

So, what has Fred done for us lately? Why isn't he at social functions?

Fred has always taken current responsibilities more seriously than future personal possibilities. He refuses to neglect the responsibilities he's been chosen to perform when they conflict with unproductive social gatherings and he has work to do.

Fred "stands" for election he doesn't "run" for it. He won't sacrifice the present for future possibilities. He's accepted a large variety of responsibilities in order to do the best possible job for those he represents in a republic. He represents you.

At the City Council he represents all citizens of the city. At the Council of Governments (COG), Regional Transit Authority (RTA) and Economic Vitality Corporation (EVC) it is all the citizens of San Luis Obispo County. At the Revenue and Taxation Policy Committee (R&T) it is all city residents in San Luis Obispo, Santa Barbara and Ventura counties. At LOSSAN, the San Diego to San Luis Obispo Passenger Rail Authority (AmTrak), it is all citizens in the Southern California coastal counties. At the Housing, Community and Economic Development Policy Committee (HCED) it is all citizens of the State of California.

Since joining the City Council he has been intimately involved with reducing property taxes three times; reducing traffic congestion on the highways and major intersections for now and the future; planning the unplanned areas of the city in a productive and efficient manner which respects private property rights and the community's health and safety; maintaining a reserve fund for an economic downturn; developed the city's economic strategy which has helped keep the city's head above water. He has also stood for pay as you go proposals, capped all contracts for outside services saving millions of dollars a year, and required cost payments for cost of services with exceptions for health and safety matters covered by general taxation. Transit, road, resource and economic improvements have been a major part of his efforts.

In the area of resources he has consistently participated in efforts to assess, produce, store, deliver and conserve water resources in a safe and healthy manner. He has testified in writing and in person since 2008 on the state's efforts to control landscape and irrigation water use, the resources of the Delta and local supplies, the state's Water Plan Update 2009 (as recently as January 20, 2010), the "20 X 2020" water conservation plan calling for a 20% reduction of water use in California by 2020 and was the chosen moderator and keynote speaker for a statewide water crisis forum held in San Jose in September 2009.

At the COG and RTA he has successfully gotten approval for needed improvements to road, highway, transit and rail services. He was closely involved with cost savings by assuming the operation and management of our regional transit system in house. He supported the purchase of new headquarters for both the COG and the RTA for less, in payments, than previous rental rates. The RTA let a previous manager go and hired a new more experienced person, who performed additional duties at close to the previously paid salary. Fred served on the screening and selection committee and the budget committee.

At LOSSAN he attended every meeting of 2009 as the alternate delegate when the delegate, a mayor, didn't have time to attend. He was subsequently chosen to be the delegate for 2010. Due to his constant presence and reputation for "doing his homework" he was selected to serve on the three person By-Laws and Joint Powers Agreement amendment and revision committee along with representatives from Los Angeles and Orange counties. He was able to gain full representation for the counties of San Luis Obispo, Santa Barbara and Ventura counties on the board, the executive committee and on the technical advisory committee from a previous document which allowed exclusive power to vest in Los Angeles, Orange and San Diego counties with the rest merely required to help pay the bills. It was a clear case of taxation without representation that was corrected in committee. This committee is a major portion of

the effort to merge the major commuter train services of Southern California into LOSSAN (the city-to-city train services (AmTrak) authority) for better coordination, use of equipment and track and superior service to the traveling and commuting public. Fred paid attention to the details and to insuring balance and fairness throughout the region.

At R&T and HCED Fred has been reviewing legislation and state administrative implementation of legislation for over five years. He obtained major protections for local control in climate change legislation when the authors were trying to vest all authority and power in the hands of state and regional government. He has watch dogged land use legislation and served on sub-committees to look at sales and use tax changes and statewide water policies. He successfully stood firm on preventing unfair increased general sales taxation while supporting the capture of sales taxes on internet and catalog transactions. He also stood firm on equitable distribution of state water bond money. He overcame a concerted effort to divert all of the bond funds to the Delta and State Water Project.

As 2010 dawned the Governor's climate change program was rolling forward with deadlines for achievement and requirements to be met by local government in planning and implementation for air quality and energy conservation. Those plans depend heavily on changes in our transportation methods and procedures.

However, at the end of 2009 he cut off all stimulus money applications for local and city-to-city rail improvements and cut off all transit funding. Then he proposed changing the gas tax formula to put more money into highways and to give incentives to those buying gasoline. He proposed illegally taking local government money away and put in heavy financial penalties for those who don't meet mandate deadlines. Fred found this unacceptable and said so at committee meetings on January 21 and 22.

He made or seconded motions to initiate a legal process to suspend all climate change legislation implementation until after the "fiscal crisis" is over. We cannot be forced to do what we can't afford to do. The motions passed and will be considered for action by the full board of directors at its next meeting. The intent is to extend all deadlines by as long as California has a fiscal emergency.

Next Fred is serving on a subcommittee to make it possible for the conditions and terms of Transit Occupancy Taxes to be uniformly fair throughout the state of California. That subcommittee begins meeting in February in Sacramento.

Fred has also initiated a proposal to cut the state's use of automobiles by requiring more internal meetings to be done through conference call, telecommuting or webinars than is currently the case. He is calling for a serious look at cost and time savings this can accomplish as well as furthering the reduction of green house gases as the Governor wishes.

He has been supporting the reduction of government licensing agencies through public/private cooperation and the consolidation of state departments to reduce the \$16 billion dollar State payroll of 2009-2010.

Fred doesn't sit on the sidelines. Fred is actively involved in seeking and implementing solutions to the problems of today and tomorrow. He has a 50 year record and stands on it.