Creek Flood Protection, Water Quality and Water Conservation Project	<p>project site and preserve the safety and well-being of both life and structures, and provide and sustain vital infrastructure necessary to allow the community to continue to grow and aligned with the USACOE's mission to reduce public risk from disasters and to promote an energized economy.</p> <p>The Wildwood Creek flood protection, water quality and water conservation project is a joint effort between the San Bernardino County Flood Control District and the City of Yucaipa. The city has begun construction of the basins and outlet structure. The District has engineered plans to substantially reduce the flood hazard along the downstream conveyance system between the basins and Interstate Highway 10. The USACOE has studied the creek. 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, and provide and sustain vital infrastructure necessary to allow the community to continue to grow and aligned with the USACOE's mission to reduce public risk from disasters and to promote an energized economy.</p>	Support legislation and budget actions to provide \$3.9 million in funding to USACOE for the construction of the Wildwood Creek flood protection, water quality and water conservation project.
Flood Control	Amethyst Basin Flood Protection, Water Quality and Water Conservation Project	<p>The existing USACOE-constructed drainage facility along Oro Grande Creek does not have adequate capacity to convey the design flows. Amethyst Basin was identified as one of primary facilities needing improvement to provide flood protection for the community. The District is working closely with the Mojave Water Agency to incorporate the agencies multiple retention pond project within the ultimate basin footprint.</p>	Support legislation and budget actions to fund \$7 million of \$10.8 million in construction cost for the Amethyst Basin flood protection, water quality and water conservation project.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	Sand and Warm Creeks Flood Protection and Water Conservation Project	The Sand and Warm Creeks flood protection and water conservation project consists of improving the rail, wire walls, and rock lining the soft-bottoms of an existing channel confluence. The confluence is critical since it is located where Sand Creek makes a 90° turn, and impinging flows cause increased damage potential. 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.	Support legislation and budget actions to provide \$1.6 million of \$2.5 million in construction cost for the Sand and Warm Creeks flood protection and water conservation.
Flood Control	Ranchero Basin Flood Protection, Water Quality and Water Conservation Project	The Antelope Wash area in the High Desert area has experienced rapid development in recent years, creating a need for increased flood protection. The County Flood Control District and the City of Hesperia have identified Ranchero Basin as a priority facility for flood protection along Antelope Wash. The project will help meet water demands and foster sustainable development in rapidly developing communities.	Support legislation and budget actions to provide \$780,000 of \$1.2 million in construction cost for the Mojave Levee Phase II flood protection project.
Flood Control	Mojave Levee Phase II Flood Protection Project	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 County Flood Control District is preparing the final engineering plans to submit to the State and local agency to attain proper permits.	Support legislation and budget actions to provide \$780,000 of \$1.2 million in construction cost for the Mojave Levee Phase II flood protection project.
Flood Control	Mission Zanja/ Opal Basin Flood Protection, Water Quality and Water Conservation Project	The San Bernardino County Flood Control District has been working with the City of Redlands to develop a project along the Mission Zanja system called Opal Basin. The project will provide flood protection, water quality improvement, and will allow for water recharge. The Mission Zanja system has been studied by the USACOE.	Support legislation and budget actions to provide \$3.9 million of the \$6 million in construction cost for the Opal Basin flood protection, water quality and water conservation project

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	Clean Water Act Clarification	The Clean Water Act was enacted 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 flood control and water spreading facilities. These facilities must be cleared and repaired before the start of the normal storm season, which begins October 15th. Consequences of not having these facilities ready for the storm season can result in unnecessary risk to life and property and increased liability.	Support legislation and regulatory efforts to clarify or limit the interpretation of the Clean Water Act to exempt regular maintenance of existing flood control, water spreading and other public facilities.
Flood Control	Endangered Species Act Amendment	The Endangered Species Act was enacted to prevent and reduce the destruction of habitat for various threatened and endangered species. However, Resource agency's narrow interpretation of the Act has limited local agencies' ability to maintain their various types of facilities. Flood control districts have been impacted the most by this interpretation because they have not been allowed to maintain or clean existing flood control and water spreading facilities. These facilities must be cleaned out before the start of the normal storm season, which begins October 15th. The consequences of not having these facilities ready for the storm season can result in increased flood risks to life and properties.	Support legislation and regulatory efforts that will clarify or limit the interpretation of the Endangered Species Act to exempt regular maintenance of existing flood control, water spreading and other public facilities.
Flood Control	Flood Control Infrastructure Improvement Funding	nation, much of the existing flood control infrastructure is inadequate to handle 100-year storm flows. Existing facilities are aged and are in serious disrepair. With the State's continued population growth and subsequent development in new and infill areas. Most of the existing flood control systems are strained beyond capacity. States, flood control districts and local jurisdictions do not have funding to repair, replace and construct new infrastructure.	Support legislation and budget actions to fund the repair, improvement and construction of flood control-focused infrastructure projects.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Flood Control	Migratory Bird Treaty Act Clarification	The Migratory Bird Treaty Act was enacted to prevent and reduce the hunting of birds during their nesting and migration season. Resource agency interpretation of the Act has limited local agencies' ability to maintain their various types of facilities. Flood control districts have been hit hardest by this interpretation since they have not been allowed to clean out flood control and water spreading facilities; these must be cleaned out before the start of the normal storm season that begins October 15th. The migratory bird season ends in September, allowing a brief period to perform maintenance. The consequences of not readying these facilities for the storm season can jeopardize life and properties. Recent court actions have also held flood control districts responsible for lack of maintenance, regardless of ability to get environmental permits.	Support legislation and regulatory efforts that will clarify or limit the interpretation of the Migratory Bird Treaty Act to allow regular maintenance of flood control, water spreading and other public facilities.
Flood Control	U.S. Army Corps of Engineers Flood Protection Infrastructure Improvement	The USACOE built many of the flood protection facilities with the County Flood Control District's (District) 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.	Support legislation and budget actions that address the ongoing repair, improvement and construction of USACOE-built flood protection infrastructure improvement projects.
Flood Control	U.S. Army Corps of Engineers Levee Repair Funding Program	FEMA has implemented a policy to verify the certification status of all levees currently depicted on the effective Flood Insurance Rate Map (FIRM) as providing protection from the base (1% annual chance) flood. FEMA intended to show levees that cannot be certified on time as not providing any flood protection. This could place hundreds of homeowners in FIRM floodplains designations, potentially	Support legislation and budget actions that address the engineering and construction of levee repairs for all USACOE levees not meeting FEMA certification requirements.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Solid Waste	Perchlorate Clean Up	<p>costing them thousands of dollars in flood insurance. The USACOE built many of the facilities listed by FEMA; some of which do not meet the FEMA certification criteria. These levees need to be brought up to the criteria specified but no funding is available to accomplish this goal.</p> <p>Groundwater in the Rialto Colton Basin is contaminated with perchlorate and other chemicals. There are multiple alleged source areas for this contamination, including the B.F. Goodrich Superfund Site on the east side of the Basin and the County’s Mid-Valley Sanitary Landfill Unit 5 Expansion Property and Stonehurst Site on the west side of the Basin. These source areas have created two separate and distinct perchlorate plumes in the basin, known as the Eastern Plume and Western Plume. Under state regulatory agency oversight, the County has taken the lead with respect to addressing the Western Plume. The U.S. EPA has taken the lead with respect to the Eastern Plume. The County supports the EPA listing of the B.F. Goodrich Site and its efforts to address the contamination in the Eastern Plume area.</p>	<p>Support legislation and budget actions that will assist the public entities’ efforts to clean up impacts created by the existence of perchlorate contamination to soil and groundwater.</p>

Due to San Bernardino County's large geographical area, the County covers nearly every recreational niche, from desert landscape to alpine lakes. The County also contains many institutions of higher education and exhibits a unique cultural and historical background that enriches residents and visitors alike. Areas of policy development include museums, libraries, parks and recreation. The following are priority County Cultural, Educational and Recreational legislative positions:

Quality of Life

- Support legislation, proposals or budget actions that: 1) provide residents with access to County facilities that promote knowledge, education, lifelong learning, recreation/leisure and cultural enrichments; 2) preserve and protect the conservation of the County's natural and historical land resources and infrastructure; and/or 3) balance economic development and environmental stewardship.

DEPARTMENT	ISSUE	SUMMARY	ACTION
Regional Parks	Calico Ghost Town	Calico Ghost Town and former mining town is a globally recognized historical and educational site set in the heart of San Bernardino County. Located in the Mojave Desert near Barstow and Yermo, Calico was designated the official California State Silver Rush Ghost town in 2005. Prior to its present status had been designated a State Historic Landmark. The park draws a substantial number of worldwide visitors year-round, and continually has a significantly positive economic impact on local communities and the County. With aging infrastructure, renovations are needed to preserve critical facilities and maintain the economic, educational, recreational, and historical value of this international treasure.	Support legislation and budget actions that will provide funding for the Calico facility and infrastructure maintenance, replacement, and improvements.
Special Districts	Moonridge Animal Park	Moonridge Animal Park is the only zoo in San Bernardino County. In February 2009, the Moonridge Zoo lost its lease at its historical location. San Bernardino County recently acquired 10 acres of land for the park in Big Bear Valley. This land, as the new home for the animals - most of which were injured, orphaned, or considered a public nuisance and cannot be returned to the wild - will allow a modern expanded facility to be built. There is tremendous public support for this project. Membership to the Animal Park is world-wide.	Support legislation and budget actions that will assist in funding the Moonridge Animal Park. The cost of a new facility is estimated at \$16 million. Grants and local contribution to date have raised approximately \$8 million.