

COUNTY OF SAN BERNARDINO



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2011 TABLE OF CONTENTS

EXECUTIVE SUMMARY	4
GOVERNMENT FINANCE & OPERATIONS	
Fees Charged or Collected by a County	5
Flight School Exemption	6
State Aeronautics Act	6
Public Record Fees	6
Recording Documents	6
Restricted Covenants	7
Public Entity Paralegals	7
Enterprise Zones	7
Ports/Good Movement Legislation	8
Local Preference Procurement (Products and Services)	8
Local Preference (Public Works)	8
Paper Ballot Transition	8
Special Elections	9
Vote by Mail	9
HUMAN SERVICES	
AGING AND ADULT SERVICES	
Continued Services for the Elderly	10
In-Home Supportive Services Funding	10
Long-Term Care Maintenance Needs	10
Long-Term Care Ombudsman Program	11
New In-Home Supportive Services Requirements	11
Adult Protective Services Funding	11
Senior Nutrition Programs	11
The Older Californians Act	12
ARROWHEAD REGIONAL MEDICAL CENTER	
Medi-Cal Treatment Authorization Requests	12
Funding for Public Hospitals	12
BEHAVIORIAL HEALTH	
Mental Health Care for Foster Children	12
Mental Health and Drug and Alcohol Treatment Funding	13
Drug and Alcohol Services	13
Mental Health Claims	13
AB 3632 Program Funding	13
Drug Treatment Programs (Proposition 36)	14
Homeless Assistance Programs	14
Law Enforcement Mental Health Training	14
Mentally Ill and Criminal Justice System	14
Institutions for Mental Disease Ancillary Payments	15
Integrated Health Care	15
Jail Inmates Mental Health	15
Mental Health and Substance Abuse Treatment Funding	15
Parolee Mental Health and Substance Use Programs	15
Same Day Billing	16
Seriously Emotionally Disturbed Children	16
Medi-Cal for County Correctional Facility Inmates	16
Transporting 5150 Patients	16
CHILDREN AND FAMILY SERVICES	
Dependents and Wards	17
CHILD SUPPORT SERVICES	
Child Support	17

FIRST 5	
First 5 Funding	18
HUMAN SERVICE ADMINISTRATION	
Human Services Funding Deficit	18
Section 1115 Waiver	18
INLAND COUNTIES EMERGENCY MEDICAL AGENCY	
Emergency Medical Services	19
Funding for Emergency Medical Services	19
PUBLIC HEALTH	
Animal Control	19
California Children's Services Program	19
Chronic Disease Prevention and Wellness Promotion	20
Communicable Disease Control	20
Food Safety	20
Health Disparities and Health Inequities	20
Health Care Reform	21
Jail Medical Services	21
Juvenile Justice Health Care	21
Local Health Department Simplification	22
Nurse Visitation	22
Parolee Aftercare Programs	22
Public Health Emergency Preparedness	22
Public Health Funding	23
Public Health Workforce	23
TRANSITIONAL ASSISTANCE	
CalWORKs Alignment with TANF	23
CalWORKs Overpayment Clean-Up	24
VETERANS AFFAIRS	
Governor's Memorial Certificate	24
Funding for County Veterans Services Offices	24
Incarcerated Veterans Documentation	24
WORKFORCE DEVELOPMENT	
Local Workforce Investment Boards (LWIB)	25
PUBLIC SAFETY	
County Emergency Operation Centers (EOC)	26
Restoration of JJCPA and JPCF Funding Levels	26
HOUSING, LAND USE AND TRANSPORTATION	
Access to and Through Federal Public Lands	27
Airport Land Use Commission	27
Bridge Repair with County Force Account	28
Highway Resource Allocation	28
Implementation of SB 375	28
Open Space Sustainability	28
Reform CEQA and Endangered Species Act	29
Southern California Logistics Airport	29
Transportation Funding and Program Administration	29
Transportation Infrastructure Between Schools and Communities	30
Interstate 10 Corridor Improvements	30
Cherry Avenue/I-10 Interchange	30
Citrus Avenue/I-10 Interchange	31
Pepper Avenue/I-10 Interchange	31
Cedar Avenue/I-10 Interchange	31
High Desert Corridor	31
Arrowbear Drive Realignment and Widening	32
Cedar Glen Fire Access	32
Cumberland Drive: State Highway 18-Bald Eagle Ridge	32

Daley Canyon Road Intersection Improvements	33
Glen Helen Parkway/UPRR-BNSF Grade Separation	33
Helendale Road Paving Project	33
Institution Road: Glen Helen Rehabilitation Facility to Cajon Boulevard	34
Lenwood Road Grade Separation Project	34
Monte Vista Avenue Realignment	35
National Trails Highway Bridge Replacement Project	35
Needles Highway (Project 1)	35
Needles Highway (Project 2)	36
Newberry Road	36
Nisqualli Yucca Loma Corridor	36
Phelan Road	37
Oro Grande Overpass	37
Piute Wash Bridge Project	37
Rock Springs Road Bridge Project	38
Shadow Mountain Road Bridge and Grade Separation Project	38
State Street State Route 210 to Cajon Boulevard	39
Summit Valley Road	39
Wild Wash Road	40
CULTURAL, EDUCATIONAL AND RECREATIONAL SERVICES	
California Library Services Funding	40
Public Library Foundation Program Funding	41
Mojave River Watershed Interpretive Joint Venture Project	41
Earthquake Park Joint Venture Project	41
Santa Ana River Watershed Joint Venture Interpretive Project	41
Museum Hall of Geological Wonders Exhibitions and Programs	42
FLOOD CONTROL AND WATER RESOURCES	
Fish and Game Code Clarification	43
Flood Control Infrastructure Improvement Funding	43
Flood Control Infrastructure Protection Level	43
Flood Control Subvention Funds	44
Storm Water Recharge Project Funding	44
Clean Water Act Clarification	44
Perchlorate Contamination	45
Santa Ana River Mainstem Flood Protection Project	45
Seven Oaks Dam Water Quality Special Study	46
Cactus Basin #3 Flood Protection, Water Quality and Water Conservation Project	46
Hesperia Basin Flood Protection, Water Quality and Water Conservation Project	47
San Sevaine Channel Flood Protection and Water Conservation Project	47
Comprehensive Storm Drain Plan 3-5/3-8 Flood Protection Project	48
Cactus Basins #4 and #5 Flood Protection, Water Quality and Water Conservation Project	48
West Fontana Flood Protection, Water Quality and Water Conservation Project	49
Desert Knolls Wash, Reaches II and III Flood Protection, Water Quality and Water Conservation Project	49
Mojave Levee Phase II Flood Protection Project	50

EXECUTIVE SUMMARY

Prior to the collapse of the housing and financial market, the County of San Bernardino experienced a robust economy. However, with the decline of traditional revenue streams such as property and sales tax, the County was forced to make difficult budget decisions. Recently, the County adopted a balanced budget that avoided utilizing one-time monies to finance ongoing cost and the use of County general reserves to fund ongoing operations. Nevertheless, lagging revenues coupled with the uncertainty of the State's fiscal condition has the potential to jeopardize the County's fiscal well being. In order for the County to continue to provide quality services, assistance from the State and continued partnership with the delegation is imperative to maintain success. In this platform, you will find San Bernardino County's State legislative priorities for 2011, including funding requests and policy positions.

Based on the principles of fiscal stability, preservation of local control, efficient service delivery and operations and the promotion of inter-agency cooperation, the San Bernardino County Board of Supervisors provide specific direction and overall policy guidance by adopting an annual platform for each legislative session.

In order to accomplish a vision of creating a safe, clean and healthy environment that appeals to families and individuals and attracts the best business and industry, the County of San Bernardino provides multiple services ranging from public safety, transportation and land use to public works and code enforcement. In addition to providing direct constituent services, the County also serves as a conduit for the State by administering health and human service programs. The County continues to experience tremendous growth and presently over two million residents located throughout the County's 20,000 square miles have access to and utilize a great deal of resources.

The 2011 State legislative platform, developed in coordination with the Board of Supervisors, County departments and regional stakeholders is an expression of the direction of comprehensive Board legislative policy on a range of issues and needs facing the County. The platform has been compiled into various sections including government finance & operations, human services, public safety, housing, land use and transportation, cultural, educational and recreational services and flood control and water resources. Each legislative item contains a brief background, legislative position and a funding amount request when applicable.

GOVERNMENT FINANCE & OPERATIONS

The County of San Bernardino's mission is to satisfy its customers by providing services that promote the health, safety, well being and quality of life for its residents. Effective partnerships between the County and State agencies are pivotal to adequately financing these services and responsibilities.

Despite inadequate funding, local governments are required to provide the same level of service. 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 State funding reductions have undermined critical programs. The following are priority County Government, Finance and Operations positions:

- Support legislation or budget actions that provide adequate funding for programs the County operates on behalf of the State and oppose additional program reductions unaccompanied by a commensurate decrease in responsibility and any attempts to shift costs to counties.
- Support legislation or budget actions that ensure a greater share of total available State funding to local government and oppose proposals that would reduce the County's share of total funding.
- Support legislation or budget actions that provide constitutional protection of all local revenues.
- Support legislation or budget actions that provide greater decision-making authority over the use of State funds, including direct grants or mandatory pass-through allocations.
- Support legislation or budget actions that provide greater financial independence from the State budget process for governmental programs and services.
- Oppose legislation or budget actions that erode local control and impose additional mandates without a funding mechanism in place.
- Support legislation or budget actions that reduce, streamline or eliminate contradictory regulatory and administrative oversight requirements of State programs.
- Support legislation or budget actions that utilize technology and innovation to streamline County services.
- Support legislation or budget actions that preserve, protect and expand redevelopment and enterprise zones.
- Support legislation or budget actions that ensure counties remain competitive in global, regional and local markets.
- Support legislation or budget actions that promote business retention, job creation and economic development.

FEES CHARGED OR COLLECTED BY A COUNTY

Agriculture Weights and Measures

Although legislators have deregulated many of the fees that can be charged by counties, State law currently limits several fees that can be charged by counties for mandated and necessary services. Statutory caps on amounts that can be charged create program costs that exceed revenues, thus, San Bernardino County general funds subsidize the difference.

Legislative Position: Support legislation or budget actions that will fully fund the cost of providing services in accordance with Business and Professions Code 12240 and Government Code 54985.

FLIGHT SCHOOL EXEMPTION

Airports

The Bureau for Private Postsecondary Education provides oversight of private postsecondary institutions operating in California, which includes aviation flight training schools. Prior to AB 48 (Portantino), flight schools were exempt from the Bureau's supervision. Aviation is a critical component of our local economy and the inclusion of aviation flight schools has the potential to adversely impact general aviation.

Legislative Position: Support legislation that will permanently re-institute the flight training provider's exemption from the Bureau for Private Postsecondary Education.

STATE AERONAUTICS ACT

Airports

As part of the latest State budget adoption, the State Aeronautics Act was amended to "transfer" \$4 million from the Aeronautics account to the General Fund. This action suspended the issuance of grants to airports within the State, which are utilized for capital development and/or funding. The Aeronautics account has been funded primarily from user fees by the aviation community, fuel sales, registration taxes, etc.

Legislative Position: Support legislation or budget actions that will restore funding to the State Aeronautics program.

PUBLIC RECORD FEES

Auditor-Controller/Recorder

County Recorders maintain and provide to the public a number of public records, including birth and death records. The gathering, maintenance and storage of these records are funded by the fees County Recorders charge for the service. Unfortunately, previously enacted legislation has raised these fees and diverted them for purposes that are unrelated to the Recorder's duties.

Legislative Position: Oppose legislation or budget actions that will require County Recorders to increase fees for public records for any purpose other than Recorder operations or for the benefit of the public.

RECORDING DOCUMENTS

Auditor-Controller/Recorder

Previously enacted legislation adding different requirements for recording documents has led to considerable confusion, as county recorders have individually modified existing documents or created new ones to conform to the legislation with limited or no direction from the Legislature.

Legislative Position: Oppose legislation or budget actions that require a new recording document that is not supplied by the State. Support legislation that establishes a new document as long as appropriate funding and recording requirements are included.

RESTRICTED COVENANTS

Auditor-Controller/Recorder

Racially restrictive covenants were declared unconstitutional by the Supreme Court in 1948 and restrictive covenants that discriminate against other protected groups are also unlawful under State and Federal law. Existing law authorizes a property owner who believes there is an unlawful document attached to his or her property to file a form with the county recorder that would effectively "record over" the existing document and remove the offensive covenant from any documents sent to future buyers. Recently introduced legislation, would have required County officials to review and remove unlawful covenants included in all covenants, conditions and restriction documents attached to pre-1964 properties that change ownership.

Such legislation, if enacted, would create an enormous workload for County Recorders, who would have to read and redact illegal language from each copy provided. County Recorders would not be able to provide electronic copies of records until each record has been reviewed for potential modification of illegal language. In addition, such legislation could shut down real estate transactions until all offensive provisions are removed.

Legislative Position: Oppose legislation or budget actions that will require County Recorders to review every recording document for restricted covenants.

PUBLIC ENTITY PARALEGALS

County Counsel

In 2000, the Legislature amended the law, Business & Professions Code 6450, regarding the qualifications to become a Paralegal. Prior to that amendment, a person with a high school diploma or GED who had worked three years for an attorney with three years of experience, could become a Paralegal upon certification by that attorney that he/she could perform paralegal tasks. The 2000 amendment greatly restricted this manner of becoming a Paralegal by providing that the three years of experience must have been completed prior to December 31, 2003.

Legislative Position: Support or sponsor legislation or budget actions that will restore the original manner of becoming a paralegal for persons working in the public entity offices of district attorney, county counsel and public defender, without limitation as to when the three years of experience had been completed. Amend B&P 6450 to reinstate the original manner of becoming a paralegal for persons working in the specified public entity offices.

ENTERPRISE ZONES

Economic Development Agency

The State of California established the Enterprise Zone Program in 1996 in an effort to stimulate economic growth in the most economically distressed areas of the State. The Enterprise Zone program is the largest economic development program in the State and according to experts, 10 percent or 1.5 million of all jobs in California are located in an Enterprise Zone. In addition to being a valuable tool to recruit, retain and expand business efforts in our region, Enterprise Zones encourage economic growth and job creation, which result in higher revenues for local agencies.

Legislative Position: Support legislation or budget actions that will preserve the Enterprise Zone Program.

PORTS/GOODS MOVEMENT LEGISLATION

Economic Development Agency

Logistics is a key factor in the development and growth of the County of San Bernardino. The County plays a crucial role in the movement of goods from the Port of Los Angeles and Long Beach. The ability to efficiently move freight/goods throughout the Southern California transportation network is crucial to the mobility and economic vitality of the region, the State and the nation.

Legislative Position: Support legislation or budget actions that will positively impact the movement of goods and services throughout the Southern California transportation network.

LOCAL PREFERENCE PROCUREMENT (Products and Services)

Purchasing

In June 2006, the County implemented a five percent local vendor preference policy (five percent cost preference in the bidding process) to support the utilization of vendors within the County, thus promoting job creation and maintenance of tax revenue in the County. This policy applies to products and services, excluding public works projects. In several local governments in California, questions have been raised as to the legality of applying local preference policies when awarding contracts.

Legislative Position: Support legislation or budget actions that will ensure the County of San Bernardino will continue to have the ability to support the local economy with the application of local preference policies.

LOCAL PREFERENCE (Public Works)

Purchasing

The County cannot implement a local cost preference for public works contracts. California's Public Contracts Code (PCC) dictates that construction contracts, including erection, alteration, repair or improvement of any public structure, building or road, be awarded to the lowest responsible bidder. This does not allow for flexibility in recognizing local bidders for contracts funded with local dollars (General Fund).

A consideration of implementing a local preference policy is the potential for increased costs if local vendors are not low bidders. Another consideration is that to create local jobs, legislation may need to stipulate that general contractors give preference to local sub-contractors.

Legislative Position: Support legislation or budget actions that will allow local governments to implement local preference policies when using local dollars for public works contracts.

PAPER BALLOT TRANSITION

Registrar of Voters

The Help America Vote Act of 2002 (HAVA) decertified punch card voting systems nationwide. In compliance with the Act, the County of San Bernardino purchased Federal and State certified equipment, including touch screen voting units, optical scanners, card activators, veri-vote printers and other necessary components totaling approximately \$16.5 million.

The California Secretary of State's decision (August 3, 2007) to decertify electronic voting systems statewide for the Presidential Primary Election forced elections officials to conduct

elections with a paper ballot system. Since funds available through HAVA are largely tied to costs associated with electronic voting equipment, remaining grant balances are all but inaccessible by counties throughout the State for reimbursement for the purchase of voting booths, paper ballot processing carts, ballot boxes and privacy sleeves as mandated by the Secretary of State.

Legislation Position: Support legislation or budget actions that will provide reimbursement for costs associated with the mandated transition to a voting system other than electronic systems. Support legislation that promotes public confidence, increases voter participation and strengthens the democratic process for County residents.

SPECIAL ELECTIONS

Registrar of Voters

In addition to Federal, State and local elections conducted in accordance with California Elections Code, an increasing number of special elections are called by the Legislature and Governor at times in the election cycle that cause them to be conducted as standalone elections. All State elections are paid for with County General Funds and the costs associated with these elections, scheduled or special, are not reimbursable by State government. Fiscal uncertainty is a reality for government agencies and these unplanned and unfunded elections are an immense burden on the budgeting process.

Legislative Position: Support legislation or budget actions that will fully reimburse the cost of a special election called by the Legislature or Governor.

VOTE BY MAIL

Registrar of Voters

In a time when counties are forced to cut costs and streamline services, mandating vote by mail for special elections would enable the County to save a significant amount of resources without compromising service delivery. Furthermore, mail ballot elections have proven to increase voter participation.

Legislative Position: Support legislation or budget actions that will allow mandatory vote by mail for special elections.

HUMAN SERVICES

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 California Work Opportunity and Responsibility to Kids (Cal Works) program, foster care, child welfare services, adult protective services, the In-Home Supportive Services (IHSS) program, the General Assistance (GA) program, medical care and emergency medical services, homeless services and services to children aged five and younger. Together, these programs represent the largest percentage of County-administered State programs within the County. The following are priority County Human Services legislative positions:

- Support legislation or budget actions that seek to fully fund the cost of State mandated health and human services programs.
- Support legislation or budget actions that provide appropriate funding for services that have outpaced revenues.
- Support legislation or budget actions that provide funding formulas that ensure an equitable allocation of State funding and promote greater flexibility over the use of State funds.
- Support legislation or budget actions that protect and promote local control over health and human services programs.

AGING AND ADULT SERVICES

CONTINUED SERVICES FOR THE ELDERLY

Currently, there are no provisions for continued appropriations for elder programs in the event of State budget delays. Existing law provides for the administration of local Area Agencies on Aging (AAAs) which provides services that are vital to the well-being of older adults. Funding for the AAAs is 90 percent Federal and 10 percent State General Fund. Should the State budget be delayed, the Department of Aging does not allocate the Federal funds to the AAAs.

Legislative Position: Support legislation or budget actions that will ensure continued State pass-through of Federal funding in the absence of a State budget passage by July 1.

IN-HOME SUPPORTIVE SERVICES FUNDING

The In-Home Supportive Services (IHSS) program provides services to clients who are aged and/or disabled and require assistance with activities of daily living to safely remain in their home. Substantial and ongoing budget cuts have resulted in severe funding deficits.

Legislative Position: Support legislation or budget actions that will protect or restore funding for IHSS.

LONG-TERM CARE MAINTENANCE NEEDS

The maintenance allowance for personal and incidental needs for institutionalized Medi-Cal beneficiaries has remained at \$35 since 1985. This \$35 monthly allowance is intended to cover incidentals such as clothing, shoes, socks, undergarments, haircuts, snacks or entertainment needs. The Department of Health Services is authorized to increase, by regulation, the

personal and incidental needs amount as necessitated by the increasing costs of personal and incidental needs.

Legislative Position: Support legislation or budget actions that will increase the long-term care monthly maintenance need level for Medi-Cal beneficiaries who reside in a nursing home.

LONG-TERM CARE OMBUDSMAN PROGRAM

The Long-Term Care Ombudsman Program provides advocacy services on behalf of residents residing in licensed long-term care facilities such as skilled nursing homes and residential care facilities. Ombudsmen provide a regular presence in all long-term care facilities for the elderly by monitoring and investigating quality of life and quality of care issues. The program is mandated in Federal and State law. Despite budget cuts that have resulted in all State General Fund money being removed from the program; State mandates remain for the Ombudsman Program.

Legislative Position: Support legislation or budget actions that will provide adequate funding for the Ombudsman Program. In the absence of additional funding for the program, support legislation or actions that would suspend the State Ombudsman mandate.

NEW IN-HOME SUPPORTIVE SERVICES REQUIREMENTS

As part of new the provider enrollment requirements, individuals who have been convicted of committing certain crimes are not eligible to provide In-Home Supportive Services (IHSS). The criminal conviction of a parent(s) is not listed among the four acceptable reasons why a parent would be unable to provide IHSS for his/her child (ren).

Legislative position: Support legislation or budget actions that will enable eligible children to obtain IHSS from a provider other than the parent(s) when the parent(s) is not able to provide IHSS due to a criminal conviction.

ADULT PROTECTIVE SERVICES FUNDING

County Adult Protective Services (APS) is tasked with protecting vulnerable adults. Over the last three years, the Governor has vetoed millions of dollars in funding for the APS program, resulting in a loss of services intended to protect this population.

Legislative Position: Support legislation or budget actions that will protect or enhance APS funding.

SENIOR NUTRITION PROGRAMS

Nutritional well-being is an integral part of the overall health, independence and quality of life for older persons. Senior nutrition programs are a key component of the service networks that provide elders with a continuum of home and community-based care, thus avoiding unnecessary and costly institutionalization. These programs assist seniors in maintaining independence and healthy diets, supplement their food budgets and reduce food waste.

Legislative Position: Support legislation or budget actions that will protect or increase funding for State senior nutrition programs.

THE OLDER CALIFORNIANS ACT

The Older Californians Act (OCA) specifies most of the programs that provide services for senior citizens. It is also the method by which the Older Americans Act is administered in California. The OCA provides State-funded programs and services for older adults and people with disabilities. The 33 Area Agencies on Aging are the entities that provide for and/or deliver services under the Older Americans Act, the OCA and other funding sources at the local level.

Legislative Position: Support legislation or budget actions that will restore State funding for the Older Californians Act. Support legislation or budget actions that will increase funding for the Act.

ARROWHEAD REGIONAL MEDICAL CENTER

MEDI-CAL TREATMENT AUTHORIZATION REQUESTS

Public hospitals are required to obtain a Treatment Authorization Request (TAR) for specific procedures before reimbursement can be approved. Originally intended as prior authorization, the TAR process has become a retroactive payment approval process. Delays in reimbursement are a common and growing problem. Allowing public hospitals to self-certify TARS, which is being done as a pilot project by two public hospitals, would speed up TAR reimbursement for public hospitals which is direly needed.

Legislative Position: Support legislation or budget actions that will permit public hospitals to self-certify Treatment Authorization Requests.

FUNDING FOR PUBLIC HOSPITALS

Public hospitals represent the core of the health care safety net in California, with significant experience in treating Medi-Cal recipients and uninsured patients, though just six percent of all hospitals statewide, public hospitals provide roughly half of the hospital care to the State's 6.5 million uninsured. They operate 57 percent of all top-level trauma centers and nearly 43 percent of burn units. Public hospitals also deliver nearly 10 million outpatient visits a years, in clinics both within and outside the hospital setting. Public Hospital medical education programs train nearly half of all the new doctors in the State.

Legislative Position: Support legislation or budget actions that would protect funding for the State's public hospitals. Oppose legislation and budget actions that would reduce funding for public hospitals.

BEHAVIORAL HEALTH

MENTAL HEALTH CARE FOR FOSTER CHILDREN

The history of abuse, neglect and trauma suffered by children who are removed from their homes and placed in foster care makes them more likely than other children to need effective mental health services. Even though both State and Federal law guarantee these children mental health services, there are a host of bureaucratic barriers that make accessing these services difficult.

Legislative Position: Support legislation or budget actions that will ensure that every child in the foster care system and children formerly in care will receive timely specialty mental health services when needed, regardless of their county of placement.

MENTAL HEALTH AND DRUG AND ALCOHOL TREATMENT FUNDING

Funding for Mental Health (MH) and Substance Use (SU) treatment can best be described as the “silo” approach. Most of these funds are allocated for specific populations. These funds are commonly referred to as “set asides”. Federal and State MH and SU funding sources are replete with these set asides. The set asides limit the ability of county mental health departments to direct the funds to areas of most concern.

Legislative Position: Support legislation or budget actions that will give counties the flexibility to blend mental health and Alcohol or Other Drug (AOD) treatment funding from various sources and direct it to the area of greatest need.

DRUG AND ALCOHOL SERVICES

Alcohol and other drug abuse is a menacing problem in California. Demand for treatment far exceeds statewide treatment capacity. Also, there is a need for substance abuse treatment to deter youth from a lifetime of dependency. Such treatment is often not available because California’s treatment system was developed to serve adults. As a result, costs associated with youth substance abuse continue to grow. The lack of adequate adolescent substance abuse treatment services threatens the health and safety of the entire community.

Legislative Position: Support legislation or budget actions that will enhance the ability of local mental health agencies to reduce and prevent alcohol and other drug related problems. Support legislation that will make a range of alcohol and drug treatment services available to adolescents.

MENTAL HEALTH CLAIMS

Timely Federal reimbursement of mental health claims to county Mental Health Plans (MHPs) are necessary for county behavioral health departments to appropriately access funding and prevent avoidable budget cuts. County MHPs are reimbursed by the Federal government, a percentage of their actual expenditures and this reimbursement is referred to as the Federal Financial Participation (FFP). Unfortunately, the passing of State inefficiencies through FFP are common. When the budget is delayed the Department of Mental Health is unable to distribute FFP to counties.

Legislative Position: Support legislation or budget actions that will establish a trust fund with FFP money and to continuously appropriate money from the fund to counties.

AB 3632 PROGRAM FUNDING

In 1984, the California Legislature passed AB 3632, which assigned and parceled out responsibility to State agencies and departments in meeting the goals and objectives of the Federal Individuals with Disabilities Education Act. This legislation assigned schools the responsibility to educate special education students and county mental health agencies to provide mental health services for these children as needed. However, delays in reimbursing counties for these treatment costs and insufficient State appropriations have resulted in much of the treatment costs for these children being paid by counties.

Legislative Position: Support legislation or budget actions that will provide full and timely funding of federally mandated health services for special education students under the AB 3632 program and support restructuring of the program to transfer responsibility from counties to the schools.

DRUG TREATMENT PROGRAMS (Proposition 36)

The Substance Abuse and Crime Prevention Act of 2000 (Proposition 36) mandates treatment instead of incarceration for most nonviolent drug offenders. This mandate continues, even though the program is no longer funded. The Offender Treatment Program (OTP) was intended to enhance Prop 36 outcomes and accountability. Unfortunately, funding for the OTP program was eliminated by the Governor in the 2010-11 Budget.

Legislative Position: Support legislation or budget actions that will fund Proposition 36 or remove the mandate. Support legislation that will fund the Offender Treatment Program.

HOMELESS ASSISTANCE PROGRAMS

Homelessness is a persistent national problem that impacts cities and communities throughout San Bernardino County. In 2009, the San Bernardino County Homeless Census found that more than one fifth of the homeless population consists of children and youth and 17.8 percent are homeless veterans. In addition, with roughly 25 percent (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.

Legislative Position: Support legislation or budget actions that will provide a 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.

LAW ENFORCEMENT MENTAL HEALTH TRAINING

Law Enforcement personnel are frequently the first persons to have contact with mentally ill individuals and parole officers see mentally ill parolees on a regular basis. However, they are often not properly trained to handle such situations.

Legislative Position: Support legislation or budget actions that will increase funding for specialized mental health training for law enforcement personnel.

MENTALLY ILL AND THE CRIMINAL JUSTICE SYSTEM

Mentally ill individuals often end up in the criminal justice system, a system that is ill prepared to deal with mental health problems. The diversion of the mentally ill from the criminal justice system results in better treatment and outcomes.

Legislative Position: Support legislation or budget actions that will increase funding for prevention, diversion, housing and intervention services for mentally ill adults and delinquent and/or emotionally disturbed minors, diverting them from the criminal justice system.

INSTITUTIONS FOR MENTAL DISEASE ANCILLARY PAYMENTS

The State Department of Health Care Services (DHCS) recently issued a notice informing counties that they are responsible for paying the costs of medical ancillary services for individuals who are in Institutions for Mental Disease (IMDs). Ancillary services include tests, x-rays and psychotropic medications. However, legal opinion from the State's Legislative Counsel's office concludes that ancillary payments to patients of IMDs are not covered under Medi-Cal.

Legislative Position: Support legislation or budget actions that will permit counties to be reimbursed by Medi-Cal for ancillary medical costs for residents of Institutions of Mental Disease.

INTEGRATED HEALTH CARE

Mental and physical health are interrelated, each contributing to the other. Yet historically, mental health and physical health have been treated separately. In a recent survey, only one third of community health centers had the capacity to provide health care on site and only one fifth could provide medical referrals off site. The centers identified a lack of financial resources as the biggest barrier to integrating treatment. Accordingly, there is a need for State funding to integrate treatment for mental health, substance abuse and primary and specialty care.

Legislative Position: Support legislation or budget actions that will promote integrated health care.

JAIL INMATES MENTAL HEALTH

As county correctional facilities house more mentally ill inmates and the cost of providing more effective psychiatric medications to these inmates has increased, an increasing percentage of the Department of Behavioral Health's (DBH) medication budgets must now be devoted to psychiatric medications. DBH is faced with the choice of providing only older, less effective medications (that have more side effects and, thus, lower compliance rates), or purchasing the newer, more expensive and more effective medications.

Legislative Position: Support legislation or budget actions that will provide financial assistance to county behavioral health departments to allow the purchase of newer and more effective mental health medications for jail inmates with mental illness.

MENTAL HEALTH AND SUBSTANCE ABUSE TREATMENT FUNDING

Recent State legislation and budget actions have devastated funding for a variety of mental health programs. County mental health departments rely on funding for these programs to meet State mandates to provide these services. Declining funding has meant that these services are either not provided or counties must use their General Funds to pay for them.

Legislative Position: Support legislation or budget actions that will protect and increase mental health funding.

PAROLEE MENTAL HEALTH AND SUBSTANCE ABUSE PROGRAMS

Alcohol and other forms of drug abuse are an insidious problem in the California correctional system. Recent changes in law that created the non-revocable parolee program have

significantly increased the number of parolees. While county behavioral health departments are uniquely positioned to provide aftercare services, county behavioral health departments cannot provide these services without additional funding.

Legislative Position: Support legislation or budget actions that will provide additional funding for county behavioral health departments, including post-release aftercare services for mental health and substance abuse treatment for parolees.

SAME DAY BILLING

Current State law prohibits Federally Qualified Health Centers (FQHCs) from seeking Medi-Cal reimbursement for a single patient who receives more than one service on the same day at a single location. This is known as the FQHC “lockout.” For example, a patient may see a physician at an FQHC for a physical problem, but because of the “lockout” would not be able to see a mental health professional on the same day, requiring the patient to return on another day, which can be a difficult proposition for someone with limited or no transportation. Additionally, county-operated integrated clinics will inevitably face Medi-Cal billing complications as they treat behavioral and physical health problems for patients at the integrated clinics.

Legislative Position: Support legislation or budget actions that will permit same day billing for FQHCs. Support legislation that will clarify Medi-Cal billing rules for non-FQHC county integrated service clinics.

SERIOUSLY EMOTIONALLY DISTURBED CHILDREN

In 1997, the Federal government authorized out-of-state placements for special education pupils in for-profit facilities. However, California did not change its laws to conform. Absent a change in the State law to conform to Federal law, counties have been forced to find alternative arrangements for hundreds of special education students with mental health needs. In addition, counties are at risk of losing a significant amount of reimbursement for these State and Federally mandated services unless California’s law is changed retroactively.

Legislative Position: Support legislation or budget actions that will allow State reimbursement for special education pupils placed in for-profit facilities.

MEDI-CAL FOR COUNTY CORRECTIONAL FACILITY INMATES

State law provides that Medi-Cal benefits generally cannot be paid for incarcerated adults except when the inmate is a patient in a medical institution. If State law mirrored Federal law, an incarcerated individual’s Medi-Cal benefits could be suspended, not discontinued and quickly reactivated upon the individual’s release from a detention facility.

Legislative Position: Support legislation or budget actions that will suspend, rather than discontinue, an individual’s Medi-Cal coverage when incarcerated.

TRANSPORTING 5150 PATIENTS

Welfare and Institutions Code (WIC) 5150 states that when any person, as a result of a mental disorder, is a danger to others, or to himself or herself, or gravely disabled, a peace officer, member of the attending staff of an evaluation facility designated by the county, designated members of a mobile crisis team or other professional person designated by the county may, upon probable cause, take, or cause to be taken, the person into custody and placed in a facility

designated by the county and approved by the State Department of Mental Health as a facility for 72-hour treatment and evaluation.

When these persons are detained in County desert areas, they are typically transported by ambulance to Arrowhead Regional Medical Center or other 5150 treatment hospitals in valley locations for the 72-hour hold. A regional emergency ambulance service successfully litigated against the County in 2009, arguing that since Emergency Medical Technicians (EMT) are not listed in WIC 5150 as a person who may detain a 5150 patient, they would have no recourse if the patient wanted out of the ambulance and therefore could not transport these patients for liability reasons.

As a result of the suit, law enforcement is required to accompany all 5150 patients to the closest designated mental health facility. For example, a 5150 transport from the Barstow area to the valley is a 75 mile one way trip, over one hour commute time, not accounting for traffic flows or time spent in the arriving facility. Committing law enforcement personnel to more than a two hour detail outside of his/her regular patrol region only stretches law enforcement resources and decrease a safe level of service to law enforcement personnel and county residents.

Legislative Position: Sponsor legislation that will permit providers of emergency ambulance services and the employees of such providers to transport 5150 patients.

CHILDREN AND FAMILY SERVICES

DEPENDENTS AND WARDS

Current law requires that schools must award all students full or partial credits for coursework satisfactorily completed by a pupil while attending a public school, juvenile court school, nonpublic or nonsectarian school. While statute requires that these credits must be accepted, there is nothing in statute requiring schools to issue partial credits or apply the accepted credits towards the core curriculum and graduation requirements.

Legislative Position: Support legislation or budget actions that will require each public school district and county office of education to issue and accept full or partial credits for coursework satisfactorily completed by a dependent or ward while attending a public school, juvenile court school, or nonpublic, nonsectarian school or agency to be applied to core curriculum and graduation requirements.

CHILD SUPPORT SERVICES

CHILD SUPPORT

Child support is a critical part of moving families toward and maintaining self-sufficiency. The success of the child support program relies heavily on funding received from the State. Over the last seven years, program funding has not kept pace with increases in operating costs, which has impacted the department's ability to increase collections, improve performance and provide quality service. The State has established a child support strategic plan, which includes goals for improved performance and collections. In order to achieve these goals, it is necessary to provide adequate funding to local child support programs.

Legislative Position: Support legislation or budget actions that will increase funding to local child support agencies in order to achieve the statewide strategic plan program goals.

FIRST 5 FUNDING

The Children and Families Commission for San Bernardino County (First 5 San Bernardino) was created in December 1998 in order to realize the benefits of Proposition 10 (California Children and Families Act) for the County's youngest residents and their families. There have been proposals to eliminate the program and redirect the funding. This would result in a short-term gain for the State but a long-term problem for the State's children, many of whom rely on First 5 programs for healthcare, childcare and other invaluable services.

Legislative Position: Oppose legislation or budget actions that will seek to eliminate the State or local First 5 Commissions; cut their funding and/or compromise local control over Proposition 10 money.

HUMAN SERVICE ADMINISTRATION

HUMAN SERVICES FUNDING DEFICIT

As the State continues to experience a budget crisis, local governments remain susceptible to rising costs associated with providing programs, especially health and human services. The State has not provided funding to cover counties' rising operating expenses for most programs since the 2000-01 fiscal year. The cumulative impact is that county administrative allocations are woefully underfunded as compared to the actual cost of administering programs.

Legislative Position: Support legislation or budget actions that will increase, maintain, or fully fund the cost of doing business, including cost associated with human and mental health services. Oppose legislation or budget actions that will mandate services without adequate funding to administer the programs. Oppose legislation or budget actions that will shift costs to local governments.

SECTION 1115 WAIVER

Section 1115 of the Social Security Act provides the Secretary of Health and Human Services broad authority to approve projects that test policy innovations likely to further the objectives of the Medicaid program. Flexibility under Section 1115 is sufficiently broad to allow states to test substantially new ideas for policy merit. These projects are intended to demonstrate and evaluate a policy or approach that has not been demonstrated on a widespread basis.

California's current Section 1115 Medicaid Demonstration Waiver – which funds hospitals and indigent care – expired on August 31, 2010. On June 16, 2010, California Department of Health Care Services submitted a comprehensive proposal to the Centers for Medicare and Medicaid Services for a new five year waiver that would immediately begin phasing in coverage for the “newly eligible” adults aged 19-64 with incomes up to 133 percent of the Federal poverty level who are not otherwise eligible for Medicaid through the expansion of the current county-based Health Care Coverage Initiatives (HCCIs) statewide.

Legislative Position: Support legislation or budget actions that will ensure that counties must retain the benefit of the new Federal funds, give flexibility to counties in managing their HCCI programs within each county's available resources, allow counties to cap or direct enrollment in a way that ensures the sustainability of the HCCI model and continue critical State funding for current safety-net programs.

INLAND COUNTIES EMERGENCY MEDICAL AGENCY

EMERGENCY MEDICAL SERVICES

Counties maintain that Emergency Medical Services (EMS) and ambulance services must be provided on a countywide basis to ensure that providing services, even in remote areas of the County, remain financially viable. Changing the system to jurisdiction-by-jurisdiction would mean that certain affluent areas would be selected first by cities, leaving the less affluent areas to the counties to provide coverage.

Legislative Position: Support legislation or budget actions that will preserve County EMS agency authority to control the EMS system and EMS Providers.

FUNDING FOR EMERGENCY MEDICAL SERVICES

California's Emergency Medical Services (EMS) system is funded from penalty assessments on certain criminal and traffic violations and a portion of the fees from traffic violator schools. Regional EMS agencies receive minimal State general funding through the State EMS Authority. In recent years, this funding has been cut and projections foretell that funding maybe less next fiscal year. None of these sources are particularly stable and all fluctuate year by year. California lacks dedicated, earmarked trauma funding. A steady, reliable source of trauma care funding is needed.

Legislative Position: Support legislation or budget actions that will establish permanent, stable funding sources for local EMS agencies.

PUBLIC HEALTH

ANIMAL CONTROL

Each year almost one million unwanted and abandoned cats and dogs are born in California. Local governments spend more than \$250 million each year to take in and care for those animals and ultimately euthanize over half. Encouraging the spaying and neutering of cats and dogs is a reasonable, proven-effective and necessary means to greatly reduce the number of unwanted animals in California. Furthermore, local governments are responsible for the surveillance, prevention and control of animal rabies in California; this is achieved through local companion animal vaccination and licensing programs, stray animal control, animal bite reporting, investigation and animal isolation along with public education.

Legislative Position: Support legislation or budget actions that will enhance the ability of county animal controllers to provide cost effective and humane animal control services.

CALIFORNIA CHILDREN'S SERVICES PROGRAM

The California Children's Services (CCS) program provides diagnostic and treatment services, medical case management and physical and occupational therapy services to children and teens under the age of 21 with CCS-eligible medical conditions. The growth in CCS caseloads and program costs has steadily increased over time. As fiscal pressures have increased on the State Budget, the State CCS program is now limiting the State's financial participation in the program, which has the impact of de-stabilizing the program.

Legislative Position: Support legislation or budget actions that will streamline funding and program complexities of the California Children's Services (CCS) program. Support legislation that will help mitigate the demands of the complex medical care and treatment needs for children in California with certain physically disabling conditions.

CHRONIC DISEASE PREVENTION AND WELLNESS PROMOTION

Chronic diseases contribute to overall health problems statewide. Many of these chronic conditions and their adverse effects are preventable. However, inadequate resources and programs dedicated to the prevention and control of these chronic conditions, contribute to more money being spent on ineffective health care and to a diminished quality of life for residents.

Legislative Position: Support legislation or budget actions in preventive health services or activities that will improve community health outcomes, encourage the enhancement of Federal and State funding to support these efforts at the local level and seek to improve nutrition, obesity and fitness education programs as well as health literacy in California's population.

COMMUNICABLE DISEASE CONTROL

The control of infectious disease, through immunizations, surveillance, disease investigation, laboratory testing and response activities have long been a fundamental and statutorily required responsibility assigned to local government public health agencies.

Legislative Position: Support legislation or budget actions that will increase State and Federal funding and resources directed at building the capacity of local public health departments to combat and control communicable diseases.

FOOD SAFETY

San Bernardino County's Department of Public Health has a long interest in the availability of a safe food supply. During the early 20th century, contaminated food, milk and water caused many foodborne infections. Public awareness dramatically increased during this time and led to the passage of the Federal Pure Food and Drug Act. In the late 20th and early 21st centuries, food safety and security continue to be of public health interest. The national recall of California-grown spinach and the international recall of Chinese produced foods have proven that food has become a global commodity and that impurities at any step of production can have widespread public health impacts.

Legislative Position: Support legislation or budget actions that will protect and ensure the safety of California's food supply.

HEALTH DISPARITIES AND HEALTH INEQUITIES

Health disparities and inequities result from numerous interactions between community environments, social pressures, lifestyle factors and economic conditions. In California, minority populations have a well-documented higher incidence of chronic diseases, higher mortality rates and poorer health outcomes. In addition, low-income residents, regardless of race, lack access to regular medical care and lack adequate health insurance coverage, if any at all. Local health departments have begun to emphasize programs to reduce these disparities; however, resources, staff and community awareness must be increased in order to be effective.

Legislative Position: Support legislation or budget actions that will reduce health disparities and inequities by working to eliminate barriers to good health for California's diverse population.

HEALTH CARE REFORM

Given California's mounting coverage gap and rising health care costs, the State will benefit significantly from the recently enacted health care reform legislation. The Patient Protection and Affordable Care Act (PPACA) is a historic and comprehensive Federal health care reform law. Through the next ten years, the law will put in place 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. The PPACA is unique in that some of its provisions are going into effect this year and other elements will phase in over the next several months and years.

Legislative Position: Support legislation or budget actions that will focus on providing patient-centered, timely and effective care, maintain HIPAA standards while ensuring confidentiality and patient safety.

JAIL MEDICAL SERVICES

The growing number of inmates in State and local correctional facilities has had major impacts on public expenditures for facility development and operations. County costs have been rising not only because jail population is expanding, but also due to court-mandated standards for care and the increasing prevalence of medical and mental health problems among inmates. Counties have a substantial financial commitment for jail medical services, including emergency room evaluation, emergency hospitalization of individuals in the custody of police or sheriff prior to booking, medical screening of all inmates after booking and outpatient and inpatient medical care of individuals in the custody of the sheriff after booking.

Legislative Position: Support legislation or budget actions that will require the inclusion of medical service and medical facility costs in projections for overall facility/operational costs as part of public funding for new jail facilities. Support legislation that will require State financial participation in the funding of medical facilities and medical care for inmates in county correctional facilities.

JUVENILE JUSTICE HEALTH CARE

Lack of access to medical care is an acute problem for youth currently incarcerated and those exiting the juvenile detention system. Many have never seen a physician or mental health professional and are in need of medical care that is necessary to treat severe health conditions. Failure of a ward to receive treatment for a mental health or substance abuse disorder can be a significant factor in the high rate of recidivism among youth. In the State corrections juvenile division's facilities alone, 85 percent of the youth have substance abuse problems and 71 percent have three or more diagnosable mental health disorders. Considering the current financial situation, counties can ill afford to provide this care.

Legislative Position: Support legislation or budget actions that will provide additional health care funding for juveniles exiting the juvenile justice system. Support legislation that will enable counties to receive Medi-Cal reimbursement for medical and mental health services provided to eligible individuals, less than 21 years of age, entering county juvenile detention facilities.

LOCAL HEALTH DEPARTMENT SIMPLIFICATION

California's local health departments administer a myriad of State and Federal categorical public health programs. Each of these critical programs is part of their overall mission. Most of these public health programs have historically been developed and organized around categorical funding streams and target populations, rather than on core public health functions and sound principles. The result is a maze of contracts and administrative requirements with little consistency between the two. Each public health program has its own reporting, training and staffing requirements, with little consistency in program or administrative requirements.

Legislative Position: Support legislation that will simplify the process of contracting with the State Department of Public Health and allow local health departments to develop a system for the delivery of comprehensive and coordinated public health services to their communities.

NURSE VISITATION

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, nurse visitation programs empower pregnant women and their families to improve their health, education and economic self-sufficiency. However, State and Federal funding is essential if nurse visitation programs are to be made available to all eligible first-time, low-income families.

Legislative Position: Support legislation or budget actions that will provide funding for nurse visitation programs.

PAROLEE AFTERCARE PROGRAMS

AB 900, the prison reform bill signed into law in 2007, requires post-release aftercare treatment for parolees. Counties are already bending under the weight of budget cuts and funding shortfalls and are in no condition to provide health services to parolees and early release prisoners. The State should be responsible for providing adequate funding for aftercare services to the counties. Unless counties receive additional funding for these services, they will have to divert money intended for other purposes to provide post-release aftercare services for parolees. As such, these services will be an unfunded mandate.

Legislative Position: Support legislation or budget actions that will provide additional funding for counties to provide post-release aftercare services for treatment of parolees.

PUBLIC HEALTH EMERGENCY PREPAREDNESS

The anthrax attacks post-September 11 identified 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 identified 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.

Legislative Position: Support legislation or budget actions that will promote fair and equitable funding to local health departments for public health emergency preparedness.

PUBLIC HEALTH FUNDING

The sharp downturn in the U.S. economy has led to funding cutbacks that are jeopardizing the ability of Local Health Departments (LHDs) to protect and improve health. These funding cutbacks are continuing and deepening, eroding the capacity to deliver the core functions of assessment, policy development and assurance on which the State, Federal government and community residents have come to depend.

Substantial funding cutbacks from local, State and Federal government sources are the greatest source of revenue loss for LHDs. At the same time, demands for services are increasing in the community, arising from higher unemployment, changing patterns of disease and reduced incomes.

Legislative Position: Support legislation or budget actions that will protect and restore public health funding and provide support for public health infrastructure.

PUBLIC HEALTH WORKFORCE

The current public health workforce is aging rapidly with many local health departments struggling to fill critical positions, including public health laboratory directors, public health microbiologists, public health nurses and registered environmental health specialists. A study by the National Center for Health Workforce Analysis, found that recruitment difficulty for public health professionals is widespread and these recruitment problems affect the existing public health workforce. This inability to fill vacant positions typically has led to chronic understaffing and difficult working conditions. Many local public health departments report that they have learned to 'do more with less', but in many instances, they are unable to maintain necessary service levels.

Legislative Position: Support legislation or budget actions that will promote the development of the public health workforce.

TRANSITIONAL ASSISTANCE

CALWORKS ALIGNMENT WITH TANF

State regulatory alignment of CalWORKs with the Temporary Assistance to Needy Families (TANF) Federal Rules would afford the State and counties the potential of meeting the Work Performance Rate (WPR), while realizing a cost savings. However, the misalignment between CalWORKs and the Federal Work Performance requirements creates a number of problems. The higher State requirement results in additional administrative, childcare, supportive service and maintenance of effort costs and hampers the State's ability to meet Federal participation requirements. County welfare departments must expend additional effort beyond what is federally required to engage Welfare-to-Work participants in the full number of CalWORKs work activity performance hours, as opposed to the fewer federally required hours.

Legislative Position: Support legislation or budget actions that will align CalWORKs and the TANF Federal Final Rule.

CALWORKS OVERPAYMENT CLEAN-UP

An overpayment is defined as any amount of aid payment an Assistance Unit (AU) received to which it was not eligible. As currently written, once a case with an overpayment balance is discontinued and if the caretaker relative was not an AU member (unaided) at the time of the overpayment, the County cannot demand payment or seek other recovery methods even if he/she caused the overpayment. However, the County can demand and recoup payment from any child who was aided at the time the overpayment occurred. Note that a caretaker relative may also be the parent of the child.

Legislative Position: Support legislation or budget actions that will enable counties to collect overpayments from caretaker relatives, except relative caregivers providing care for foster youth, regardless of whether or not they were aided at the time the overpayment occurred and would preclude collections from AU members who were minors at the time of the established overpayment.

VETERANS AFFAIRS

GOVERNOR'S MEMORIAL CERTIFICATE

In 1962, President John F. Kennedy established the President's Memorial Certificate to honor the memory of honorably discharged deceased veterans. The certificate is available to the next of kin and other loved ones of the veteran. Other states have taken the next step and have established a Governor's Memorial Certificate that is modeled on its Federal predecessor. It is meant to serve as a "final thank you" to the men and women who have served this country honorably. California has the opportunity to join our Nation and other states in honoring these individuals and their family's sacrifice in a meaningful way that would be at nominal cost to the State.

Legislative Position: Support legislation or budget actions that will create a Governor's Memorial Certificate in the State of California.

FUNDING FOR COUNTY VETERANS SERVICE OFFICES

County Veterans Service Offices (CVSOs) play a vital role in the local veteran community, not only within the VA claims process, but in other aspects as well. This includes providing information about all veterans' benefits (Federal, State and local), as well as providing claims assistance for all veteran-related benefits, referring veterans to ancillary community resources, providing hands-on development and case management services for claims and appeals and transporting local veterans to VA facilities.

Legislative Position: Support legislation or budget actions that will increase State subvention of County Veterans Service Offices.

INCARCERATED VETERANS DOCUMENTATION

It is estimated that approximately 10 percent of individuals incarcerated in California prisons are veterans and over 10,000 veterans are paroled every year. Many incarcerated veterans do not understand that they may be eligible to benefits and services upon release and are released without needed support. Permitting the California Department of Corrections and Rehabilitation to collect and provide data on incarcerated veterans would be a step towards closing this gap.

Legislative Position: Support legislation or budget actions that will permit CDCR to collect and provide information on incarcerated veterans to the CDVA.

WORKFORCE DEVELOPMENT

LOCAL WORKFORCE INVESTMENT BOARDS

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

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

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

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

PUBLIC SAFETY

The overall safety and security of the residents of the County remains a top priority. With the threat of shifting State inmates to counties and early release of prisoners, the County will continue to monitor corrections reform. In addition, in light of recent fire devastation, comprehensive fire protection and emergency response is imperative to the safety of the people and property of the County. Areas of policy development included in the Public Safety section consist of issues ranging from early release, corrections reform and public safety funding. The following are priority County Public Safety positions:

- Support legislation or budget actions that will provide adequate law enforcement funding and public safety operations.
- Support legislation or budget actions that will enhance inmate and officer safety in detention and correction operations.
- Support legislation or budget actions that will assist in the campaign against illegal narcotics manufacturing and use.
- Support legislation or budget actions that would enhance the safety of citizens and property by maintaining and increasing funding for fire protection

- Oppose legislation or budget actions that will erode public safety at the State and local level.
- Oppose legislation or budget actions that will lead to the early release of violent and sex offender inmates.
- Oppose legislation or budget actions that will decrease sentences.
- Oppose legislation or budget actions that will decrease law enforcement funding.

COUNTY EMERGENCY OPERATION CENTERS (EOC)

County Fire

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 boundaries between incorporated and unincorporated areas. By working with cities, as well as with its own resources, the County of San Bernardino is better equipped to protect its citizens and provide rapid response to calamities.

Legislative Position: Support legislation or budget actions that will fund County Emergency Operation Centers and adequately fund the centers to support state-of-the-art technology.

RESTORATION OF JJCPA AND JPCF FUNDING LEVELS

Probation

The Juvenile Justice Crime Prevention Act (JJCPA) was enacted in 2001 through AB 1913 and later administratively tied to the Community Oriented Police Services (COPS) funding stream. The Juvenile Probation and Camps Funding (JPCF) have been an integral part of county juvenile probation funding. Funding for both of these programs has steadily declined in the past few years and in 2009-10, was placed under Vehicle License Fee (VLF) funding. The VLF funding stream is scheduled to sunset on June 30, 2011. Additionally, the fluctuating nature of VLF provides an unstable funding source that has experienced a significant decline over the last two years.

Legislation Position: Support legislation or budget actions that will restore stable funding for the Juvenile Justice Crime Prevention Act and the Juvenile Probation and Camps Funding program to, minimally, the 2007-08 funding levels.

HOUSING, LAND USE AND TRANSPORTATION

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 the Housing, Land Use and Transportation section consists of community development, regional planning, land use, environmental impacts and transportation. The various departments in this section provide services ranging from housing policies, planning, and environmental impact mitigation to transportation. The following are priority County Housing, Land Use and Transportation positions:

- Support legislation or budget actions that protect existing or designate new local transportation funding, project delivery and administrative flexibility.

- Support legislation or budget actions that will mitigate the impacts of freight and congestion on the County's residents.
- Support legislation that streamlines the California Environmental Quality Act (CEQA) process.
- Support legislation or budget actions that will promote high quality sustainable development.
- Support legislation or budget actions that promotes the development of renewable projects while ensuring that impacts on County services are mitigated.
- Oppose legislation or budget actions that erode local land use authority.
- Oppose legislation or regulatory actions that utilize climate change policy as a vehicle to restrict or remove local land use authority.

ACCESS TO AND THROUGH FEDERAL PUBLIC LANDS

Historic access on Federal public lands, primarily administered by the Bureau of Land Management (BLM), has been allowed under R.S. 2477. That law, dating from 1866, was repealed in 1976, but rights-of-way created under the act remain in force. Under Federal law, the rights-of-way were "self issuing," with no documentation issued by the Federal agency or recordation on Federal public land records. Within San Bernardino County virtually all primary road systems outside the urban area were created and are so authorized, as well as thousands of miles of secondary routes exist on the 8 million acres of public land in the County. These provide a variety of public access for commercial and recreational uses that exist, or are permitted under a variety of Federal laws.

Legislative Position: Oppose legislation or budget actions that will require State review when local governments seek rights-of-way for existing roads and routes on Federal lands under R.S. 2477, recordable disclaimer regulations or any other legal means.

AIRPORT LAND USE COMMISSION

Similar to other counties, the County of San Bernardino and cities within San Bernardino County exercise their legal authority to adopt the alternative airport land use procedures, thereby designating Planning Commissions of each jurisdiction to assume the planning responsibilities of an Airport Land Use Commission (ALUC). For example, if a project is within the boundaries of an airport comprehensive land use plan, the San Bernardino County Planning Commission is augmented with two additional members who have aviation expertise. These additional members are selected from the existing San Bernardino County Airports Commission. Given the County's large geographical area (over 20,000 square miles within four major regions), the current process is sufficient and fulfills the Legislature's original intent to protect the public health, safety and welfare by ensuring the orderly expansion of airports.

Legislative Position: Support legislation or budget actions that will preserve the County's alternative land use process for projects around airports.

BRIDGE REPAIR WITH COUNTY FORCE ACCOUNT

Section 22031 of the Public Contract Code grants county boards of supervisors or county road commissioners the discretion to use county forces (force account) to conduct minor road maintenance or contract out the work by soliciting bids under an abbreviated process. This flexibility allows counties to spend scarce transportation funds in the most efficient manner possible for county highway maintenance needs that require immediate attention without having to go through a costly and time-consuming bidding process. Counties use force accounts for many of these smaller projects and put larger projects out to bid. The use of force account work is ideal for maintenance projects without a definable scope, such as spot repairs and crack sealing, etc. Use of force account work allows counties to do more projects with ever shrinking budgets. However, this provision currently does not apply to minor bridge maintenance. A change in existing law is needed to allow counties to use force account labor for minor bridge maintenance.

Legislative Position: Sponsor or support legislation to allow the use of county force accounts for minor bridge repairs.

HIGHWAY RESOURCE ALLOCATION

A substantial amount of public resources, including Federal and local funds are utilized to fund landscaping improvements, which in turn are maintained by Caltrans. However, regional landscape maintenance has been disproportionately underfunded.

Legislative Position: Support legislation or budget actions that will ensure an equitable reallocation of resources to maintain landscaping along the County of San Bernardino's freeways to adequate and appropriate levels.

IMPLEMENTATION OF SB 375

The County recognizes its role in enacting environmentally friendly policies, serving as environmental stewards and promoting environmental awareness. Building upon its existing record of environmental leadership, the County adopted a Green County initiative. The initiative is intended to promote environmental building standards, reduce pollution, decrease effects on climate change and cultivate ecologically responsible habits in the daily lives of our residents and businesses. While the County is in favor of reducing emissions, reducing vehicle miles traveled and streamlining the California Environmental Quality Act (CEQA) process, there remain reservations and concern about SB 375 implementation. The transfer of county planning authority to a Metropolitan Planning Organization is not the best solution to reach the provisions in the legislation.

Legislative Position: Support legislation or budget actions that will mitigate the financial and economic implications of implementing SB 375 on local government.

OPEN SPACE SUSTAINABILITY

Development projects undergo CEQA review, which requires mitigation land be set aside as a condition of approval. Currently, no regulations exist regarding the actual management of the land, or funding for the management. In the absence of regulations, organizations have received off-site conservation land but have done nothing to ensure the sustainability of the habitat or species on the land. No regulations or policies prevent organizations in receipt of endowment funds from using funds improperly such as litigation against developers and other agencies.

Legislative Position: Support legislation or budget actions that will require entities that agree to accept responsibility for the preservation and maintenance of any land set aside for mitigation purposes to create a management plan, conduct a biological study and ensure that all endowment funds are used for habitat management preservation purposes.

REFORM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND THE ENDANGERED SPECIES ACT

Currently, the California Endangered Species Act (CESA) requires "sufficient scientific information" to support requests for listing or delisting of an animal or plant pursuant to the Act or to modify an existing listing status. However, scientific data is not required in implementing the Act or other related Fish and Game Code provisions on a day-to-day basis. Likewise, when considering potential impacts to biological resources posed by development projects during review under the California Environmental Quality Act (CEQA), impact assessments and prescribed mitigation measures often lack scientific credibility. The County is seeking legislative reform to related statutes and regulations to incorporate science-based implementation and enforcement of CESA and CEQA.

Legislative Position: Support legislation or budget actions that will reform the California Endangered Species Act and California Environmental Quality Act to require scientific justification for regulatory or judicial actions affecting land use decisions by local jurisdictions.

SOUTHERN CALIFORNIA LOGISTICS AIRPORT

Southern California Logistics Airport (SCLA), formerly George Air Force Base, was closed in 1992. This closure severely impacted the economy of the High Desert region with the loss of 7500 military and civilian jobs and an economic impact of \$380 million. The High Desert region remained in a "recession" condition throughout most of the 1990s. The former Base is now operated by the City of Victorville and a Joint Powers Authority consisting of the High Desert cities and the County of San Bernardino. It is widely understood that the industrial and commercial development of SCLA will be the economic engine that will drive the economy and create jobs for the region.

Legislative Position: Support legislation or budget actions that will assist Southern California Logistics Airport in its effort to revitalize the economy of the High Desert region.

TRANSPORTATION FUNDING AND PROGRAM ADMINISTRATION

Dedicated transportation funds are an important piece of the funding picture for annual road maintenance and major improvement projects on the County's maintained road system. In recent years, the State has taken a significant amount of dedicated transportation funding to cover the General Fund budget deficit. The magnitude of State budget challenges makes it certain the State will be creative in their effort to include counties as part of its budget balancing solution. San Bernardino County will advocate for the protection of all current transportation funding sources and work to prevent the State from dipping into these funds again to cover budget shortfalls. In addition, recent legislative efforts have sought to curb the flexibility counties have in administering transportation programs for road maintenance and construction, as well as project funding. Administrative flexibility allows local transportation agencies the ability to provide services in a timely and far more cost effective manner. This existing flexibility should be maintained or enhanced.

Legislative Position: Support legislative efforts and budget actions that protect, preserve, or enhance transportation funding, project delivery and administrative flexibility.

TRANSPORTATION INFRASTRUCTURE BETWEEN SCHOOLS AND COMMUNITIES

New schools constructed without adequate drainage or road improvements create a variety of negative impacts to the local community, such as access and safety problems for students and liability issues for cities and counties. In addition, new school construction may not adequately ensure compliance with the Americans with Disabilities Act beyond the perimeter of the school. Section 53097 of the Government Code requires the governing board of school districts to comply with any city or county ordinance regarding drainage improvements or road improvements when constructing onsite improvements to a school. If a school district elects not to comply with these ordinances, the city or county is not liable for any injuries or for any damage to property caused by the failure of the school district to comply with those ordinances. However, no similar statute exists for the construction of new school facilities.

Establishing statutory language requiring school districts to comply with city and county ordinances linking infrastructure improvements on community streets to the construction of new school facilities would decrease local agency liability should a school district elect not to comply with any offsite improvement requirements of city or county ordinances.

Legislative Position: Sponsor or support legislation requiring school districts to comply with city and county ordinances relating to drainage improvements or road improvements and conditions when constructing a new school facility.

INTERSTATE 10 CORRIDOR IMPROVEMENTS

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

CHERRY AVENUE/I-10 INTERCHANGE

Estimated Total Project Cost: \$77 Million

Cherry Avenue is a multi-function arterial and 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 railroad tracks. Cherry Avenue is a regionally significant north/south highway with average daily traffic of over 26,000 with projected traffic count of over 38,000 trips per day by 2035. Cherry Avenue/I-10 Interchange is experiencing 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 to the south of I-10.

Legislative Position: Support legislation or budget actions that will assist in funding the widening and interchange improvement of Cherry Avenue.

CITRUS AVENUE/I-10 INTERCHANGE

Estimated Total Project Cost: \$54 Million

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

Legislative Position: Support legislation or budget actions that will assist in funding the completion of the Citrus Avenue Interstate 10 interchange project.

PEPPER AVENUE/I-10 INTERCHANGE

Estimated Total Project Cost: \$54 Million

Pepper Avenue provides access to the Arrowhead Regional Medical Center and provides 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 and contributing to air quality issues and lengthened commute times. A significant first phase of the project has already been constructed.

Legislative Position: Support legislation or budget actions that will assist in funding the widening and interchange improvement of Pepper Avenue.

CEDAR AVENUE/I-10 INTERCHANGE

Estimated Total Project Cost: \$53 Million

Cedar Avenue is a regionally significant north/south highway with average daily traffic of 39,000 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. It is a truck route, providing access to industrial sites in south Fontana. Cedar Avenue is also a heavily traveled school transportation corridor with a large middle school on the northeast corner of Slover and Cedar Avenue. The over-crossing provides a gateway for a large and growing residential core south of the railroad tracks.

Legislative Position: Support legislation or budget actions that will assist in funding the widening and interchange improvement of Cedar Avenue.

HIGH DESERT CORRIDOR

Estimated Total Project Cost: \$4.3 Billion

The High Desert Corridor is an east/west connection between the I-5 and the I-15, with a link to SR 18 in the Lucerne Valley, which will create a new freight and transportation corridor. A

Public Private Partnership was formed to address the first segment between Palmdale in Los Angeles County and Victorville in San Bernardino County. Caltrans has begun the 63-mile environmental impact report between the State Route 14 and State Route 18 and is targeting its completion in spring of 2013.

Legislative Position: Support legislation or budget actions that will assist the High Desert Corridor Joint Powers Authority's governance and oversight of a Public Private Partnership for the planning, programming, design, construction, maintenance and operation of a six lane expressway connecting inland ports in Victorville and Palmdale and costs associated with project development.

ARROWBEAR DRIVE REALIGNMENT AND WIDENING

Estimated Total Project Cost: \$2 Million

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.

Legislative Position: Support legislation or 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 egress access in an emergency.

CEDAR GLEN FIRE ACCESS

Estimated Total Project Cost: \$2.5 Million

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

Legislative Position: Support legislation or 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 east of Highway 173 in the San Bernardino Mountains.

CUMBERLAND DRIVE: STATE HIGHWAY 18-BALD EAGLE RIDGE

Estimated Total Project Cost: \$6 Million

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

Legislative Position: Support legislation or 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.

DALEY CANYON ROAD INTERSECTION IMPROVEMENTS

Estimated Total Project Cost: \$500,000

Daley Canyon road is a busy access road for the mountain communities off State Highway 18. The proximity of the local High School 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.

Legislative Position: Support legislation or 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.

GLEN HELEN PARKWAY UNION PACIFIC RAILROAD (UPRR) - BURLINGTON NORTHERN SANTA FE (BNSF) GRADE SEPARATION

Estimated Total Project Cost: \$46 Million

The existing Parkway is four lanes west of Glen Helen Park and two lanes within the limits of the proposed grade separation project. The roadway crosses the Cajon Creek via a low-water reinforced concrete box structure, located along the north bank of the creek. This creek carries the main flow from the Cajon Pass watershed, which occasionally floods the existing Glen Helen Parkway in major storms. A proposal for Highway Bridge Program Funds has been submitted to Caltrans to replace the existing inadequate structure on a new alignment suggested by the preliminary planning study analysis currently underway, paid for by the County. However, the project must consider the entirety, not just the crossing of the creek. Both BNSF and the UPRR cross the roadway east of Cajon Creek. The UPRR has a single track at this location, but also uses the BNSF tracks for hauling freight. BNSF has three operational tracks located east of the UPRR. These are main line tracks and experience heavy train traffic coming in and out of the Ports and downtown Los Angeles, with the eastbound trains moving relatively slowly. The Glen Helen Parkway intersection with Cajon Boulevard is stop controlled. The roadway serves as access to I-215 and I-15 for local traffic and access to the Glen Helen Park. This park offers recreational opportunities including fishing, picnicking, camping and horseback riding, as well as special events at the San Manuel Pavilion, which is the outdoor amphitheater in the County and has over 10,000 seats, with an ultimate capacity of 65,000. The Pavilion has a busy schedule of events, including usually 8-12 events during April to October.

Legislative Position: Support legislation or budget actions that will assist with funding to: widen Glen Helen Parkway to four lanes; construct an all weather crossing of the Cajon Creek; and construct a grade separation over both the BNSF and UPRR railroads, with associated approach walls to be used to span the creek and railroads.

HELENDALE ROAD PAVING PROJECT

Estimated Total Project Cost: \$14 Million

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

predictable, allowing commuters to efficiently access intermodal transportation systems, trains and rideshare/vanpools.

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

Legislative Position: Support legislation or budget actions that will assist with funding to pave Helendale Road, currently a dirt road and one lane in each direction within existing right-of-way from Colusa Road within the City of Victorville north to Silver Lakes Road.

INSTITUTION ROAD: GLEN HELEN REHABILITATION FACILITY TO CAJON BOULEVARD
Estimated Total Project Cost: \$10 Million

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. In 2005, the road was closed for so long that helicopters had to ferry personnel to and from the facility. Due to significant environmental issues involving flow regimes and endangered species migration patterns, a more complex bridge structures must be built to create all weather access.

Legislative Position: Support legislation or 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 Corps of Engineers.

LENWOOD ROAD GRADE SEPARATION PROJECT
Estimated Total Project Cost: \$32 Million

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. This grade separation is part of the Alameda Rail Corridor (East) project that has examined the consequences of additional frequency and train length impacts on local communities. Lenwood Road is a major truck traffic connection between State Highway 58 to the north of the Mojave River and the community of Lenwood to the south. State Highway 58 carries significant levels of truck traffic from other states and Las Vegas via I-15 and from I-40 and points east. Main Street, otherwise known as National Trails Highway (NTH or Route 66) provides access to Barstow and Victorville. Barstow is a logical stopping point for many truck drivers, either for changing drivers or for mandatory rest stops.

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.

Legislative Position: Support legislation or budget actions that will assist with funding to provide a grade separation between Lenwood Road and the BNSF railroad tracks.

MONTE VISTA AVENUE REALIGNMENT

Estimated Total Project Cost: \$6 Million

Monte Vista Avenue is a north south route scheduled for construction of a grade separation over the railroad tracks north of State Street by 2010. The realignment of Monte Vista Avenue will complement the local traffic circulation patterns, significantly reducing local congestion. The offset alignment increases congestion. The current four-way stop creates uncertainty over traffic precedence, slowing traffic efficiency, and increasing safety concerns.

Legislative Position: Support legislation or budget actions that will assist with funding to realign Monte Vista Avenue at Philips Boulevard.

NATIONAL TRAILS HIGHWAY BRIDGE REPLACEMENT PROJECT

Estimated Total Project Cost: \$52 Million

National Trails Highway between Daggett and Interstate 40 at Mountain Springs Road serves as an alternate route to Interstate 40 during sand storms, traffic collisions, or other safety concerns. The corridor contains 130 timber trestle bridges (out of 135 total bridges) built over 80 years ago. Of these bridges, 32 are less 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. Currently, Caltrans requires that any bridge replacement the County undertakes on National Trails Highway be constructed with concrete bridges but cannot seem to achieve internal consensus on design. However, the Federal Highway Administration (FHWA) allows the use of AASHTO-approved timber trestle bridges. The cost to replace the existing bridges on National Trails Highway with concrete structures is in excess of \$200 million. The cost to replace the same bridges with AASHTO-approved timber trestle bridges is marked less at \$52 million. Use of the timber trestle replacements will result in reduced cost over concrete structures and maintain the historic, visual and cultural ambience of the existing timber trestle bridges.

Legislative Position: Support legislation or budget actions that will assist in funding towards the design and replacement of 135, 1930's era timber trestle bridges on National Trails Highway that are significantly beyond their design life and replace them with AASHTO approved timber trestle bridges.

NEEDLES HIGHWAY (Project 1)

Estimated Total Project Cost: \$80 Million

Needles Highway is located within the tri-state regional area of Arizona, California and Nevada. Clark County, Nevada, the City of Needles and the County of San Bernardino passed resolutions of support for the project. Needles Highway is the primary access road for the Fort Mojave Indian Reservation; north of the City of Needles it links I-40 and Aha McCav Parkway. Environmental documentation and a Record of Decision are near completion.

Legislative Position: Support legislation or budget actions that will assist with funding to complete construction improvements to Needles Highway between "N" Street within the City of Needles, north to Nevada State Line.

NEEDLES HIGHWAY (Project 2)

Estimated Total Project Cost: \$15 Million

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 the city boundaries. The proposed construction is likely to significantly reduce the frequency and severity of future traffic incidents.

Legislative Position: Support legislation or 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.

NEWBERRY ROAD

Estimated Total Project Cost: \$104 Million

Newberry Road serves both as a framework or reference point between radically different land uses and as paved access across I-40 to the community hub to the south located around National Trails Highway. The community has limited north-south access, with physical barriers of the BNSF railroad tracks and the Mojave River bed. There is no direct traffic access between Interstate 40 and Interstate 15. The Mojave River Valley area is experiencing a resurgence of interest in solar energy with several major projects anticipated to be constructed in the near future. At the same time, the proposed Mother Road National Monument to the east is likely to delineate development uses from conservation uses. Improvement of Newberry Road will provide access to Interstate 40 and Interstate 15 and serve to facilitate construction of several major projects slated to be developed in the future.

Legislative Position: Support legislation or budget actions that will assist with funding to construct a four-lane road on an existing two-lane paved alignment between Interstate 40 to the south and Interstate 15 to the north, crossing the Mojave River.

NISQUALLI YUCCA LOMA CORRIDOR

Estimated Total Project Cost: \$101 Million

The Mojave River is a major east-west obstacle for transportation in the high desert area of San Bernardino County. The Mojave River is also a major watercourse and, in the rainy winter months, is subject to high water flows. With the urban development in this area, additional bridges are becoming necessary, both for ease of movement and for safety. Construction of an additional bridge across the Mojave River and the AT&SF railroad tracks, connecting Yucca Loma Road via Yates Road to Green Tree Boulevard (a distance of approximately 3.4 miles) will provide a necessary structure to facilitate ease of movement across this natural barrier, provide a grade separation across the busy railroad tracks and lead traffic to the new La Mesa/Nisqualli Interchange at Interstate 15 (which will begin construction in 2011).

There are only two crossing points across the Mojave River between Victorville and the Town of Apple Valley, two rapidly growing communities. One crossing link is 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.

Legislative Position: Support legislation or 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.

PHELAN ROAD

Estimated Total Project Cost: \$65 Million

Phelan Road is projected in the County General Plan Circulation Element to become a multi-lane road, 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. The road alignment has been prepared by grading and utility relocation for construction of multiple lanes. Currently, the road is two lanes and is heavily traveled.

Legislative Position: Support legislation or budget actions that will assist with funding to the construct a four-lane road on existing alignment of a two-lane paved road between U.S. 395 and State Highway 138.

ORO GRANDE OVERPASS

Estimated Total Project Cost: \$29 Million

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 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 north 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.

Legislative Position: Support legislation or budget actions that will assist with funding to improve the existing grade separation for National Trails Highway (Route 66) under the BNSF and Union Pacific rail tracks at Oro Grande.

PIUTE WASH BRIDGE PROJECT

Estimated Total Project Cost: \$20 Million

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

Legislative Position: Support legislation or 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.

ROCK SPRINGS ROAD BRIDGE PROJECT

Estimated Total Project Cost: \$30 Million

Rock Springs Road is a major circulation link in the high desert between the Town of Apple Valley and the City of Hesperia. Rock Springs Road is a continuation of the alignment of Main Street and Phelan Road, major streets that intersect with I-15. This link causes many residents of the Town of Apple Valley and the County unincorporated areas to the east of the Mojave River to utilize Rock Springs Road for commuting to work in the Inland Empire, Orange County and Los Angeles County. The proposed project is to construct a four-lane road bridge across the Mojave River on the Rock Springs Road alignment. The road is a major artery between the Town of Apple Valley and the City of Hesperia with approximately 9,900 vehicles per day using the roadway. The Mojave River is a major watercourse and, 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. With the urban development in this area, construction of Rock Springs Bridge is essential, both for ease of movement and for safety. The winter storms of 2004-05 destroyed the low flow crossing. The closure to restore the low flow crossing lasted until October 2005, nearly ten months.

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

Legislative Position: Support legislation or budget actions that will assist with funding to construct a four-lane road bridge across the Mojave River on the Rock Springs Road alignment.

SHADOW MOUNTAIN ROAD BRIDGE AND GRADE SEPARATION PROJECT

Estimated Total Project Cost: \$50 Million

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 (Route 66). At the intersection of Shadow Mountain Road with Helendale Road, the Mojave River parallels Helendale Road and any traveler is required to detour to the north over the Vista Road bridge and over an at-grade railroad crossing 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.

Legislative Position: Support legislation or 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.

STATE STREET STATE ROUTE 210 TO CAJON BOULEVARD

Estimated Total Project Cost: \$20 Million

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

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

Legislative Position: Support legislation or 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.

SUMMIT VALLEY ROAD

Estimated Total Project Cost: \$21 Million

Summit Valley Road, branching from State Highway 18 is proposed as a vital project; an alternative paved access route between the San Bernardino/Los Angeles Basin and the High Desert Communities. The San Gabriel and San Bernardino Mountains create a formidable barrier to road and rail transportation between the Pacific Rim Port Cities, the densely populated Los Angeles Basin and Inland Valleys to the High Desert communities and on to other states. The Cajon Pass, created by the San Andreas Fault system, is the most direct and feasible transportation corridor link between Inland Southern California, the High Desert and ultimately Nevada and Northern Arizona. Burlington Northern/Santa Fe and Union Pacific Railroads use this corridor. I-15 and State Highway 138 routes are currently the only paved highways through the Cajon pass. State Highway 138 near the Summit Valley Road intersection also provides critical access to the San Bernardino National Forest. Summit Valley Road provides alternative access to the Victor Valley area in the event of closures on State Highway 138 and I-15. A cooperative agreement will be necessary with both Caltrans (junction of State Highway 138) and the City of Hesperia. An interim paving of the road on the existing alignment has been completed with local monies. An agreement with the City of Hesperia has been formulated for a proportionate share of costs. This interim road is a paving of one lane in each direction and does not address the ultimate design envisioned in the County Master Plan of a multi-lane major highway on a different alignment connecting State Highway 138 with Rancho Road that is currently under design to provide a grade separation at the railroad tracks. Ultimately, a newly aligned four-lane major arterial road is the preferred outcome for this item.

Legislative Position: Support legislation or 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.

WILD WASH ROAD

Estimated Total Project Cost: \$25 Million

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 Interstate 15. The Local Agency Formation Commission for San Bernardino County (LAFCO) has apportioned a significant area around the community as a sphere of influence independent of the City of Victorville to the south. Current links within the community include National Trails Highway (essentially a north south connection between Barstow and Victorville), Helendale Road (which connects Victorville with State Highway 58 in the north) and Shadow Mountain Road to the west (which provides access to U.S. 395). There is an existing freeway interchange at Wild Wash Road, but the road is unpaved beyond a few hundred feet. Construction of Wild Wash Road would provide a needed easterly access to Interstate 15.

Legislative Position: Support legislation or budget actions that will assist with funding to the construct a two-lane paved road from I-15 west to Helendale on an alignment currently served by an unpaved road.

CULTURAL, EDUCATIONAL AND RECREATIONAL SERVICES

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

- Support legislation or budget actions that balance economic development and environmental stewardship.
- Support legislation that provides County residents with access to information that promotes knowledge, education, lifelong learning, leisure and cultural enrichments.
- Support legislation that promotes the conservation of the County's natural resources.
- Support legislation or budget actions that provide adequate funding for the County's cultural, educational and recreational programs.
- Support legislation that preserves the County's natural and historical land resources and infrastructure.

CALIFORNIA LIBRARY SERVICES FUNDING

The California Library Services Act provides funding to public libraries through the State Library. The Act promotes resource sharing and reimburses public libraries for loans to people living in other library jurisdictions. In recent years, State matching funding was significantly reduced due to other State budget priorities. Due to the demographics of the County, resource sharing is

significant amongst the County's Library system. Further reductions in funding may discourage libraries from lending resources to neighboring libraries' residents.

Legislative Position: Support legislation or budget actions that will fund the California Library Services Act.

PUBLIC LIBRARY FOUNDATION PROGRAM FUNDING

The Public Library Foundation (PLF) was established by the State Legislature in 1983 to provide State Aid to local libraries. As an item in the State Budget, the PLF allocation is subject to the extensive budget negotiation process. It is a straight per capita formula. The maximum amount allocated to the Fund was \$57 million in fiscal year 2000-01 and 2001-02. Since that time, it has declined 78 percent. San Bernardino County's Library has utilized these funds to purchase books for its libraries. The significant decline in this funding has precluded the library from purchasing enough materials to meet the demand and in times of recession, the demand for materials in public libraries increase as more people turn to public libraries for assistance.

Legislative Position: Support legislation or budget actions that will increase funding for the Public Library Foundation Program.

MOJAVE RIVER WATERSHED INTERPRETIVE JOINT VENTURE PROJECT

Estimated Total Project Cost \$1.2 Million

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

Legislative Position: Support legislation or budget actions that will assist in funding the Mojave River Watershed Interpretive Project.

EARTHQUAKE PARK JOINT VENTURE PROJECT

Estimated Total Project Cost: \$1.5 Million

A collaborative project between San Bernardino County's Museum and Regional Parks, Earthquake Park is a public partnership effort developed to educate residents and visitors to the region about the unique characteristics of a 10,000-acre tract of land within the San Bernardino National Forest and located in the Cajon Pass in San Bernardino County. This area has a rich natural and cultural history that is well suited to interpretation through the implementation of Earthquake Park.

Legislative Position: Support legislation or budget actions that will assist in the funding for the Earthquake Park Program.

SANTA ANA RIVER WATERSHED JOINT VENTURE INTERPRETIVE PROJECT

Estimated Total Project Cost: \$1.2 Million

A collaborative project between San Bernardino County's Museum and Regional Parks, the Santa Ana River Watershed Interpretive Project offers an exciting innovative educational venture that allows for shared resources and expertise to establish a stellar interpretative project for one of the most recognized regional resources, the Santa Ana River Watershed in Southern California.

Legislative Position: Support legislation or budget actions that will assist in funding the Santa Ana River Watershed Interpretive Project.

MUSEUM HALL OF GEOLOGICAL WONDERS EXHIBITIONS AND PROGRAMS

Estimated Total Project Cost: \$1 Million

The County Museum campus buildings were constructed in 1974. Since that time, museum conservation practices and public needs have changed. It is extremely important to the residents of San Bernardino County and the region that the museum provide contemporary exhibitions, modern museum collection care, diverse learning programs and greater opportunities for public education and appreciation of regional natural and cultural heritage. The San Bernardino County Museum has systematically assessed needs for short and long term enhancements of County services for County and regional residents and visitors. A critical aspect of the Museum capital improvement plan is modernizing the Museum's facilities. The Museum's 12,000 square foot Hall of Geological Wonders will be the benchmark for enhancing exhibitions and public programs for visitors and benefit the region economically. In order to serve the growing cultural and informal education needs of inland Southern California, the County Museum will showcase and interpret the rich geologic and paleontologic history of the region.

Legislative Position: Support legislation or budget actions that will assist in funding the San Bernardino County's Museum Hall of Geological Wonders.

FLOOD CONTROL AND WATER RESOURCES

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 FEMA Flood Insurance Rate Maps and provides support to Zone Advisory Committees. It is a priority of the department 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 and Water Resource legislative positions:

- Support legislation or budget actions that promote environmental-friendly flood control improvements.
- Oppose legislation or budget actions that diminish the performance of flood control systems.
- Support legislation or budget actions that mitigates storm water and urban runoff into the flood control system.
- Support legislation or budget actions that fund the planning, construction, operation and maintenance of watershed or flood control projects.

- Support legislation or budget actions that maintains or improves upon the supply of adequate and quality water.

FISH AND GAME CODE CLARIFICATION

The State Fish and Game Code Section 1601 was passed to prevent and reduce streambed alteration, which can disturb natural species. The Resource agency's narrow interpretation of Section 1601 has limited local agencies' ability to repair and maintain their various types of basin and channel facilities. Flood Control Districts have been impacted the most by the interpretations since they have not been allowed to clear and repair basin and channel facilities. These facilities require routine clearing and repair prior to the beginning of the normal storm season, which begins October 15. The consequences of not having flood control facilities ready for the storm season can result in dire risk to life and property.

Legislative Position: Support legislation that will clarify or limit interpretation of the State Fish and Game Code 1601 to allow regular maintenance of flood control and other public facilities.

FLOOD CONTROL INFRASTRUCTURE IMPROVEMENT FUNDING

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

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

Legislative Position: Support legislation that will develop State and Federal funding sources for the repair, improvement and construction of flood control infrastructure projects outside the Delta/Central Valley region.

FLOOD CONTROL INFRASTRUCTURE PROTECTION LEVEL

The approval of Propositions 84 and 1E in 2006 requires the State to develop a State Flood Plan. One of the elements being considered within the plan is the requirement that flood control facilities must be built for a 200-year storm event. Currently, most flood control districts use a 100-year storm event as the design criteria for regional facilities. Methodology used to derive a 100-year storm hydrology varies per region. Using Federal Emergency Management Agency guidelines/criteria as a base will make the minimum level of protection in the State consistent and allow individual entities to continue using their more conservative methods. Increasing the requirement to a 200-year event especially without a guideline definition would place an incredible financial burden on all flood control districts within the State. This would compound the existing issues of aging infrastructure and lack of funding mechanisms to repair, replace and build adequate flood control systems.

Legislative Position: Support legislation that will limit the required flood control protection in the State Flood Plan to a 100-year storm event as defined by Federal Emergency Management Agency guidelines.

FLOOD CONTROL SUBVENTION FUNDS

As part of the Seven Oaks Dam and San Timoteo projects, which were funded in part by the U.S. Army Corps of Engineers (USACE), State subvention funds supplemented the Federal funds. The subvention fund program went unfunded for several years. In 2006, Proposition 1E approved approximately \$500 million and Proposition 84 approved approximately \$180 million to be allocated for subvention funds statewide. However, this funding was stopped due to the State budget crisis. The San Bernardino County Flood Control District (District) currently has \$7.6 million in subvention funds outstanding for San Timoteo Channel and Seven Oaks Dam/Santa Ana River projects. Both projects are in the San Bernardino Valley and protect residences and businesses all the way west to the California coast. The District is not the only agency awaiting subvention funds. Many agencies including the District are not able to fund other important flood control, water quality and water conservation projects due to the payment delays.

Legislative Position: Support legislation that will fully fund the Flood Control Subvention Program based on the voter approved Propositions 84 and 1E

STORM WATER RECHARGE PROJECT FUNDING

California is in a water crisis. Throughout the State, existing infrastructure is inadequate to handle the growing need of the citizens, agriculture and commerce. The continuing drought has exacerbated the situation. A variety of solutions and approaches have been discussed and investigated. One of the biggest untapped resources throughout the State is still not at the forefront of the water solution table; that resource is storm water recharge infrastructure. Hundreds of flood control facilities exist in the State. The San Bernardino County Flood Control District alone has over 218 basins. Many of these basins can be modified to allow water percolation to recharge the groundwater table. Other basins are slated for construction but a lack of funding is available to move forward with these projects.

In 2006, California taxpayers approved Propositions 84 and 1E, creating funding directed at water and flood control issues but the funding was concentrated on floodplains and levees. Most of the funding was directed towards the Delta/Central Valley region. The current program sets very limited allowance for infrastructure construction projects, which is an issue throughout the State. Most grants limit the use of funds for infrastructure.

Legislative Position: Support legislation that will provide State funding sources for the improvement and construction of storm water recharge projects.

CLEAN WATER ACT CLARIFICATION

The Federal government passed the Federal Water Pollution Control Act or Clean Water Act to prevent and reduce the contamination of water. The State subsequently approved the Porter-Cologne Water Quality Control Act. Resource agency's interpretations of Sections 401 and 404 of the Clean Water Act have limited the ability of local agencies to maintain their various types of facilities. Flood control districts have been impacted the most by this narrow interpretation, since they have not been allowed to implement routine maintenance or clean out basin and channel facilities. These facilities must be cleared and repaired before the start of the normal storm season, which begins October 15. The consequences of not having flood control facilities ready for the storm season can result in unnecessary risk to life and property.

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

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

PERCHLORATE CONTAMINATION

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. The County has taken the lead with respect to addressing the Western Plume, under the oversight of the California Regional Water Quality Control Board, Santa Ana Region, and the State Department of Toxic Substances Control. 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.

The County continues to cooperate with stakeholders in the Basin, including water purveyors, to address perchlorate contamination. In addition, the County is participating in studies being conducted by the United States Geological Service to further characterize groundwater flows and differentiate the types of perchlorate in the Basin.

Legislative Position: Support legislation or budget actions that will assist the public entities' efforts to clean up impacts created by the existence of perchlorate contamination to soil and groundwater within San Bernardino County.

SANTA ANA RIVER MAINSTEM FLOOD PROTECTION PROJECT

Estimated Total Project Cost: \$1.7 Billion

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

Completion of all of the features will provide (a) necessary flood protection within Orange, Riverside and San Bernardino Counties; (b) enhancement and preservation of marshlands and wetlands for endangered waterfowl, fish and wildlife species; (c) recreation amenities; and (d)

floodplain management of the 30 miles of Santa Ana River between Seven Oaks Dam and Prado Dam.

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

Legislative Position: Support legislation or budget actions that will assist in funding the engineering, construction, right-of-way acquisition and environmental mitigation for Prado Dam, Seven Oaks Dam and Reach 9 of the Lower Santa Ana River reach.

SEVEN OAKS DAM WATER QUALITY SPECIAL STUDY

Estimated Total Project Cost: \$8.6 Million

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

San Bernardino County is working with the Corps of Engineers to determine causes, effects and possible remediation of debris and other water quality issues in this newly completed flood control reservoir. Efforts may lead to alteration or addition of structural features and/or changes to the current operating procedures.

Legislative Position: Support legislation or budget actions that will assist in the subvention funding to complete a feasibility phase study and to start identifying alternatives and develop plans for implementation.

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

Estimated Total Project Cost: \$10.6 Million

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

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

San Bernardino County is currently designing the expansion of Basin #3 and the plans are in the final stages of review and environmental clearance. The basin improvements will include a riparian revegetation area using native plant material. The basin will also be available to the San Bernardino Municipal Water District to use as a water recharge area. Construction has in part

been delayed due to a lack of funding. Basin #3 is critical to flood prevention and contains water quality, water conservation and ecosystem restoration elements. The current cost estimates for Basin #3 is \$10.6 million. With adequate funding, construction could start as soon as spring 2011.

Legislative Position: Support legislation or budget actions that will assist in the funding of construction of the Cactus Basin #3 flood protection, water quality and water conservation project.

HESPERIA BASIN FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Estimated Total Project Cost: \$20.7 Million

Hesperia Basin was identified in the Hesperia Master Plan of Drainage as a priority facility for flood protection, water quality and water conservation for the High Desert area. The 850 acre-foot basin is proposed to be located just south of the Department of Water Resources (DWR) California Aqueduct, between Bandicoot Trail and the Edison Easement, in the unincorporated area of San Bernardino County adjacent to the City of Hesperia. At the request of DWR, a study was conducted by the San Bernardino County to consider the closure of several existing drop inlets along the California Aqueduct. DWR is currently reviewing the preliminary design and study submittal. The closures would be necessary for the proposed expansion of the aqueduct by DWR and to improve the quality of the imported water. The proposed basin is consequently larger to accommodate the closures. The basin will mitigate the additional flows generated by the upstream development and safely convey these flows to the existing aqueduct over-crossings. This project would be a joint effort with DWR and is highly anticipated by the City of Hesperia.

The current construction cost estimate is \$20.7 million. It is proposed that cost participation by DWR in the construction of the Hesperia Basin system be determined based on the difference in cost for pre and post drop-inlet closure; this would be approximately \$10.9 million, excluding processing of environmental studies, permits and mitigation costs.

Legislative Position: Support legislation or budget actions that will assist in California Department of Water Resources funding for the construction of the Hesperia Basin system.

SAN SEVAINE CHANNEL FLOOD PROTECTION AND WATER CONSERVATION PROJECT

Estimated Total Project Cost: \$1.2 Million

The San Sevaine Channel was damaged during the Christmas Day storm of 2003. FEMA denied the damage claims due to construction work that was being conducted just prior to the storm event. The channel protects homes and businesses, as well as Interstate 15 in the Rancho Cucamonga and Fontana areas. The San Sevaine flood protection and water conservation project will re-establish the 100-year flood protection level for that area and will provide water conservation with a water turnout structure that goes into Victoria Basin.

San Bernardino County is currently working with the Inland Empire Utility Agency and the Chino Basin Watermaster to finalize the funding agreement for \$491,500 towards the construction. The start of construction is anticipated in spring 2011, if all the funding is in place.

Legislative Position: Support legislation or budget actions that will assist in funding towards the construction of the San Sevaine Channel flood protection and water conservation project.

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

Estimated Total Project Cost: \$21 Million

San Bernardino County is coordinating with the City of Colton on funding for the construction of the Comprehensive Storm Drain Plan 3-5/3-8 flood protection project. The City has already constructed Phase I and is finalizing the design, environmental and right-of-way acquisition for Phases II and III of this project. Phases II and III are estimated to cost \$10.6 million. The City is looking at using storm drain assessment fees to fund Phases IV and V. The entire system is estimated to cost \$21 million. This system protects residences, commercial properties and major transportation corridors including main routes to the regional hospital and the I-10 Freeway. Localized street flooding currently disrupts emergency access to the Arrowhead Regional Medical Center. This project would work in conjunction with existing nearby flood control facilities to reduce that localized flooding.

Legislative Position: Support legislation or budget actions that will assist in funding the construction of Phases II and III of the Comprehensive Storm Drain Plan 3-5/3-8 flood protection project.

CACTUS BASINS #4 AND #5 FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Estimated Total Project Cost: \$22 Million

Construction of the Cactus Basins #4 and #5 flood protection, water quality and water conservation project will incorporate the latest science, engineering technology, climate models and dual-purpose basin innovation. The Basin project will help meet water demands and foster sustainable development.

The Cactus Basin #4 and #5 flood protection, water quality and water conservation project is located in the City of Rialto. Much of the area downstream of the basin is residential. Efforts are underway to improve the Rialto Channel System in several phases to its ultimate demand capacity and to accommodate the increased flows conveyed by the Cactus Channel, north of the new I-210 Freeway. Caltrans and San Bernardino Associated Governments (SANBAG) completed the Cactus Channel in December 2004.

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

The Basin project will help meet water demands and foster sustainable development. The proposed improvements will reduce the potential for major flooding from runoff, including the additional run off that has been created by the completion of the I-210 Freeway, along the project site and preserve the safety and well-being of both life and structures. The improvements will also provide and sustain vital infrastructure necessary to allow the community to continue to grow.

Legislative Position: Support legislation or budget actions that will assist in funding the construction of the Cactus Basin #4 and #5 flood protection, water quality and water conservation project.

WEST FONTANA FLOOD PROTECTION, WATER QUALITY AND WATER CONSERVATION PROJECT

Estimated Total Project Cost: \$30.2 Million

The West Fontana flood protection, water quality and water conservation project is located in the City of Fontana and unincorporated areas of the County of San Bernardino. The channel protects parallel train tracks and residential neighborhoods from flooding. Much of the area has been developed with most of the remaining property scheduled for development within the next ten years. Land development has increased dramatically and has resulted in flooding issues increasing the need for the completion of this project. The channel parallels railroad lines, which carry passengers and freight; trains including the Metrolink Rail, into Los Angeles. Numerous times the rail lines have been flooded causing delays and rerouting of both commercial and commuter trains. This project is also just north of the California Speedway, which holds NASCAR and other large events.

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

Legislative Position: Support legislation or budget actions that will assist in funding towards the construction of the West Fontana flood protection, water quality and water conservation project.

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

Estimated Total Project Cost: \$13.4 Million

The Town of Apple Valley experienced rapid development in recent years, creating a need for increased flood protection. Two sections of the Desert Knolls Wash are planned for improvements to assist with increasing the flood protection in the area. The proposed flood protection, water quality and water conservation project includes improving the existing channel with slope stabilizing materials, such as rip-rap and constructing improvements to reduce the velocity of the water being conveyed into the Mojave River. Reach II extends from the existing concrete channel to the receiving waters of the Mojave River and is estimated to cost \$9 million. Reach III parallels State Highway 18 from Apple Valley Road east to Tuscola and is estimated to cost \$4.4 million.

The project will provide 100-year flood protection for the existing State Highway infrastructure. State Highway 18 is a major arterial highway connecting the Town of Apple Valley to State Highway 15. The project will incorporate the latest science, engineering technology and climate models to assist the effort in meeting water demands and foster sustainable development.

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

Legislative Position: Support legislation or budget actions that will assist in funding towards the construction of the Desert Knolls Wash Reaches II and III flood protection, water quality and water conservation project.

MOJAVE LEVEE PHASE II FLOOD PROTECTION PROJECT

Estimated Total Project Cost: \$1.2 Million

The Mojave River Levee Phase II flood protection project is an extension of the Mojave River Levee Phase I up to the Oro Grande Wash Box in the High Desert area. The preliminary project estimate is \$1.2 million. Currently, San Bernardino County is preparing the final engineering plans and is in the process of acquiring the necessary right of way for the project. Preliminary design is complete. California Environmental Quality Act is covered under Phase I and an ecologist is mapping vegetation for removal. Permits have been delayed and are not expected until the summer of 2011. This project will help to re-establish flood protection for both State Highway 18 and the Victorville Amtrak Station with the armoring of this levee.

Legislative Position: Support legislation or budget actions that will assist in funding the construction of the Mojave Levee Phase II to provide flood protection to State Highway 18 and Victorville Amtrak Station.