



COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA

2008

ANNUAL REPORT

CEAC'S PURPOSE

The County Engineers Association of California (CEAC), formed in 1914, is comprised of county engineers, public works directors, county road commissioners, and professional personnel throughout California's 58 counties. Its purpose is "To advance county engineering and management by providing a forum for the exchange of ideas and information aimed at improving service to the public."

Furthermore, the objective of CEAC is "To accomplish the advancement of engineering methods and ethical practice through networking efforts of all 58 counties in the state." Through discussion, interchange, and dissemination of engineering and administrative data/ideas, the organization shall strive to affect "maximum efficiency and modernization in engineering and administrative units of local government."

Throughout CEAC's history, it has maintained a close relationship with the California State Association of Counties (CSAC) to lend support in policy development and advocacy efforts, thus benefiting counties and their ability to serve their citizens.



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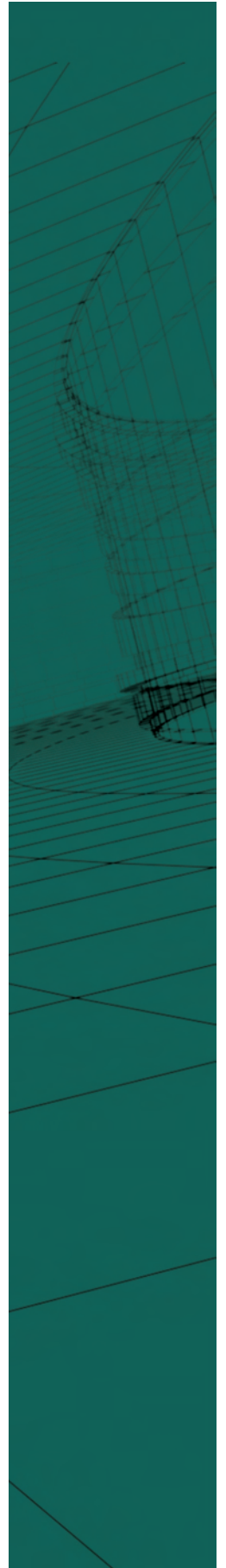
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ethical practice



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PRESIDENT'S MESSAGE

As 2008 comes to an end, I can honestly say I will always look back on this year with fond memories. Serving CEAC this past year as President has truly been my privilege. It has been an honor to work closely with the members of our organization who constantly demonstrate such passion, professionalism and dedication while providing the highest quality public service to their counties and striving to improve the quality of life throughout California. I also want to acknowledge the tremendous CSAC staff we have who work tirelessly and represent our interests so well. On behalf of CEAC I want to thank DeAnn Baker, Karen Keene, Kiana Buss, Cara Martinson, Patti Hughes and our new CEAC Program Manager, Merrin Gerety for all of their efforts in 2008.

We have experienced many challenges this past year. Our great State of California appears ungovernable with chronic budget problems. We are seeing a meltdown of our financial markets. Our housing market continues to be in a free fall. Climate change is forcing us to change the way we do business with the implementation of AB 32 and SB 375. We will see more emphasis in green initiatives at the national level. With these ongoing challenges, we must be in a position to take advantage of new opportunities.

As an organization, CEAC through CSAC has helped raise the awareness and importance of investing in the critical infrastructure we are responsible to build, operate and maintain. We are close to having an initial report from our Local Streets and Roads Needs Assessment. This information will be vital in assisting our state and federal partners and policy makers to understand our deferred maintenance and funding needs for local streets and roads for cities and counties in California. The timing of the needs assessment couldn't be any better with the talk of infrastructure economic stimulus packages and the new authorization of a federal transportation bill on the horizon. Our Flood Control Committee has also been successful in partnering with the State Department of Water Resources to develop a Flood Control Needs Assessment. DWR has committed to provide \$18 million to perform the needs assessment with our continued involvement. I am very proud of the partnerships we have developed with the League of California Cities, various regional, state and federal agencies as we move forward on these very important needs assessments.

In addition to the efforts in the areas of transportation and flood control, I also want to acknowledge the good work being done in our other CEAC Policy Committees as well as in our regions. I had the privilege to attend several of our regional meetings this year and was impressed with the attendance and content of the meetings. I encourage all of you to participate in our committee and regional meetings. This is the strength of our organization.

I have great faith we are up to the challenges that lie ahead. We have a strong state association under the leadership of Peter Rei, Patrick DeChellis and Julie Bueren as our President, President-Elect and Secretary respectively for 2009. I look forward to continuing to serve CEAC in the year ahead and thank you all for the support you provided me and CEAC this past year.

GEORGE JOHNSON
2008 CEAC President

2008

REFLECTING ON 2008

With each passing year, “unprecedented” seems to take on a new meaning. At the time of this writing, the State is facing an estimated \$41.8 billion deficit over the next eighteen months and the Governor has called a third Extraordinary Session for the 2009-10 legislative year. Before the ink was dry on a very late budget, revenues had plummeted and demand for services and expenses quickly outstripped funds available. The worsening budget situation and frozen markets propelled California’s Pooled Money Investment Account (PMIA) into a deficit situation. This account is used to fund projects dependent upon the recently passed infrastructure bond package. The inability for California to sell bonds is not only jeopardizing projects under contract, but spilling over into projects ready to award. This situation is expected to throw into question the State’s ability to move forward with infrastructure projects across all sectors late into 2009.

In the world of transportation, we saw gas prices continue to rise in the beginning of the year and on into the summer and then plummet starting around November. This has equated to Proposition 42 estimates rising and falling along with gas prices. The State’s significant budget deficits caused further turmoil for county transportation funds resulting in five months of city and county Highway User Gas Tax (HUTA) revenues being borrowed by the State. Fortunately, the HUTA funds were paid back on time in September. On a more positive note, Proposition 1B (Prop 1B) implementation continued in 2008 with two more appropriations for counties from the Prop 1B Local Streets and Roads (LSR) Account as well as California Transportation Commission (CTC) Guidelines on the Prop 1B State-Local Partnership Program. However, due to the State’s budget situation as mentioned above, the State Treasurer cannot sell bonds and the State Controller’s office cannot make Prop 1B LSR allocations to local agencies at the moment. All in all, 2008 was a suspenseful year as we waited (and continue to do so) to see how California manages this crisis and the extent to which we are successful in minimizing the affects on county budgets in general, as well as transportation budgets.

This year was also a landmark year for the environment. The California Air Resources Board voted to adopt the AB 32 Scoping Plan, which acts as the framework for how the state will reduce its greenhouse emissions as mandated by 2006’s Assembly Bill 32: The Global Warming Solutions Act. Additionally, Senate Bill 375, by Senator Darrell Steinberg was signed into law after two years of negotiations. CSAC played a major role in crafting Steinberg’s SB 375, which brought together counties, cities, major environmental organizations, major homebuilders, and low-income housing advocates to agree on a plan that aims to reduce vehicle miles traveled and curb urban sprawl by linking greenhouse gas reduction goals to regional planning for transportation and housing.

Internally, we were successful in creating a new CEAC Program Manager position dedicated to serving and supporting CEAC. In June, Merrin Gerety joined CEAC as our Program Manager. With her 13 years of experience in the architectural/engineering/construction (A/E/C) industry, and recent tenure with CEAC Affiliate, Nolte Associates, she was no stranger to our association. We’ve already seen changes to our website, implementation of the list serve and increased attendance at Regional meetings. As CEAC Program Manager, Merrin will support the Association’s priorities and goals including planning and executing CEAC’s three annual conferences.

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TRANSPORTATION

Proposition 42

CSAC vigorously advocated for the full funding of Prop 42 throughout the year, reminding legislators and the Governor that borrowing Prop 42 is not a solution to the state's structural deficit. We were successful in our efforts as Prop 42 remained whole in the final Fiscal Year (FY) 2008-09 state budget. Counties are projected to receive \$286 million with the first quarterly payment exceeding expectations.

Proposition 1B: Local Streets and Roads Account

Turning to another CEAC priority, CSAC was successful in securing an augmentation to the FY 2007-08 Prop 1B LSR appropriation to the tune of \$87 million. An additional \$63 million was also appropriated in the FY 2008-09 state budget for a total of \$150 million to counties in the 2008 calendar year.

Counties have approximately \$113 million left in unallocated Prop 1B dollars from the \$150 million appropriated in the combined FY 2007-08 supplemental appropriation and the FY 2008-09 appropriation. While 27 counties have received their FY 2007-08 supplemental allocation and a handful of counties have received their FY 2008-09 allocation, counties will no longer receive Prop 1B LSR payments from the State Controller until the Legislature and Governor act on the state budget deficit and the markets recover. Until these objectives are met, California will not have access to credit markets and bond revenues. We have heard that the State's fiscal situation and credit rating are so dire that this could take as long as nine months to fix, putting Prop 1B payments off as far as September 2009.

Proposition 1B: State-Local Partnership Program

The CTC adopted a set of guidelines for the implementation of and access to the Prop 1B State-Local Partnership Program (SLPP) as directed by the Legislature (AB 268, Chapter 756, Statutes of 2008). Again consistent with a CEAC priority, the program includes a five percent set-aside for uniform developer fees to ensure access to these funds by local agencies that do not have locally imposed sales tax measures.

Highway Users Gas Tax

In order to address cash flow issues at the beginning of 2008, the State deferred highway users gas tax payments to cities and counties from April to August. Repayment of the deferred funds as well as the regular monthly September payment was made on September 30th as promised by the Legislature and Governor.

Local Streets and Roads Needs Assessment

To better advocate for additional local transportation system investment funds, CSAC and its joint partners continued efforts to gather data for the comprehensive statewide local streets and roads needs assessment. As of mid August 2008, 406 (76 percent) of the 536 agencies had responded to the Local Streets and Roads Needs Assessment survey. Ninety one percent of the state's total miles and population are represented in the survey responses, and only a few remaining agencies with significant networks have not responded; 23 have a population more than 50,000 and 34 have a pavement network more than 100 miles. We anticipate at least 98 percent participation from California's Counties. It is the consultants' recommendation that the data received to date is sufficient for this study's analyses, which has an anticipated completion date of spring, 2009.

LAND USE/TRANSPORTATION LINKAGES

Climate Change

Following nearly two years of negotiations, SB 375 by Senator Darrell Steinberg, was passed by the Legislature. CSAC was successful in negotiating amendments to address concerns identified by the CSAC Board back in March consistent with adopted CSAC policy on climate change. This measure has evolved into a comprehensive approach to address the greenhouse gas (GHGs) emissions reductions targets for the transportation sector. The bill relies upon existing regional planning processes currently underway in the 18 metropolitan planning organizations in the state to accomplish this objective. SB 375 aligns three critical policy areas of importance to local government, including regional long-range transportation plans and investments, the regional allocation of the obligation to zone for housing and a process to achieve the GHGs emissions reductions targets for the transportation sector consistent with the AB 32 goals. SB 375 is considered the most important land use bill to pass the Legislature in decades.

SB 375 specifically requires all regional agencies to consider transportation investments for safety, preservation, farm to market and interconnectivity needs of counties that preserve agricultural and resource lands. Further, the bill also requires regional agencies to consider financial assistance for counties to address countywide service responsibilities in counties that implement policies for growth to occur within their cities.

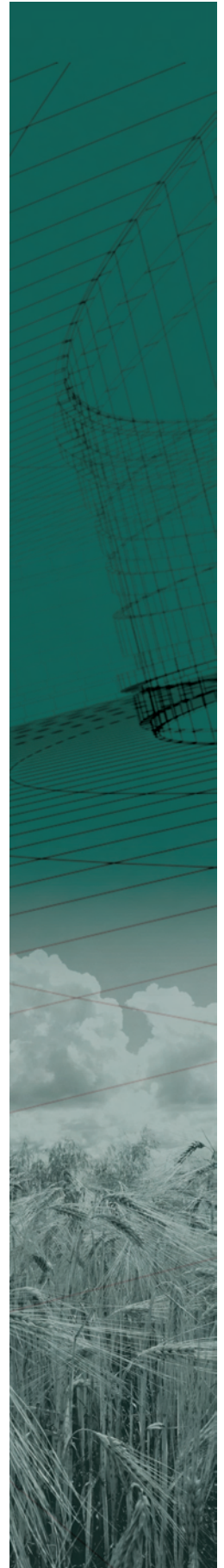
Blueprints

CSAC was successful in extending the state blueprint planning grants to rural areas with \$500,000 of the \$5 million in planning grants for FY 2007-08 set-aside for rural transportation planning agencies (RTPAs). Blueprint planning is now underway in 16 of the 18 Metropolitan Planning Organizations (MPOs). Thus, 36 of the 58 counties are currently within a regional blueprint planning area that has received funds for this effort. Furthermore, another 10 rural counties accessed the rural RTPA set-aside for a total of 48 counties actively participating in the development of a regional blueprint.

California Environmental Quality Act (CEQA)

In January, CSAC convened a working group of county counsels and other department staff to assist the Governor's Office of Planning and Research (OPR) with the development of the CEQA Guidelines update mandated by SB 97 (Chapter 185, Statutes of 2007). The working group meets monthly with OPR staff and continues to discuss a broad range of CEQA issues including local planning issues, general plans, the pros and cons of setting a statewide threshold of significance, and how individual local jurisdictions are addressing GHG/climate change in their CEQA documents.

Additionally, the CSAC officers, Executive Director, and CSAC staff met with Attorney General Jerry Brown and his staff to discuss litigation and comment letters directed at local and regional governments regarding inclusion of climate change analysis in the development of various plans and private project approvals. There was extensive communication with the Attorney General staff prior to and after this meeting to try to understand where the Attorney General's Office perspective and to attempt to prevent further litigation directed at counties.



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FLOOD MANAGEMENT

Flood Control Needs Assessment Project

Over the past year, CSAC staff continued to coordinate the collaborative effort between CEAC and the Department of Water Resources (DWR) regarding the development of a statewide flood control needs assessment. The purpose of the needs assessment is to gather information on the level of protection flood control facilities provide, the cost to improve flood control facilities, the cost to repair aging facilities, and the estimate to provide flood protection where none currently exists. The assessment will facilitate the use of current statewide bonds, and will help identify needs for future bond measures.

According to DWR, \$18 million has been budgeted to prepare the report which will include recommendations for improving and sustaining integrated flood management statewide. Two positions will be dedicated to this effort, with work expected to begin by April 2009. DWR intends to have the report finalized by July 2012.

Fish and Game

Since 2006, CSAC and CEAC have had regular meetings with officials from the Department of Fish and Game (DFG) to resolve operational and regulatory issues. CSAC is also coordinating meetings at the regional level between county staff and DFG regional managers. The feedback from county participants has been very positive. This year, CSAC staff and CEAC representatives had the opportunity to meet with the new director of the department, Don Koch, and his chief deputy, John McCamman. Mr. Koch and Mr. McCamman were overwhelmingly supportive of this endeavor to improve communication between DFG staff and county staff, and encouraged additional meetings throughout the state.

Water Quality & Supply

CSAC was actively engaged in forums and regulatory rulemakings concerning various aspects of the State's water quality and supply issues, including the California Water Plan Update 2009, the Delta Vision Task Force Strategic Planning process, State Water Board's proposed Wetlands and Riparian Area Policy, and the Administration's proposed 2008 Water Quality Improvement Initiative. CSAC has submitted comments on all of these initiatives. In respect to the Water Plan Update, members of the CEAC Flood Control Committee provided substantive technical input on the flood management components of the draft plan. CEAC members and CSAC staff also represented the association's interests at stakeholder meetings concerning the Water Board's proposed wetlands and riparian areas policy.

Given the prominence of the Delta in the various state water policy discussions, CSAC in consultation with CEAC membership, developed policy principles regarding Delta issues. These policy principles were formally adopted by the CSAC Board of Directors and will supplement CSAC's existing water policy. The adopted principles were relied upon in the development of comments to the Delta Vision Task Force regarding their draft strategic plan.

In respect to this year's water legislation, CSAC joined with various stakeholders in defeating AB 2175 (Laird) which would have negatively impacted the State's agricultural industry, and SB 1176 (Perata) which would have eliminated county representation on the Regional Water Quality Control Boards.

Flood Management/Land Use

At CSAC's suggestion, the Regional Council of Rural Counties (RCRC), the League of California Cities (LOCC), the California Chapter of the American Planning Association (CCAPA) and CSAC, co-sponsored a successful one-day flood protection law workshop. The workshop, which was attended by over 100 city and county officials, provided participants with the opportunity to learn about the 2007 flood protection bill package, discuss implementation problems and uncertainties, and ponder potential solutions.

CSAC is also assisting the California Central Valley Flood Protection Board (the Board), in getting the word out regarding the Board's recent posting of the Draft Sacramento-San Joaquin Drainage District Boundary Maps on the Board's website for a 30-day public review and comment period.

The purpose of the maps is to help cities and counties identify whether they are located within the boundary of the Drainage District and, therefore, need to comply with the requirements of Assembly Bill 162 (Statutes of 2007). The legislation states that, beginning January 1, 2009, those cities and counties located in the Drainage District are required, 90 days in advance, to send the safety element of their new or amended general plans, before they are adopted, to the Board for review and comment.

Feedback from the affected cities and counties will help the Board with modernizing and correcting the maps to ensure that the best available maps are available on their website.

SOLID WASTE

State Legislation

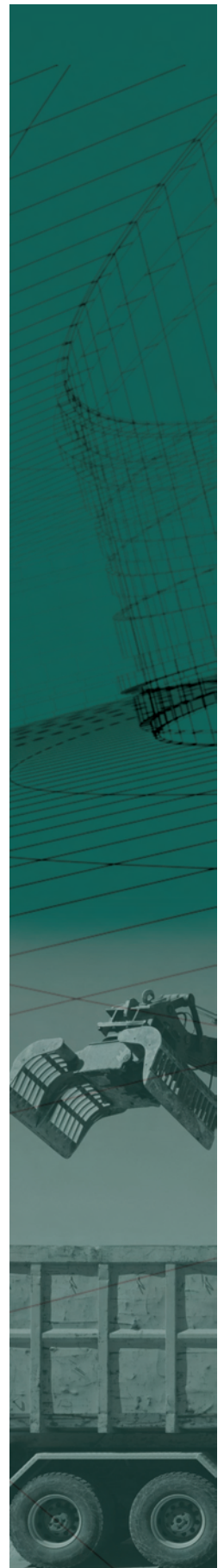
CSAC actively supported several bills this session that made it to the Governor's desk that helped to simplify the AB 939 solid waste diversion reporting requirements, and provided grant funds for waste management and recycling. Additionally, staff helped defeat several bills this session that would have increased the state's solid waste tipping fee, increased the diversion requirement, and placed restrictions on the use of Alternative Daily Cover (ADC) on landfills.

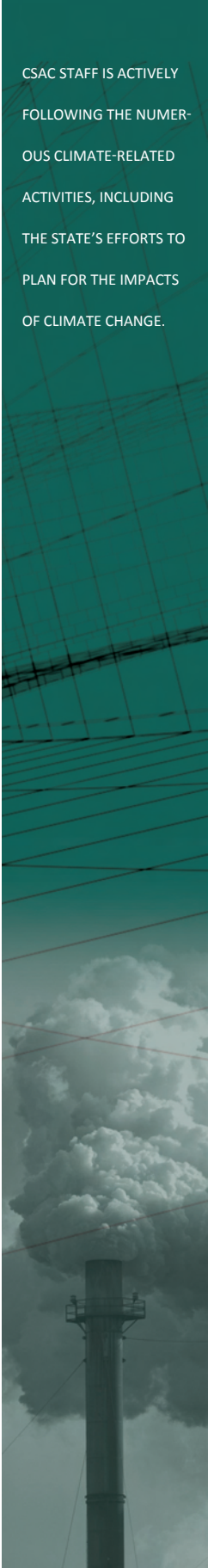
Extended Producer Responsibility

CSAC staff has also been working closely with the Council on Product Stewardship to support an extended producer responsibility (EPR) framework approach to product stewardship. EPR is the extension of the responsibility of producers, and all entities involved in the product chain, to reduce the cradle-to-cradle impacts of a product and its packaging. The greatest responsibility lies with the producer, or brand owner, who makes design, marketing and packaging decisions. The CSAC Board of Directors reaffirmed its support for EPR during the 2008 annual meeting by adopting a resolution in support of legislative and policy changes that shift responsibility for financing and managing products at the end-of-life away from local governments to the producers of products.

Illegal Dumping

Finally, CSAC staff is working with the California Integrated Waste Management Board (Waste Board) staff to conduct a survey on illegal dumping in California. Preliminary survey results have recently been released and CSAC plans to continue to coordinate with the Waste Board staff to develop a comprehensive picture of the costs and issues associated with illegal dumping within cities and counties.





CSAC STAFF IS ACTIVELY FOLLOWING THE NUMEROUS CLIMATE-RELATED ACTIVITIES, INCLUDING THE STATE'S EFFORTS TO PLAN FOR THE IMPACTS OF CLIMATE CHANGE.

CLIMATE CHANGE

CSAC staff is following the numerous efforts occurring at the legislative and regulatory levels to address climate change. The following is a summary of CSAC activities related to the implementation of AB 32 (Chapter 488, Statutes of 2006) and other climate change efforts.

AB 32 Implementation

CSAC has been following and actively participating in the implementation of AB 32 since its passage two years ago. After the development and formal adoption of the CSAC Policy on Climate Change at the Board of Directors meeting in November 2007, staff has been able to represent county interests in a formalized and comprehensive manner. CSAC staff has actively participated in numerous AB 32 implementation workshops, hearings, and private meetings. Staff is actively participating in several of the Air Resource Board's (ARB) sub-groups charged with developing sector-specific policy for the implementation of the bill.

Scoping Plan Process

The crux of AB 32 implementation is being formulated through the Scoping Plan, which was recently approved by the California Air Resource Board (CARB) in December. Staff prepared formal written comments on the Draft Scoping Plan, which is essentially the blueprint for how California will meet the goals set forth in AB 32. Additionally, CSAC staff was successful in achieving the land use-related greenhouse gas (GHG) reduction targets for the transportation sector through incentives for coordination of regional plans related to transportation, land use and housing. Staff successfully lobbied CARB to maintain the five million metric ton target number for CO2 equivalent for transportation and GHG emissions reductions. Staff will continue to follow the implementation of the Draft Scoping Plan as regulations are developed over the next several years.

Local Government Protocols

CSAC is also an active participant in the development of Local Government Protocols for Climate Change. CARB staff is partnering with the California Climate Action Registry (CCAR), The Climate Registry (TCR), and Local Governments for Sustainability (ICLEI) to develop local government protocols for GHG assessment. CSAC submitted a joint letter with the League of California Cities (LOCC) in response to the draft protocols expressing our support for assistance to local governments. Additionally, CSAC is an active participant on the Local Government Protocols Advisory Committee.

Other Climate-Related Activities

CSAC staff is actively following the numerous climate-related activities, including the state's efforts to plan for the impacts of climate change. In November, the Governor issued Executive Order S-13-08 directing state agencies to plan for sea level rise and other climate impacts. This directive instructs the California Resources Agency (Agency) to issue guidance to state agencies for how to plan for the impacts of sea level rise, as well as other climate-related impacts. It also instructs the Agency to develop a comprehensive adaptation strategy. CSAC staff will continue to monitor and participate in these efforts as strategies are being developed.

FEDERAL ADVOCACY

Secure Rural Schools/County Payments

In a major victory for California's forest counties, the 110th Congress approved as part of the financial bailout legislation (HR 1424) a long-awaited renewal of the Secure Rural Schools (SRS) program. Championed by a number of key members of Congress – including several members of the California congressional delegation – the new law reauthorizes the SRS program for a period of four years. Under the law, the program will operate under a modified funding formula with California, Oregon, and Washington receiving transition funds during the first three years of the new reauthorization period.

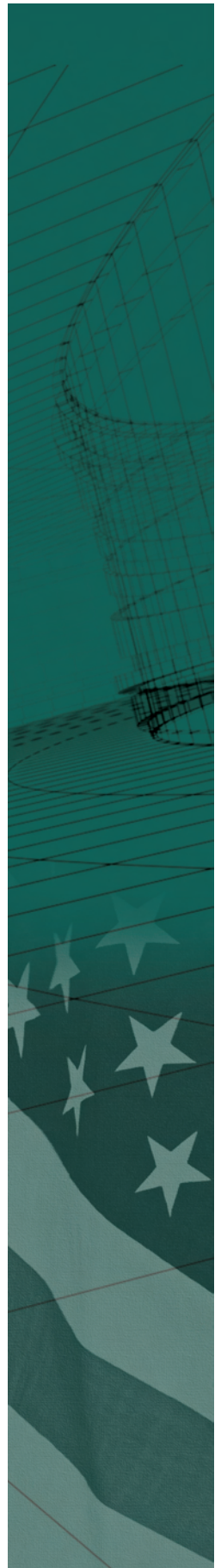
All told, the bailout legislation includes \$1.6 billion in SRS funding through 2011. The \$1.6 billion is in addition to the \$100 million in annual funding that would otherwise have been available from timber harvest receipts.

Established in 2000 to help rural counties adjacent to U.S. national forest lands cope with sharp declines in revenue from federal forest timber sales, the authorization for SRS expired in 2006, with Congress approving one-year extensions of the program since that time. Absent a renewal of the SRS program, many rural counties in California and in other parts of the country would have been forced to make significant cuts to a number of essential local services. Securing a multi-year reauthorization of the SRS program had been one of CSAC's top federal legislative priorities throughout the 110th Congress. CSAC's federal advocates, Waterman and Associates, deserve recognition for their efforts to ensure that this issue remained a priority of the California Congressional delegation. Waterman and Associates did an excellent job in keeping CSAC informed of the day-to-day negotiations and conveying California counties' support for SRS funding.

On a related matter, the final bailout legislation included \$1.684 billion in funding for the Payment-in-lieu-of-Taxes (PILT) program. Under the new law, PILT will be fully funded through 2012. Like SRS, the PILT program is of critical importance to California's rural counties, whose budgets rely heavily on PILT payments.

Moving Ahead for Progress in the 21st Century (MAP-21)

CEAC and CSAC developed a set of principles and priorities for use in advocacy efforts going into the next authorization of a new federal surface transportation bill. These principles and priorities are based upon previous priorities of the association, and updated to reflect new issues such as climate change. CSAC is also a part of the Consensus Group, a group of transportation stakeholders convened by the California Department of Transportation, and assisted with the development of the Consensus Group principles and priorities to ensure counties' needs were provided for. CSAC contributed verbal and written testimony to Senator Boxer at field briefings held throughout California on the new authorization. We have also engaged in conversations with key staff at the federal level to ensure that we are an active participant in the authorization discussions.





CEAC FALL POLICY CONFERENCE

The third annual CEAC Fall Policy Conference was held in October 2008. Almost one hundred registrants representing both the public and private sector attended the two day conference. Once again, the conference was very successful and resulted in identifying priorities for the coming year. This conference has served as an educational opportunity for public works directors and their staffs, and also an opportunity to provide technical assistance to CSAC staff for the purposes of developing CSAC priorities.

ON THE HORIZON

Transportation Funding/Infrastructure Bonds

While the State's fiscal house remains in worse shape than this time last year, CSAC will continue to advocate for the full funding of Proposition 42 and greater protection of the local gas tax. Further, we will continue to stress to the Legislature and Governor that borrowing these funding sources will not solve the State's structural deficit problems, and is contrary to economic stimulus efforts. Although the Governor vetoed the Legislature's budget proposal to replace current transportation taxes with a \$.39 user fee, transportation funding is expected to remain at the center of the State's budget discussions. CSAC will continue to remain engaged in these efforts to ensure current county funding levels are maintained, with equal or greater protection and certainty as to today's revenue streams.

The December state budget proposal mentioned above also includes a state economic stimulus element to fast track Prop 1B transportation bond funding, including the remaining \$450 million in Prop 1B LSR funds available to counties. However, as mentioned earlier in this report, California's inability to sell bonds will stall access to these funds.

In addition to submitting project lists for remaining Prop 1B LSR appropriations, CSAC will also work to ensure counties with eligible developer fees are aware of and apply for the Prop 1B SLPP funds. Unfortunately, until the State fixes the budget deficit, all bond funding is on hold until further notice.

a forum for the
exchange of ideas

Federal Economic Stimulus Proposals

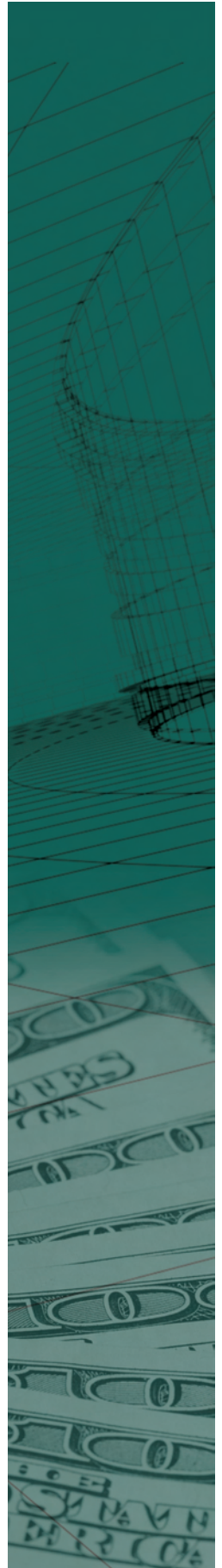
Congress and President-elect Barack Obama have made a federal economic stimulus package a top priority in early 2009. CSAC, in concert with CEAC and our other county affiliate groups, conducted a survey regarding local infrastructure projects across all categories that are ready-to-go (i.e. planned and permitted) to contract in the next six to nine months across all categories (i.e. transportation, flood management, public health facilities, green energy, etc.). The survey results demonstrate the ability of California's 58 counties to accelerate over \$12 billion in infrastructure projects to create jobs and stimulate the economy.

In addition to figuring out how the federal money for transportation infrastructure projects will be distributed among the States, CSAC is in negotiations with Caltrans and the regional transportation agencies to decide how to allocate the federal economic stimulus monies to the various levels of government within California. CSAC is advocating for a local pass-through as counties are likely in the best position to award contracts for projects within the short time frame being discussed by Congress and President-elect Obama. Furthermore, a local pass-through guarantees that every community across the state will benefit from the federal investment in transportation infrastructure. However, this is an uphill battle as the State and regions also scramble to fund projects and deal with the multiple ramifications of the drastic downturn in the economy such as declining gas tax revenues and local sales tax measure funds, and lack of access to bond funds.

MAP-21

CSAC will continue to work with the California Consensus Group as well as internally to advocate on behalf of local agency priorities and principles during the drafting and consideration of the next federal surface transportation authorization. The CEAC Officers will also head to Washington D.C. sometime in 2009 to meet with congressional members and staff to discuss the specifics of authorization language and the overall shape of the new program which is rumored to be drastically different than its predecessors.

improving service
to the public





Needs Assessments

The Local Streets and Roads Needs Assessment is set for completion in early 2009. CSAC as well as numerous other transportation stakeholders, including the CTC, the Department of Transportation, and the Legislature, are anxiously awaiting the results as it will be the first time in nearly twenty years the local system will have reliable needs data. This information will be immensely useful as we head into federal transportation authorization efforts and the state budget crisis as well.

With confirmation by Department of Water Resources (DWR) that funding has been allotted for the statewide flood control needs assessment, CEAC and CSAC will be expected, over the next two to three years, to work closely with DWR staff and contractors to ensure that the assessment moves forward in a manner that is consistent with the CEAC/DWR Memorandum of Understanding.

Solid Waste

If rumors hold true, the 2009 legislative bill load, with respect to solid waste management, will include a combination of old and new ideas as well as hybrids of the old and new. Some of these include legislation pertaining to: illegal dumping with particular focus on rules of evidence and refuse service provider issues; a comprehensive approach to Extended Producer Responsibility; the landfill tipping fee; and, landfill closure-post closure, to name a few. CSAC will continue to rely upon CEAC for technical input regarding these legislative efforts.

Flood Control and Water Resources Management

CSAC will continue to work with CEAC membership to ensure that communication between the counties and the Department of Fish and Game (DFG) regarding regulatory issues occurs on a regular basis. In respect to federal regulatory issues, CSAC will collaborate with other public agency stakeholders in pursuing Clean Water Act language to streamline the 404 Permit process.

Climate Change

With the adoption of the Scoping Plan, AB 32 implementation will move forward next year with the development of regulations for a variety of different sectors. CSAC will continue to participate in and monitor the rule making process for the various regulations. Additionally, CSAC will continue to monitor the development of the climate change adaptation strategy as the State plans for future impacts of climate change.

Oversight and Special Tasks

With the assistance of our CEAC program manager, we're looking forward to implementing a complete website re-design, developing CEAC Vision 2010 and improving outreach to both our public and private sector members. We will continue our efforts to go "green" by implementing on-line registrations for all three conferences and revisit our protocol for all printed material.

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