



COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA
2012 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.



CUCAMONGA BASIN
SAN BERNARDINO COUNTY



BACON ISLAND FERRY
SAN JOAQUIN COUNTY



WASHINGTON AVENUE
ALAMEDA COUNTY



NEW LANDFILL
STANISLAUS COUNTY

FEATURED COVER PHOTO: BETHEL ISLAND BRIDGE, CONTRA COSTA COUNTY

COVER INSET PHOTOS L TO R: WEST COUNTY HEALTH CENTER, CONTRA COSTA COUNTY; LUCERNE ALPINE PARK, LAKE COUNTY (PHOTO COURTESY TABER CONSULTANTS); NEW FIRESTATION, VENTURA COUNTY; TRANSPORTATION PATH, LOS ANGELES COUNTY

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MESSAGE FROM THE 99TH PRESIDENT OF THE COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA

**IN THIS 2012
ANNUAL REPORT,
YOU WILL FIND
SEVERAL LEGISLATIVE
AND REGULATORY
SUCCESSSES ACHIEVED
DURING THE YEAR.
MOST OF THESE
ACHIEVEMENTS
ARE THE RESULT OF
MULTI-YEAR EFFORTS
AND ADVOCACY.**

MMy term as your President is winding down and it has been a truly remarkable experience. I feel very privileged having had the honor to serve as CEAC President.

A very memorable part of being CEAC's President has been travelling to the regions and meeting the people that make differences in the lives of people throughout the State. During my term as your President, I had the opportunity to visit many of our CEAC regions and participate in regional meetings. I was amazed at the dedication, professionalism and camaraderie of our members in their endeavor to advance public service.

The experience of being the President has helped me to fully appreciate the role of CEAC in advancing the common interest of our respective counties and those we serve. The diversity of issues, ranging from surveying to land use and solid waste, and from flood control to transportation, makes it very difficult to secure consensus based solutions. Furthermore, the diversity of counties from rural to suburban and urban adds to the complexities of achieving consensus. Yet, CEAC, with the support of extraordinary CSAC staff, has been able to pursue policy platforms that are consensus based.

In this 2012 Annual Report, you will find several legislative and regulatory successes achieved during the year. Most of these achievements are the result of multi-year efforts and advocacy. The surprising passage of MAP-21 offers opportunities and challenges as we work to understand and influence its implementation. Our effort to produce a more robust and expanded California Statewide Local Streets and Road Needs Assessment Report that includes bridges will be instrumental in educating the public and policymakers. Since transportation funding remains one of our ongoing challenges, and in recognition of the diminishing revenue capacity of the gas tax, a transportation sub-committee has been exploring and developing, among other things, alternative funding strategies for the future.

During my term, I am proud to have had a strong and committed Board of Directors and CLODS that guided and mentored me during this journey, and I sincerely thank them for their contribution in achieving another successful term.

I would like to take this opportunity to personally thank Merrin Gerety for her consistent support throughout the year. I'd like to extend my appreciation to Patti Hughes for all of her help with conference planning and management. Finally, I would also like to express my appreciation to DeAnn Baker, Kiana Buss, Karen Keene and Cara Martinson for all that they do on our behalf in the legislative arena.

I would like to welcome Tom Mattson as the 2013 CEAC President, and look forward to serving our organization as its Past President.

Thank You!

Daniel Wollesenbet



Daniel Wollesenbet and
Bill Chiat, Dean, CSAC Institute.

PICTURED ABOVE:
CALIFORNIA STATE CAPITOL
SACRAMENTO COUNTY

REFLECTING ON 2012

A YEAR OF CHALLENGES AND OPPORTUNITIES



The focus for counties, in general, was centered on budget issues as the State continues to grapple with a slow economic recovery. However, the November 2012 election provided a significant victory for Governor Brown, county government and the people we serve. The voters approved Proposition 30, which will assist in balancing the state budget without further significant cuts. Equally important for counties, it also provides constitutional protections for the 2011 public safety realignment. Proposition 30 received about 54% voter approval, giving constitutional guarantees to the funding that supports realignment and safeguards against future program expansion without accompanying funding. With these provisions in place, counties can continue to thoughtfully and responsibly implement the array of public safety programs transferred under the 2011 realignment, confident that funding is secure and programmatic responsibilities defined. Counties recognized that the constitutional protections contained in Proposition 30 were fundamental to local success in realignment. We embraced a partnership with the Administration focused on meaningful solutions — solutions that can only be achieved with revenue stability and program flexibility.

With this important decision behind us, we are hopeful that the Legislature will be able to focus on other extremely pressing issues of significant importance to counties and CEAC, beginning with our crumbling infrastructure. The transportation community is poised to go after new revenues, but the cap-and-trade program will complicate that effort. This is true for a number of reasons, but most importantly there is concern that once the fuel producers are required to buy carbon credits in 2015 there will be a significant impact on gas prices, likely precluding any revenue increases from these traditional sources for system preservation. We further explain the numerous efforts underway associated with both federal and state transportation funding in the body of this report.

State budget pressures coupled with local economic conditions also brought about mounting concerns with the State's numerous and costly regulatory efforts this year. Throughout 2012, the State's regulatory agencies continued to work on several different efforts, including multiple storm water permit updates, a Wetland Area Protection policy, and a Delta and Sacramento-San Joaquin Flood Protection Plan. Balancing the need for environmental protection with a flexible, cost effective and implementable approach continues to be CEAC's focus as the permits and plans make their way through the regulatory process.

With several challenges also came new opportunities. The Governor's focus on job creation and renewable energy opened the door to start the conversation about solid waste conversion technologies, technologies which are capable of converting residual solid waste into renewable energy, bio-fuels, and other useful products. Once a taboo topic in the State Legislature, inroads by CEAC were made with several of the regulatory agencies and discussions about a state conversion technology policy have begun to take shape.

The following report provides an accounting of the legislative, regulatory and administrative work performed by CSAC staff on behalf of CEAC. It clearly demonstrates that despite many challenges, both organizations are stronger and more effective because of our longstanding relationship.

**THROUGHOUT
2012, THE STATE'S
REGULATORY AGENCIES
CONTINUED TO
WORK ON SEVERAL
DIFFERENT EFFORTS,
INCLUDING MULTIPLE
STORM WATER PERMIT
UPDATES, A WETLAND
AREA PROTECTION
POLICY, AND A DELTA
AND SACRAMENTO-
SAN JOAQUIN FLOOD
PROTECTION PLAN.**

*PICTURED ABOVE:
SURVEYING/MAPPING
LOS ANGELES COUNTY*



TRANSPORTATION

**THE FY 2012-13
STATE BUDGET
APPROPRIATED
\$708.5 MILLION
TO COUNTIES AND
CITIES FROM NEW
GASOLINE EXCISE TAX
REVENUES, OR THE
HIGHWAY USER TAX
ACCOUNT (HUTA),
PURSUANT TO THE
SWAP AND FORMERLY
PROP 42 REVENUES.**

PICTURED ABOVE:
LEWELLING ROAD
ALAMEDA COUNTY

The CEAC Transportation Committee provided critical support and technical expertise to CSAC staff throughout 2012, which proved to be a big year for transportation on a number of fronts. Not only were there a number of legislative proposals related to transportation funding and infrastructure, but we continued to advocate for full funding for transportation in the State Budget. Not to mention that Washington D.C. finally produced a long-term federal surface transportation reauthorization measure. The following provides an accounting of these and other areas of collaboration between CSAC and the CEAC Transportation Committee.

STATE BUDGET

Transportation Funding

CSAC was instrumental in negotiating the recently enacted Transportation Tax Swap (Swap). Specifically, we were successful in ensuring that counties continue to receive gas tax monies for the county transportation system. The FY 2012-13 State Budget appropriated \$708.5 million to counties and cities from new gasoline excise tax revenues, or the Highway User Tax Account (HUTA), pursuant to the Swap and formerly Prop 42 revenues. Counties are estimated to receive approximately \$354 million. Counties will also continue to receive \$500-\$550 million from the historic share (0.18-cent) of the state gas tax.

While the funding of the Swap and traditional gas tax revenues is good news for counties and all transportation stakeholders, the State Budget did take a small share of the Swap related to new HUTA revenues. An unintended consequence of the Swap is that the State Controller has been withholding certain new HUTA revenues pursuant to pre-Swap Revenue and Taxation Code sections. Specifically, existing law directs a specified percentage of HUTA revenues attributable to off-highway vehicles (OHV) to special funds including the Off-Highway Vehicle Trust Fund. This provision of law applies to the base 18-cent HUTA but was not intended to apply to the Prop 42 replacement revenues. CSAC was successful in advocating for a permanent fix to correct this mistake in the Swap as well as a sunset provision that allowed the State to take these funds for three fiscal years. However, the Governor was adamant that the take was done without a sunset so the ultimate budget does not provide a resolution to this issue. CSAC staff intends to work with a coalition of transportation partners to ensure these funds go back to transportation in the near future.

Continuous Appropriation for Transportation Funding

CSAC, along with other transportation stakeholders, was successful in working with Department of Finance (DOF) to ensure gas taxes are continuously appropriated even in years the state budget is adopted late. This has been a goal of the Association's for several years.

STATE LEGISLATION

CSAC had a number of legislative wins in the 2012 legislative session. The following are highlights of the most significant legislative victories:

AB 890 (Olsen) – Chapter No.528, Statutes of 2012

AB 890, by Assembly Member Kristin Olsen, and sponsored by Tuolumne County, exempts from the California Environmental Quality Act (CEQA) repair, maintenance, and minor alterations of existing roadways, provided the project is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of an existing use. The exemption would only apply to a city or county with a population of less than 100,000 persons and would sunset January 1, 2016. While the exemption is narrowly defined, achieving CEQA streamlining in today's legislative arena is considered a victory.



AB 1627 (Dickinson) – Failed Passage

AB 1627, by Assembly Member Roger Dickinson, would have established a very heavy handed state mandated approach to reducing vehicle miles traveled before a city or county could issue a building permit for a development. CSAC and other local government interests adamantly opposed the measure. After several lengthy negotiations without resolution, the sponsors held the bill.

AB 2231 (Fuentes) – Failed Passage

AB 2231, by Assembly Member Felipe Fuentes, took various forms over the legislative session that in some way tried to hold counties and cities responsible for sidewalk repairs damaged by a plant or tree and would have prohibited the local government from imposing an assessment on the property owner for the cost of the repair. The measure was held in fiscal committee after CSAC and other local government stakeholders successfully advocated against this adverse, precedent-setting proposal.

SB 1396 (Dutton) – Failed Passage

SB 1396, by Senator Robert Dutton, would have capped the state excise tax on gasoline at 35.7-cents and limit the sales tax to the first \$4.00 per gallon of gasoline. CSAC was in strong opposition to the measure as existing gas tax revenues are insufficient to address our growing transportation system maintenance and preservation needs. Due to our opposition and others, the Senator dropped the bill.

OTHER EFFORTS

Federal Surface Transportation Reauthorization

As noted under the Federal Advocacy section of this report below, Congress passed and the President signed a semi long-term reauthorization for federal transportation funding. MAP 21 represents the first significant overhaul to the structure of federal transportation programs since ISTEA in 1991. Therefore, changes to state law are required but MAP 21 also represents an opportunity to reexamine how the State funds transportation projects in California. With more than 100 programs consolidated into 30 programs and a focus on a handful of core programs, and an increased emphasis on performance driven investments and outcomes, state implementation efforts began almost immediately after passage and will continue into the next legislative session.

CSAC staff has been working closely with the CEAC Transportation Subcommittee on MAP 21 State Implementation (comprised of three representatives each from rural, suburban, and urban counties). At the time of this writing, the Subcommittee has helped CSAC staff develop a consensus, administrative implementation plan for 2013, while the Administration, the Legislature, and stakeholders including CSAC, develop a legislative solution for long term implementation. For our part, CSAC will advocate to retain a statewide highway bridge program, work to improve the delivery of safety projects on the local system, be involved in the federal and state processes to develop federally required performance targets and measures, and provide input into the development of the federal guidance for the new project delivery and environmental review streamlining.

AT THE TIME OF
THIS WRITING, THE
SUBCOMMITTEE
HAS HELPED CSAC
STAFF TO DEVELOP
A CONSENSUS
ADMINISTRATIVE
IMPLEMENTATION
PLAN FOR 2013 WHILE
THE ADMINISTRATION,
THE LEGISLATURE,
AND STAKEHOLDERS
INCLUDING CSAC,
DEVELOP A
LEGISLATIVE
SOLUTION FOR
LONG TERM
IMPLEMENTATION.

PICTURED ABOVE:
HYAMPOM ROAD
TRINITY COUNTY



TRANSPORTATION

THE CALIFORNIA
TRANSPORTATION
COMMISSION (CTC)
CONTINUED ITS
EFFORTS THIS YEAR
RELATED TO ITS
2011 STATEWIDE
TRANSPORTATION
NEEDS ASSESSMENT.

New Revenues for Transportation

CEAC created a Transportation Subcommittee, comprised of the same members as the MAP 21 Subcommittee to research, explore, and ultimately recommend to the CSAC Housing, Land Use, and Transportation Policy Committee suggested options to raise new revenues for transportation. The Subcommittee developed a set of guiding principles in which the various options for new revenues could be evaluated against, including whether the revenue was equitable, whether it provided a unified statewide solution, whether it captured all users of the system, etc. CEAC's final recommendations to the County Supervisors were very well received, and with the exception of a VMT fee, the Housing, Land Use, and Transportation Policy Committee and CSAC Board of Directors reaffirmed its support for increasing revenues for transportation from one or a combination of various sources including an increase or index in the traditional gasoline excise tax, a sales tax on gasoline, a valuation fee on vehicles, and reducing the voter threshold for the imposition of local sales taxes to 55 percent.

AB 720 Implementation

AB 720 (Chapter No. 683, Statutes of 2011) limits the ability of certain counties (those under the California Uniform Public Construction Cost Accounting Act and with a population of 50,000 or more) to perform new road construction and road reconstruction by force account pursuant to road commissioner authority. The new law takes effect on January 1, 2013. As such, CSAC staff has been working with counties, the State Controller's Office, and the proponents of the measure on specific issues with implementation.

AB 720 does not provide a formal enforcement mechanism. Rather, the statute relies on informal monitoring by interested parties (mainly the Construction Industry Force Account Council or CIFAC). The basis for determining compliance is the State Controller's Annual Streets and Roads Report and specifically Table 12 which provides a detailed accounting of force account work, private contracts, and government contracts for maintenance, rehabilitation, new road construction and road reconstruction work as well as other undistributed engineering costs. Unfortunately, the SCO's Report lumps more than just actual construction with county forces under force account and the report format cannot be updated to adapt to the requirements of AB 720. Therefore, CSAC developed an addendum to the SCO Report which counties can keep for their internal records should an interested party challenge whether a county is in compliance with the new law.

PICTURED ABOVE:
CONTRA COSTA CENTRE
TRANSIT VILLAGE BRIDGE
CONTRA COSTA COUNTY



TRANSPORTATION FUNDING – LOCAL & STATEWIDE NEEDS ASSESSMENT

California Statewide Local Streets and Roads Needs Assessment Report – 2012 Update

CSAC, with our partners the League of California Cities and regional transportation planning agencies, retained Nichols Consulting Engineers for the third update of the California Statewide Local Streets and Roads Needs Assessment Report. The newest update, due out in early 2013, will be the most comprehensive and robust yet. The Report will contain a more in-depth look into local bridge needs and other improved data related to essential components, including complete streets. Moreover, the Oversight Committee is working with Resource Media, a communications firm, to help us better communicate the results of the Report to the public, local elected officials, and state and federal elected officials and decision makers.

California Statewide Transportation Needs Assessment Report

The California Transportation Commission (CTC) continued its efforts this year related to its 2011 Statewide Transportation Needs Assessment. Specifically, CTC staff pulled together a working group of various transportation stakeholders to develop policy recommendations to address the nearly \$300 billion statewide transportation funding shortfall. The needs assessment includes all modes and systems from state highways, local streets and roads, transit, inter-city rail, and sea-, land, and airports. The Working Group and a number of Subgroups have been meeting in order to provide a final report summary to the CTC. The intent is to condense the immense amount of information in the needs assessment into a summary that is in an understandable format that also includes policy and funding recommendations to address the identified needs. CSAC has been very involved in this effort throughout the year to ensure that the local streets and roads information is fully addressed in the final recommendations. The Report continues to be an invaluable source of data and information and will serve counties well as we work to achieve increased revenues for transportation in the coming year.

High-Speed Rail

CSAC has supported the High-Speed Rail (HSR) project since 2007. However, by early 2012, the project had significant cost increases and changes in terms of design and implementation. Some counties expressed concern over the HSR Authority’s work to address local impacts and whether CSAC policy was sufficient. CSAC created a Task Force, successfully updated CSAC’s policy, and has started working with Authority staff to see that counties concerns are considered and addressed within the HSR project.

**THE NEEDS ASSESSMENT
INCLUDES ALL MODES
AND SYSTEMS FROM
STATE HIGHWAYS,
LOCAL STREETS AND
ROADS, TRANSIT,
INTER-CITY RAIL,
AND SEA, LAND, AND
AIRPORTS.**

*PICTURED ABOVE:
DRAKE ROAD WALL TIE BACKS
SONOMA COUNTY*



LAND USE/TRANSPORTATION LINKAGES

THE CEAC LAND
USE COMMITTEE
CONTINUED TO
PROVIDE COUNTIES
WITH A FORUM
FOR DISCUSSING
A MULTITUDE OF
LAND USE RELATED
PUBLIC WORKS
ISSUES AT THE THREE
CEAC CONFERENCES
ANNUALLY.

S **SB 375 Implementation: Developing Sustainable Communities Strategies**

CSAC staff continues to monitor the progress of the development of the Sustainable Communities Strategies (SCS) pursuant to SB 375 (Chapter 728, Statutes of 2008). The SCS is the regional integrated land use, housing, and transportation plan that is now a component of state mandated Regional Transportation Plans and identifies how a region plans to reduce greenhouse gas emissions. The San Diego Council of Governments (SANDAG) adopted the first ever SCS on October 28, 2011. While SANDAG's SCS appears to meet all statutory requirements under SB 375, the plan has come under criticism from environmental groups and the Governor's Office of Planning and Research. Further, the State Attorney General's Office weighed in with suggested improvements to the plan. Since that time both the Sacramento Area Council of Governments (SACOG) and Southern California Association of Governments (SCAG) have adopted their draft plans. These plans were both well received by interested stakeholders. CSAC staff continues to monitor the conversation around the implementation of SB 375 and remains watchful of attempts to provide state authority over accepting or rejecting SCSs, similar to the authority granted to the California Housing and Community Development Department over housing elements. Further, we continue to advocate for funding and other streamlining opportunities to assist in implementation of these plans.

Cap-and-Trade

CSAC staff spent a significant amount of time working on a proposal related to the allocation of revenues from the AB 32 cap-and-trade program. Specifically, we have been exploring ways to invest cap-and-trade auction revenues derived from vehicle fuel producers for transportation purposes. Any expenditure of these auction revenues must also meet the test of achieving AB 32 objectives. We have supported directing them towards SB 375 goals and other greenhouse gas emission reduction strategies. As part of a coalition of private sector, transit, and regional and local government stakeholders, staff worked directly with the Administration and the California Air Resources Board (CARB) to forward the proposal and engaged with Legislators and staff to incorporate our principles into cap-and-trade legislative efforts. CSAC staff remains actively engaged on this issue and expects this work to continue into 2013 and beyond.

Land Use

The CEAC Land Use Committee continued to provide counties with a forum for discussing a multitude of land use related public works issues at the three CEAC conferences annually. Additionally, the Land Use Committee provided support to CSAC staff to work on the following specific issue in 2013.

Rule 20A: Undergrounding Utility Projects

In 2012, CEAC created a Working Group to address concerns with the Rule 20A Program for the undergrounding of electric facilities. Specifically, a number of counties raised concerns regarding new requirements PG&E is implementing for Rule 20A funds. There are a number of activities that PG&E is now requiring of the local agency that were previously assumed by PG&E. Under the new requirements, counties are expected to pay for the costs associated with the additional activities rather than the tariff as has been the case historically. CSAC reached out to PG&E to convey concerns with the new requirements and to request changes to their new policies. The effort still continues at the time of this writing, but to date, it has been very productive. PG&E is proposing significant revisions. While the revisions to date do not address all of our concerns, they do go a long way in reducing the costs associated with the changes to the program. CSAC staff, working with the CEAC Working Group, will continue to engage on this issue to bring about a final resolution, hopefully in 2013.

PICTURED ABOVE:
MAINTENANCE DIVISION
PLUMAS COUNTY

FLOOD CONTROL AND WATER RESOURCES MANAGEMENT



CSAC and CEAC's collaboration on flood control and water resource issues continues to be mutually beneficial to both associations, their members and the constituencies they serve. This year, members of the CEAC Flood Control Committee were consistently available to attend meetings and provide technical input on state and federal legislation, policies and rulemakings on issues ranging from the "California Flood Future Report" and SB 5 Implementation to a proposed statewide wetlands policy and the Corps' Levee Vegetation Policy. The following provides an accounting of these and other areas of collaboration between CSAC and the CEAC Flood Control and Water Resources Management Committee.

Statewide Flood Control Needs Assessment

After roughly five years of collaboration with CEAC and CSAC staff, the Department of Water Resources (DWR) is in the process of finalizing the statewide flood control needs assessment, formally referred to as "California's Flood Future Report". CSAC staff and members of the CEAC Flood Control Needs Assessment Team provided significant input into the development of the report and a "California Flood Future Highlights" document which is expected to be released to the public in January 2013, with the full report being made available by March. This comprehensive report will present the first-ever, systematic description of California's flood risk management needs and high-level recommendations designed to help guide future federal and state policies and investments related to flood management. The draft report identifies the immediate need for more than \$50 billion to complete flood management improvements and projects. These flood management projects include operations and maintenance and other identified actions. The draft report also estimates that more than \$100 billion of additional investment is needed for flood management projects that are not yet specifically identified.

There is no doubt that the Memorandum of Understanding (MOU) between CEAC and DWR regarding the development of a statewide flood management needs assessment elevated CEAC's role in the drafting of the "California's Flood Future Report", including the highlights document. In addition, DWR has requested CSAC and CEAC's involvement in the roll-out of both documents and to remain engaged during the second phase of this project when next steps and implementation measures are formulated.

SB 5 Clean-up – Flood Management/Land Use

This year, CSAC staff spent a significant amount of time negotiating clean-up language to SB 5 (Machado, Chapter 364, Statutes of 2007) one of a six-bill flood protection package signed into law in 2007. SB 5 requires each city and county in the Sacramento-San Joaquin Valley to comprehensively address flood management and flood risk issues within their general plans and zoning ordinances following the adoption of the Central Valley Flood Protection Plan (CVFPP). At the urging of affected cities and counties, CSAC and other local government representatives were successful in obtaining amendments to SB 1278 (Wolk, Chapter 553, Statutes of 2012) that address implementation challenges associated with SB 5. Specifically, the bill allows for additional time to amend general plans, establishes a process for addressing areas outside of the State Plan of Flood Control, and clarifies that "urban level of flood protection" does not mean shallow flooding or flooding from local drainage. Because SB 1278 did not resolve all of the implementation challenges associated with SB 5, CSAC and the other local government stakeholders intend to pursue additional statutory changes that are needed to address outstanding issues, including the application of SB 5 to all discretionary projects and infill development.

THERE IS NO DOUBT THAT THE MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN CEAC AND DWR REGARDING THE DEVELOPMENT OF A STATEWIDE FLOOD MANAGEMENT NEEDS ASSESSMENT ELEVATED CEAC'S ROLE IN THE DRAFTING OF THE "CALIFORNIA'S FLOOD FUTURE REPORT", INCLUDING THE HIGHLIGHTS DOCUMENT.

PICTURED ABOVE:
BIG TUJUNGA DAM
LOS ANGELES COUNTY



FLOOD CONTROL AND WATER RESOURCES MANAGEMENT

**REGARDING THE
MS4 PERMIT, CSAC
CONTINUES TO HAVE
SERIOUS CONCERNS
WITH A NUMBER OF
THE REQUIREMENTS
INCLUDED IN THE
REDRAFTED PHASE
II PERMIT AND THE
EXCESSIVE COSTS
ASSOCIATED WITH ITS
IMPLEMENTATION.**

STATE REGULATION Storm Water Permits

CSAC remains engaged in the State Water Resources Control Board's (Water Board) update of the Phase II Small MS4 General Permit and the Industrial Storm Water General Permit (IGP). Regarding the MS4 Permit, CSAC continues to have serious concerns with a number of the requirements included in the redrafted Phase II permit and the excessive costs associated with its implementation. This summer, CSAC, the League of California Cities and the Regional Council of Rural Counties reiterated these concerns to the Water Board, and raised additional concerns over new language in the redrafted permit that prescribes specific updates of local planning and building requirements. Fortunately, the recently released third draft no longer includes the requirements for these updates. CSAC is joining with the Statewide Stormwater Coalition in communicating outstanding concerns with the proposed permit's cost and ambiguous or inconsistent requirements.

As for the IGP, the most current draft addresses several issues of concern raised by CSAC and others regarding the 2011 draft. Unfortunately, we remain concerned with the permit's inappropriate receiving waters limitations, excessive pre-storm inspection requirements, mandatory pH meters, and lack of guidance with respect to landfills. CSAC has conveyed these concerns to the Water Board. A formal announcement regarding next steps is likely to occur in January 2013 with final adoption planned for March.

Wetland Area Protection Policy and Dredge and Fill Regulations

Earlier this year, the Water Board released a preliminary draft of their Wetland Area Protection and Dredge and Fill Permitting policies (Preliminary Draft). Unfortunately, this latest attempt by the State to develop a statewide policy on wetlands would, similar to prior drafts, impose a costly, expansive and complicated new regulatory program. Given the potential impact on public and private projects, CSAC is partnering with public and private sector representatives to express strong opposition to the Preliminary Draft. The outcome of this group's written communications and meetings with officials from the Brown Administration was unknown at the time of this report's preparation. However, it is our understanding that Water Board staff is working on a revised draft that is expected to be released in January 2013.

Delta/Sacramento-San Joaquin Flood Protection Plan

CSAC also submitted comments on the Delta Stewardship Council's Draft Environmental Impact Report (DEIR) for the Delta Plan and the Central Valley Flood Protection Plan (CVFPP). CSAC expressed several broad policy concerns with the DEIR, including: its lack of critical detail, especially with respect to the finding that the Delta Plan is environmentally superior to other alternatives, or combinations thereof; questionable reliance on comparative analyses as oppose to specific project-level qualitative analysis when determining potential for impacts on local communities; and, establishment of a process that would fail to preserve and advance the economic vitality of "heritage" or "legacy" communities in the Delta.

Regarding the CVFPP, CSAC relied on CEAC members from the Central Valley in developing a comment letter to the Central Valley Flood Protection Board that expressed a wide range of concerns. The comment letter, jointly submitted by CSAC, RCRC and the League of California Cities, indicated that the CVFPP lacked an articulate discussion/explanation on how it will facilitate compliance with SB 5 by cities and counties within its mandated time frames; failed to include the data needed by cities and counties in order to make the 200-year level of flood protection finding for new development; should address how cities and counties can comply with the Plan given that

*PICTURED ABOVE:
TOWER ROAD
SONOMA COUNTY*



many of these major system improvements will not be completed by 2015; should recommend the establishment of grant programs for cities and counties to develop 200-year floodplain maps and improvements; and, needs to evaluate whether the proposed new levee design standards and findings procedures are, from a practical perspective, implementable by cities and counties. The Central Valley Flood Protection Board adopted the 2012 CVFPP on June 29, 2012.

STATE LEGISLATION

The following is a brief summary of other flood control/water legislation that staff worked on this year.

SB 965 (Wright) – Chapter 965, Statutes of 2012

SB 965 lays out a specific process, under certain types of matters before the Water Board, to have direct communication with board members provided that specific noticing requirements are met. Although the bill is not absolutely perfect, it represents a step towards leveling the playing field with respect to its “exparte” communications with the Water Board members.

SB 1094 (Kehoe) – Chapter 705, Statutes of 2012

SB 1094 clarifies what type of entities may hold endowment accounts for mitigation lands and modifies the conditions under which all endowment holders must abide. CSAC supported Orange County’s request of the author to amend SB 1094 to include provisions for local government to use a pledge of revenue as an endowment alternative. The final bill signed by the Governor specifies that nothing in the affected chapter precludes other methods of funding for the long-term stewardship of the property.

AB 1558 (Eng/Hernandez) – Chapter 110, Statutes of 2012

Sponsored by Los Angeles County, AB 1558 extends the existing conditional limitation on liability for a certain public entities operating flood control and water conservation facilities and for its employees.

OTHER EFFORTS

Disaster Assistance

At the request of the CEAC, CSAC staff coordinated and participated in discussions among public works officials regarding the state and federal disaster assistance approval process. These discussions focused on a perceived trend by the State to move in a direction of not seeking federal declarations and/or providing recovery assistance to local agencies struggling in the aftermath of a disaster. CSAC communicated these concerns to the Governor. The California Emergency Management Agency has expressed a willingness to engage in further discussions with county officials.

National Flood Insurance Program

This year, CSAC also became a member of the Agricultural Flood Management Alliance, a group of local agencies and landowners organized to pursue the creation of a new agricultural flood hazard area under the National Flood Insurance Program (NFIP). This is an effort that will very likely continue into next year.

Department of Fish and Game

Lastly, CSAC staff continued to coordinate the revival of CEAC’s collaborative effort with the Department of Fish and Game (DFG) to improve county/DFG staff working relationships that allow for more efficient use of resources and processing of permits and other requests. Region 5 county and DFG staff continue to meet and other regions of the state, including Region 4 and 1 are in the process of organizing future meetings.

**THIS YEAR, CSAC ALSO
BECAME A MEMBER OF
THE AGRICULTURAL
FLOOD MANAGEMENT
ALLIANCE, A GROUP
OF LOCAL AGENCIES
AND LANDOWNERS
ORGANIZED TO PURSUE
THE CREATION OF A
NEW AGRICULTURAL
FLOOD HAZARD AREA
UNDER THE NATIONAL
FLOOD INSURANCE
PROGRAM (NFIP).**

*PICTURED ABOVE:
BETHEL ISLAND BRIDGE
CONTRA COSTA COUNTY*



SOLID WASTE

THE CEAC SOLID WASTE COMMITTEE ACTIVELY PARTICIPATED IN DEVELOPMENT OF COMMENTS AND PROVIDED INPUT AT SEVERAL WORKSHOPS AROUND THE STATE, ENCOURAGING CAL RECYCLE TO FOCUS ON FUNDING AND INCENTIVES AND NOT NEW RESTRICTIONS.

Several solid waste proposals made their way through the legislative process this year. CSAC had the opportunity to work in collaboration with CEAC and other stakeholders to achieve successful advocacy efforts. In addition, CEAC used this momentum to advance their work on solid waste conversion technologies and engage with the Department of Resources, Recycling and Recovering (Cal Recycle) on developing a clear regulatory path for these technologies in California.

Conversion Technology

CEAC tackled a new topic this year, with the launch of the CEAC Conversion Technology (CT) Working Group. Borne out of the CEAC Solid Waste Committee, the Working Group was established to focus on solid waste conversion technology development, technologies which are capable of converting residual solid waste into renewable energy, biofuels, and other useful products.

With the emphasis on waste diversion and renewable energy, the topic has been gaining momentum in Governor Brown's administration. Consequently, CEAC decided it was important to have a group focused on the issue in order to help shape the State's policy towards CT. Such facilities operate successfully around the world in countries like Japan, Germany, Australia, and Israel, and projects are underway throughout the US, including several jurisdictions in California. The goal of the Working Group is help create a clear regulatory pathway for project permitting in California. The Working Group met several times throughout 2012 and held a series of meetings with California Agency and Department heads. Advocacy efforts are underway to support legislative changes that will enable the development of these facilities in California.

AB 341 Implementation

With the passage of AB 341 (Chapter Number 476, Statutes of 2011) last year, Cal Recycle has begun the development of a strategy to achieve the new statewide 75% solid waste disposal reduction goal through source reduction, recycling, or composting by the year 2020. The CEAC Solid Waste Committee actively participated in development of comments and provided input at several workshops around the State, encouraging Cal Recycle to focus on funding and incentives and not new restrictions. The AB 341 process will likely include, or incorporate policies and ideas associated with organics management, conversion technology and other issues that CEAC is actively following. CSAC remains actively engaged on this issue as the discussions continue into 2013.

STATE LEGISLATION

AB 1634 (Chesbro)—Failed Passage

In the last month of the legislative session, a proposal emerged that would have mandated separate hauling and recycling for organic waste such as food waste or green material by businesses, multi-family dwellings of five or more units and public entities. CSAC, in coordination with members of the CEAC Solid Waste Committee, worked closely with the proponents, author's staff and the legislative consultants to express our concerns and problems with AB 1634, by Assembly Member Wesley Chesbro. CSAC and other opponents felt that the bill would have usurped the AB 341 (Chesbro, Chapter 476, Statutes of 2011) process, which established a new statewide policy goal of 75 percent diversion of solid waste. AB 341 also created a process that committed Cal Recycle to working with stakeholders over an 18-month process to vet suggestions and ideas relative to increased diversion. Given the concerns expressed by CSAC and other local government stakeholders, the bill stalled in the Senate.

PICTURED ABOVE:
SCHOLL SOLID WASTE
LOS ANGELES COUNTY



SB 1118 (Hancock)—Failed Passage

A proposal to create and extended producer responsibility (EPR) program for used mattresses made its way through the legislative process this year. SB 1118 took several different forms throughout the session, but after comments and negotiations with CSAC and input from the CEAC Solid Waste Committee, the bill was ultimately crafted as a true EPR program that would have required manufactures to submit a stewardship plan to the Cal Recycle by April 1, 2013. These amendments allowed CSAC to remove our opposition; however, the bill ultimately died in the Senate.

SB 568 (Lowenthal) – Failed Passage

SB 568, by Senator Allan Lowenthal, would have placed a ban on polystyrene foam food containers, unless the local government or school district adopted a recycling program that could recycle at least 60% of its polystyrene foam food containers. CSAC had concerns with the bill and communicated this through discussions with the author and staff. After several iterations, the bill ultimately died in the Senate.

Climate Change

This year, focus on climate change centered on the implementation of the cap-and-trade program. AB 32 requires California to return to 1990 levels of greenhouse gas emissions by 2020. As part of the overall climate change program, the California Air Resource Board (CARB) identifies a cap-and-trade program as one of the strategies California will employ to reduce the greenhouse gas (GHG) emissions that cause climate change.

The cap-and-trade program sets a statewide limit on sources responsible for 85 percent of California's GHG emissions. This includes industries like mining, oil production and energy production, manufacturing plants, transportation fuels and others. CARB will issue emission "allowances" equal to the total amount of allowable emissions over a given compliance period. Then, entities that are regulated under the program will be able to "trade" or buy and sell a portion of these allowances. Each allowance is equal to one ton of greenhouse gases. As the overall cap declines, fewer allowances will be available. Over time, the auctions are estimated to generate into the billions annually for the state.

As discussions regarding the investment of these funds took place throughout the year, CSAC worked with a number of partners through several different coalitions to secure a portion of these revenues for local governments for a variety of different purposes, including: planning, transportation, energy efficiency and other GHG emissions reductions activities.

STATE LEGISLATION

AB 1532 (Perez) – Chapter 807, Statutes of 2012/ SB 1572 (Pavley) – Failed Passage

With the implementation of the cap and trade program, the fight for auction revenues was at a fever pitch this year. Out of the myriad of bills introduced that would have allocated cap-and-trade funds, two bills emerged as the lead vehicles for this topic: AB 1532, by Assembly Speaker John Perez and SB 1572 by Senator Fran Pavley. CSAC was successful in including language in both of these bills that would allow local governments to be eligible recipients of cap-and-trade funding for the purposes of engaging in activities to reduce GHG gas emissions. While ultimately only AB 1532 was signed by the Governor, CSAC staff took an active role in negotiations and was able to secure public agency eligibility for these funds – a big success considering the number of groups vying for these dollars.

**AS PART OF THE
OVERALL CLIMATE
CHANGE PROGRAM,
THE CALIFORNIA AIR
RESOURCE BOARD
(CARB) IDENTIFIES
A CAP AND TRADE
PROGRAM AS ONE
OF THE STRATEGIES
CALIFORNIA WILL
EMPLOY TO REDUCE
THE GREENHOUSE
GAS (GHG) EMISSIONS
THAT CAUSE CLIMATE
CHANGE.**

*PICTURED ABOVE:
STOCK IMAGE SUPPLIED*



FEDERAL ADVOCACY

**AFTER MONTHS
OF DELAY AND
UNCERTAINTY
SURROUNDING THE
PROSPECTS FOR A
NEW LONG-TERM
TRANSPORTATION
BILL, CONGRESS
APPROVED A TWO-
YEAR HIGHWAY
AND TRANSIT
REAUTHORIZATION
MEASURE.**

Despite gridlock on several fronts, Congress was able to make progress on a number of issues of importance to CEAC. CSAC's federal advocates, Waterman and Associates, describe below, some of the notable achievements in the legislative and regulatory arenas, as well as areas where measurable progress has been made.

Reauthorization of SAFETEA-LU

After months of delay and uncertainty surrounding the prospects for a new long-term transportation bill, Congress approved a two-year highway and transit reauthorization measure. The law, dubbed the Moving Ahead for Progress in the 21st Century Act, or MAP-21, authorizes federal surface transportation investment through September 30, 2014.

In a major victory for CSAC, MAP-21 maintains a dedicated federal funding stream for local off-system bridges. Under the Act, a State is required to obligate for local bridge projects not less than 15 percent of the funds that were apportioned to it under the Highway Bridge Program in fiscal year 2009. CSAC actively lobbied for the inclusion of the off-system bridge set-aside, which was included in the Senate version of the transportation bill via a floor amendment.

MAP-21 also includes various provisions aimed at shortening the length of the transportation project delivery process, which was another CSAC priority. The bill, for example, makes permanent the Surface Transportation Project Delivery Pilot Program, which has allowed California to significantly streamline the process for the delivery of highway projects. Under the new law, the program is expanded to include rail, public transit, and multimodal projects.

In terms of program consolidation, MAP-21 consolidates dozens of transportation programs into four "core" programs. Although the law does not provide dedicated funding for the High Risk Rural Roads (HRRR) program, a priority for CSAC's rural counties, MAP-21 specifies that if the fatality rate on rural roads in a State increases over the most recent two-year period, the State is required to increase spending on rural roads in the next fiscal year.

Reauthorization of the Secure Rural Schools Act

In a victory for CSAC and California's forest counties, MAP-21 includes a one-year continuation — through fiscal year 2012 — of the Secure Rural Schools and Community Self-Determination Act (SRS). Under the Act, SRS is funded at 95 percent of fiscal year 2011 levels.

During consideration of the Senate's transportation bill, CSAC and CEAC membership played a key role in garnering support for the amendment that extended SRS. With the support of Senators Dianne Feinstein (D-CA) and Barbara Boxer (D-CA), the amendment, sponsored by Senator Max Baucus (D-MT), was adopted by a vote of 82 to 16.

In fiscal year 2011, California received a total of \$39.3 million in SRS funding, which was distributed to 32 counties. Accordingly, California's counties can expect to receive approximately \$37.4 million in fiscal year 2012.

*PICTURED ABOVE:
TINLOY TRANSFER STATION
NEVADA COUNTY*



Army Corps of Engineers Levee Vegetation Removal Policy

As directed by CEAC’s 2012 Legislative Priorities, CSAC and CEAC, supported by key members of the California congressional delegation, have continued to actively oppose the Army Corps of Engineers’ levee vegetation removal policy. Although the Corps’ policy is designed to allow for easier inspections and to reduce any potential weakening of levees from root growth and overturned trees, the policy has not been shown to provide tangible benefits to public safety. Additionally, removing vegetation from the state’s levees would cost billions of dollars.

Relying on technical input from CEAC members, CSAC succeeded earlier this year in securing committee report language on levee vegetation as part of the Senate’s fiscal year 2013 Energy and Water Appropriations legislation. The language, submitted by Senator Feinstein on behalf of CSAC, states that the Corps’ initial research on levee vegetation indicates that minimal data exists on the scientific relationship between woody vegetation and levees. The language also urges the Corps to continue to conduct additional scientific research on the topic and encourages the Corps to clarify how it will apply Endangered Species Act considerations in its final vegetation policy.

In related developments, CSAC worked closely with Representative Doris Matsui (D-CA) on legislation (HR 5831) that would require the secretary of the Army to undertake a comprehensive review of the Corps’ guidelines on vegetation management for levees. The bipartisan bill, entitled the Levee Vegetation Review Act, is currently cosponsored by 30 members of the California congressional delegation. Similar language is also included in a draft Water Resources Development Act bill. It will very likely serve as a starting point for reauthorization discussions in the 113th Congress.

Clean Water Act – Section 404 Permitting

CSAC in collaboration with Orange County and CEAC, continued to work this year to build support for legislation (HR 2427) that would streamline the Clean Water Act’s (CWA) Section 404 permitting process. The bill, sponsored by Representative Gary Miller (R-CA), would provide a narrow exemption for maintenance removal of sediment, debris, and vegetation from flood control channels and basins.

Under Section 404, counties and local flood control agencies are required to obtain permits from the Corps for the discharge of dredged or fill material into navigable waters. The CWA also provides a permitting exemption for the maintenance of currently serviceable structures. However, the Corps has determined that this exemption does not apply to certain routine maintenance activities, which has caused a number of negative, unintended consequences, including a significant permitting backlog.

CSAC and CEAC have conducted outreach to national organizations to urge their support for the Section 404 legislation. Earlier this year, the National Association of Flood and Stormwater Management Agencies agreed to endorse HR 2427. This issue is expected to carry over into next year. CSAC will continue to advocate for a statutory or administrative solution.

**RELYING ON TECHNICAL
INPUT FROM CEAC
MEMBERS, CSAC
SUCCEEDED EARLIER
THIS YEAR IN SECURING
COMMITTEE REPORT
LANGUAGE ON LEVEE
VEGETATION AS PART
OF THE SENATE’S
FISCAL YEAR 2013
ENERGY AND WATER
APPROPRIATIONS
LEGISLATION.**

PICTURED ABOVE:
CUCAMONGA BASIN
SAN BERNARDINO COUNTY



CEAC PROGRAM UPDATE

**CONTINUING THE
ASSOCIATIONS
DESIRE TO ADVANCE
COUNTY ENGINEERING,
MANAGEMENT AND
IMPROVE SERVICE
TO THE PUBLIC,
CEAC'S OVERSIGHT
AND SPECIAL TASKS
COMMITTEE SOLICITED
AND RETAINED
SERVICES OF A
COMMUNICATIONS
CONSULTANT.**

2012 was another successful year for members and affiliates of CEAC. Led by CEAC President, Daniel Woldesenbet, Alameda County, CEAC provided significant professional input to CSAC on legislative and regulatory issues, while offering valuable networking and educational events for its members and affiliates.

CEAC experienced increased attendance at their spring conference that was held in conjunction with the League of California Cities Public Works Officers Institute. Over one hundred thirty public and private sector engineers and numerous retired public works members participated in this year's conference at the San Jose Fairmont. Rick Tippet, Trinity County, organized a successful and educational Northern California Regional conference at the PG&E Camp Conery, Lake Almanor. Almost one hundred thirty people attended the seventh annual policy conference held September 13-14 in Sacramento. Thanks to our affiliate sponsors, CEAC once again maintained a fifty-dollar registration fee for the policy conference. The 118th CSAC Annual Meeting hosted by Los Angeles County (Long Beach), was attended by over 100 CEAC registrants and six sponsors. We were honored to have NACE President Richie Beyer, Elmore County, Alabama join us in Los Angeles County.

Mike Crump, Butte County, was presented the CEAC Engineer of the Year award during the CSAC Annual Meeting, while Dave Ryan, Humboldt County earned the CEAC Surveyor of the Year Award. Julie Bueren, Contra Costa County was the lucky recipient of this year's Buffalo Bull award. Ralph Chappell received the Buddy Award, and CSAC's very own DeAnn Baker received the CHICS Golden Egg award.

CEAC recognized several deserving participants with life memberships in 2012, including Tom Mlcoch, L.T. Mlcoch, Inc.; Wesley Zicker, Placer County; Mike Emmons, Santa Barbara County and Phillip Demery, Sonoma County. CEAC also said good-bye to several long-time CEAC members that passed away in 2012 including Stanley "Cliff" Hansen, Contra Costa County; Leland Ralph Steward, Santa Barbara County; S. Harry Orfanos, Imperial County; Alfred P. "Buzz" Stokes, Ventura County and William "Bill" Cypher, San Joaquin County.

Continuing the associations desire to advance county engineering, management and improve service to the public, CEAC's Oversight and Special Tasks committee solicited and retained services of a communications consultant. Under guidance of the consultant, CEAC endeavors to implement ideas brought forward by its members during the visioning process initiated several years ago. Utilization of social media, website enhancements and increased internal and external communication are a few of the proposed changes.

CEAC's representation on outside committees continued to grow in 2012. With the promotion of George Johnson, Riverside County to Assistant County Executive Officer, CEAC appointed Patty Romo, Riverside County as a Southern California representative on the City County State Federal Cooperative Committee (CCSFCC), and Pat DeChellis was appointed as the CEAC representative on the National Association of Counties (NACo) Transportation Steering Committee.

The scholarship committee received twenty-five applications in 2012, and awarded three two-thousand dollar scholarships to Mathew M. McCleod, California State University Fresno; Mary Katherine Danielson, University of California, Irvine; and Jacob Coby Heinrich, California State University, Long Beach.

*PICTURED ABOVE:
COLEMAN VALLEY ROAD
CULVERT REPLACEMENT
SONOMA COUNTY*

ON THE HORIZON IN 2013



Transportation Funding

As explained in greater detail earlier in this report, there are numerous efforts underway to secure additional funding for transportation. We will remain actively engaged in all efforts into 2013 to capture funding for local system needs. Due to the efforts of the California Statewide Local Streets and Roads Needs Assessment Oversight Committee and counties' commitment to that effort we are well poised to quantify our needs and stress the importance of the local transportation system.

California Environmental Quality Act – Streamlining for Effectiveness and Efficiencies

CSAC will continue its work with other stakeholders to seek streamlining of the California Environmental Quality Act, as well as other regulatory requirements. As more and more specific CEQA exemptions have been successful in the Legislature, there is now a concerted effort to provide broader more comprehensive reforms. The Senate President Pro Tempore recently established a CEQA Reform Working Group that has begun debating this issue. In addition, the CTC Needs Assessment effort is also focused on reducing cost of project delivery in the transportation arena.

Flood Control and Water Resources

The State Water Resources Control Board's prolific rule makings, policy proposals and revised permits will no doubt continue into 2013 and beyond. Consistent with prior years, CSAC staff are prepared and positioned to continue working in conjunction with CEAC and other stakeholders in advocating for cost effective and flexible approaches that are consistent with the State's water quality benefits goals.

With the impending release of the State's Flood Future Report by the end of the year, it will be imperative for CEAC's Flood Control Needs Assessment Team to remain engaged during the second phase of this project when next steps and implementation measures are formulated. These discussions are expected to begin the first part of the New Year.

Finally, discussions surrounding flood management and land use, specifically with respect to SB 5 implementation, will also continue into 2013. Outstanding implementation challenges will need to be addressed either through additional statutory changes or through agreed upon administrative actions by the Department of Water Resources.

Solid Waste Management

CEAC will continue to advocate for a clear regulatory path for conversion technologies in California. The CEAC Conversion Technology Working Group is already reaching out to stakeholders to begin the discussion of what changes need to be made in order to achieve this goal. Next year, the Working Group will continue to share information and resources on this topic, coordinate field trips and site visits and support legislative proposals to advance conversion technology in California. In addition, CSAC staff will continue to engage in the development of the statewide strategy to achieve 75% solid waste diversion.

Changes to California's Political Landscape

Finally, we are entering a rare political dynamic where one party (the Democratic party) controls the Executive and Legislative branches of government. How the Legislature and Governor use this unbridled authority to influence major policy and funding decisions is yet to be seen. This could be a very interesting year ahead.

CSAC WILL CONTINUE ITS WORK WITH OTHER STAKEHOLDERS TO SEEK STREAMLINING OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS WELL AS OTHER REGULATORY REQUIREMENTS.

*PICTURED ABOVE:
FORESTHILL BRIDGE
PLACER COUNTY*

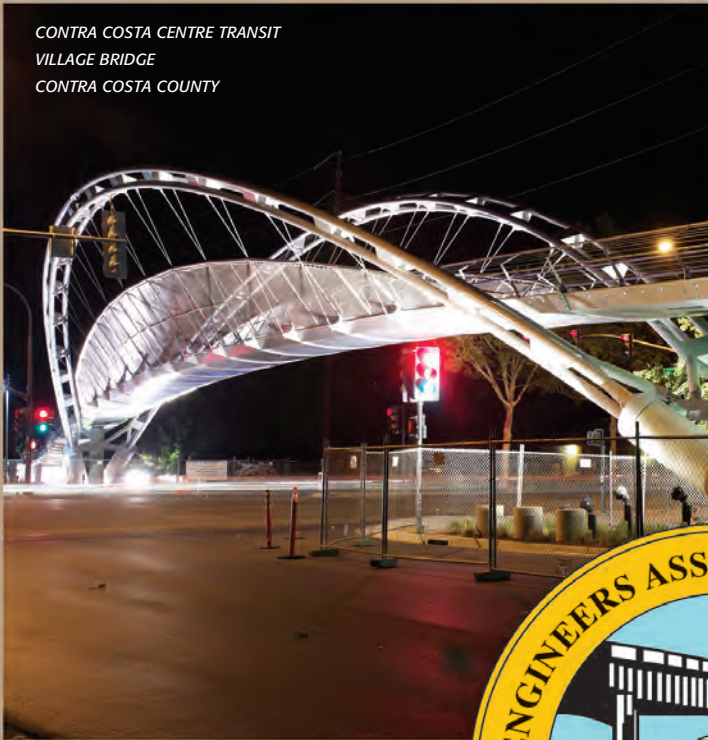
KIRKER PASS ROAD
CONTRA COSTA COUNTY



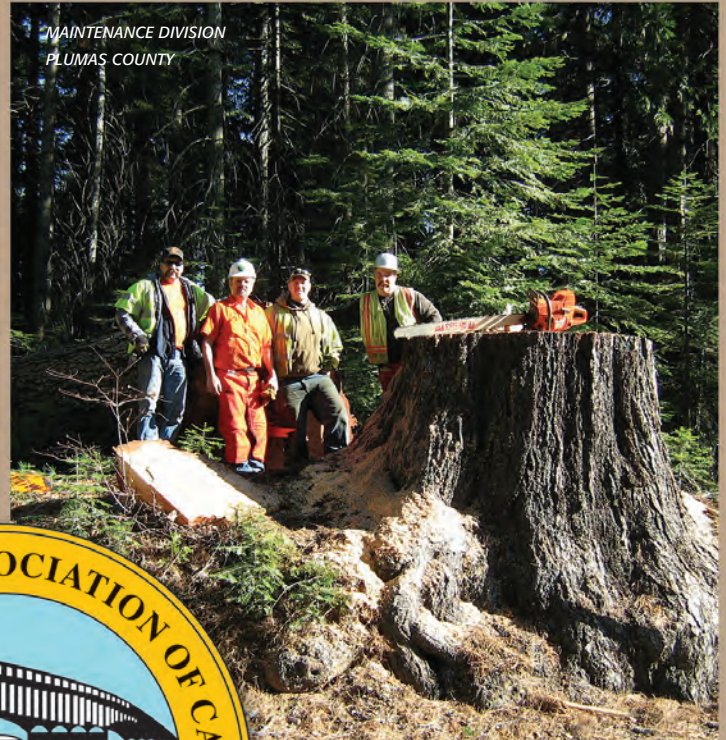
TOWER ROAD COLVERT
SONOMA COUNTY



CONTRA COSTA CENTRE TRANSIT
VILLAGE BRIDGE
CONTRA COSTA COUNTY



MAINTENANCE DIVISION
PLUMAS COUNTY



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