



CEAC Newsletter

April
2021

Editor: Pat DeChellis

Inside this Issue

President's Message

NACE Update (from Scott McGolpin)

*NACE Western Region Report
(from Jim Porter)*

Save the Dates

News from Around the State

*CEAC Report-Transportation
Funding*

*CEAC Leg Tracking Reports &
CSAC Staffing Update*

In Memoriam-Bob Perreault

*Droppings -
Senator Randolph Collier*

2020-21 CEAC Board of Directors

*Board Meeting -1-12-2021
(Virtual Meeting)
Draft Minutes
Meeting Roster*

Page

1

3

5

6

7

9

10

11

12

13

14

16

President's Message

by Jim Porter,

Director of Public Works
San Mateo County

Things are looking up. California is in the midst of receiving a large dose (pardon the pun) of vaccines and is opening up eligibility for persons 50 years and older on April 1 and everyone 16 years and older on April 15. I hope that the vaccine availability projections are met, and we all get vaccinated as soon as we can. The faster we can get vaccines in people's arms, the faster that life will return to normal, or whatever normal will be moving forward.

Now that the light at the end of the COVID tunnel is in sight, we need to refocus on the upcoming year and get ready for whatever is thrown at us. One of the interesting things about our jobs is that you never know what's going to happen next. And very little surprises me anymore. We're officially in a drought in most of California. That means water conservation efforts will be in full swing again. It also means that we should prepare for another intense fire season, which is becoming more and more common. I'm not going to mention locusts again out of abundance of caution.

In terms of CEAC events this year, we will be holding both the Spring Conference and the Policy Conference virtually this year. The Spring Conference will be held on May 13, 14, 20 and 21 and I hope to see you all there. Although I think we'd all love to get together in person, there is still enough uncertainty as to when a critical mass of CEAC members will be vaccinated that it is prudent to hold off on large gatherings until the Fall. The good news is, the Fall Conference with CSAC will be an in-person event. I'm looking forward to seeing you all face-to-face and re-engaging in the networking and information sharing that has been more difficult in a remote environment.

In terms of transportation funding, many if not all of us have experienced a reduction in Gas Tax/SB 1 revenue during the pandemic. Traffic volumes are increasing in the Bay Area where I live, but we're nowhere near to being back to traffic volumes prior to the pandemic. There has been much discussion at the federal level about passing an infrastructure bill. We all know that our public infrastructure needs major improvements and funding infrastructure puts people to work in the A/E and construction industries as well as local government. Fingers crossed that Congress can agree on legislation to fund much needed work.

Another possibility for upcoming infrastructure funds could be a federal stimulus package to reinvigorate the economy similar to what was done in 2009 with the American Recovery and Reinvestment Act. (ARRA). Now is a good time to be thinking of projects that can be funded if stimulus dollars become available. There will likely be requirements to expend the funds quickly, meaning projects should be "shovel ready" and ideally have the environmental phase, permitting, and PS&E complete and ready to go. Non-controversial projects with short lead times such as pavement rehabilitation projects are always good candidates. There may be an added focus on social equity and energy efficiency projects. Federal dollars come with federal requirements such as NEPA and prevailing wage provisions, so keep that in mind when developing your construction contract documents. It's prudent to begin thinking about how you would expend stimulus dollars now so that you're ready if a stimulus package come to fruition.



**All Materials Submitted are
Subject to the "3 R's":**

**Review
Revision
Rejection**

PRESIDENT'S MESSAGE (CONTINUED)

As many of you know, the state Department of Forestry is proposing new Fire Safe regulations that will place new conditions on development in fire prone areas. Most of these areas are in rural counties, but it's not just a rural issue. Suburban and urban counties have existing conditions that will trigger the proposed regulations. CEAC has had a presence in commenting on the proposed regulatory language and has provided substantive and thoughtful input that meets the intent of the regulations (most importantly improving ingress for fire fighters and egress for residents) while still allowing "smart" development in high fire risk areas. I'd like to express my appreciation to Trisha Tillotson, Nevada County; Bob Bronkall, Humboldt County; and Catherine Freeman, CSAC, for their work representing counties on this issue. Their input and constructive comments have been invaluable. Well done!

Stay safe,

Jim Porter
CEAC President
San Mateo County

And just because it's true....





NACE UPDATE

NACE Update from President McGolpin

Where has the time gone? I never would have thought I'd say that when I started my NACE Presidency last year, as the country rolled into a worldwide COVID pandemic. 2020 brought so many new challenges for each of us, our families, colleagues, and NACE that were unimaginable this time last year.

We no doubt we're living in historic times and the decisions we found ourselves tasked with were unprecedented. Just a few weeks prior to my term commencing, NACE found itself in the unenviable position of deciding to conduct our annual conference on electronic platforms in lieu of holding the conference in person in Orange Beach, Alabama. We survived and actually did it quite well considering the limited time to prepare due to the work of our outstanding NACE staff. We are all very fortunate to have our Executive Director, Kevan Stone, and his team Staci Morgan and Connie Radoulovitch on our side. Their leadership and perseverance this past year has been superb as we navigated these uncharted waters.

This year our Fall Board of Directors meeting was held in Minneapolis, MN. Last year the leadership of NACE decided to schedule these annual meetings in a central location within our nation to ease the commute for members to attend these meetings in person. As one of our members who lives on the coast, this decision was welcomed to avoid a whole day of travel and having to adjust to the impacts of crossing multiple time zones. Realizing the need to ensure COVID-related health and safety measures, Minneapolis fit the bill perfectly and Kevan Stone, planned it very well for the host hotel to be a mere few minutes from the airport, eliminating the need to venture outside for the duration of the event. On the afternoon of October 28th, the Executive Committee conducted their meeting and on the morning of October 29th the Board of Directors convened to tend to NACE business. In a COVID environment, we expected attendance to be down, but we were pleasantly surprised to have a few board members who were able to make the trip for a socially distanced meeting. I cannot thank the Executive Committee and Board of Directors enough for their continued support of our association, making tough but thoughtful decisions to ensure the long-term prosperity of NACE and for their leadership over the last year. It has been a privilege to work with each and everyone of these professionals.

On the policy and federal agency front, we will roll out a white paper discussing ideas NACE has in the area of FEMA Reform during our annual conference. To a person, if I ask someone in NACE about their experience with FEMA the stories are usually quite consistent and relate to customer service and efficiency concerns. My goal initially by developing this information was to inform a briefing paper that we could use on our DC Fly-Ins to help this federal agency improve. Today's travel restrictions, unfortunately, played into whether our 2021 Fly-In was conducted, which it wasn't, nevertheless, this information will be available now to each of us to brief our federally elected officials back home. We need to start this conversation, if one needs to be had for your jurisdiction, then we will be able to capitalize on change in the future once Capitol Hill, the Administration and FEMA reopens for visitors in the future. My thanks go out to Pam Dingman, Emergency Preparedness Committee Chair, and Josh Harvill, Legislative Committee Chair, and their respective committee members for providing the heavy lift of drafting this document.

As hard as it was for NACE to cancel our conferences in 2020 and now 2021, it was just as hard on our Corporate Members and Exhibitors. These good people and businesses are dedicated to our organization and rely on the connections and business they receive from our membership for survival. In addition to our event, they lost similar opportunities around the country over the past year, as other organizations were forced to cancel their events as well. Many of these exhibitors have been with us for a long time, and they are committed to all of us and deserve special thanks for their continued commitment. I worked with the Corporate Member Services Committee to engage these folks to thank them for their continued commitment to NACE. We spent time with them to explore ideas NACE could implement throughout the year, and certainly at our conference to get them in front of more of our members. Without their continued financial support annually, our organization would cease to exist without much higher dues for all of us. This process was very enlightening for the NACE team involved and it resulted in



NACE Virtual 2021 is a 3-day interactive virtual event that is designed to deliver a conference experience without the added expense and logistics of travel. Speakers will share their presentations via webinars, delivering amazing content right to your living room, office, or wherever you choose to join. There will also be a virtual exhibit experience as well and several ways to learn from NACE's diverse corporate members.

Click on this link for information on how to register <https://www.naceevents.org/registration-information-attendee>

NACE UPDATE (continued)

the development and roll-out of our very first NACE Connect a few months ago which was a complete success. My hope is in a small way NACE Connect will provide that same opportunity to our Corporate Partners until we hold our next in-person conference. NACE Connect however will be a program that we will continue to provide to our membership beyond the pandemic as an additional benefit to our partners while at the same time providing no-cost professional development hours to each of you. Mark Servi, Corporate Member Services Committee Chair, and NACE's Staci Morgan were the spark plugs who got this program up and running and I really appreciate all that they did to get this initiative started.

While the majority of travel over this past year has been limited, NACE was invited to the White House in July by the President for the roll out of his NEPA Modernization Executive Order. For anyone who deals with federal funding, this was a big deal and it partially satisfied one of two of NACE's primary advocacy items, environmental process streamlining. With a new administration in the White House now we all need to stay engaged to educate them on the benefits of environmental process streamlining. I was able to attend two state affiliates that conducted face-to-face meetings this past year, Wisconsin and South Dakota, where I will visit at the end of this month. Many more invitations to state virtual meetings were made and honored by either Kevan or I throughout the year. While I am truly sorry that we did not get the opportunity to meet in person I am grateful to NACE being included virtually to share all that was going on from a federal legislative perspective over the last year.

All of us, as members of this outstanding association, have a professional responsibility to continue advocating for federal legislation that makes positive impacts to the communities we serve daily at home. To that end, we must take every opportunity to raise our NACE priorities with decision-makers and stakeholders to influence this process. The first two NACE priorities below were also approved as resolutions at the National Association of County's (NACo) Transportation Steering Committee:

- Federal regulatory reform to include environmental streamlining to get projects through the process and to construction faster; and
- Direct federal funding to local agencies now. As we all know, a dollar that goes directly to a County Engineer/County Public Works Department will be spent faster and go further than a dollar that must pass through multiple layers of government to get to that same County Engineer/Department; and
- Long-term financial stability of the highway trust fund.

The COVID-19 pandemic has impacted all of our operations in ways that are much different than natural disasters. Specifically, the loss of gas taxes to make ends meet in our operating budgets due to the initial Safer at Home initiatives across this country must be addressed. This week in DC, a \$1.9 Trillion COVID Relief Package was approved. There certainly is much hope in California that our financial impacts associated with the pandemic will be addressed through this funding. My hope is nationwide this relief to all of us comes quickly.

Of all the professional organizations I have been involved in, NACE has the strongest membership and leaders. Within NACE, there is a passion and focus to improve the work we do for the public we serve like no other. NACE would not be the outstanding organization it is today without the participation of each of you, our members. Thank you for your commitment and for your efforts to improve the rules that govern the work that we do at the federal government level. It has been a career highlight and honor for me to be your NACE President over the last year and I look forward to working with each of you to continue building NACE into the nation's public works powerhouse.

Thank you for your public service it is my honor to serve with each of you!

Thank you! Scott

SAVE THE DATE

NACE 2022- April 24-27

Erie County (Buffalo), New York

NACE Western Region Vice President Update

Jim Porter, P.E.

We look forward to “seeing” you all at NACE 2021!

The Western Region of NACE is comprised of the states of California, Arizona, Oregon, Washington, Idaho, and Colorado. Although each state is unique, we all share common issues, particularly around transportation funding. Unfortunately, the west has seen its fair share of natural disasters and of course COVID 19. State conferences have been held virtually, but as the vaccine rolls out and case numbers decline, we hope to be meeting in person in mid to late 2021.

California has been dealing with disaster after disaster. 2020 brought one of the worst fire seasons ever recorded in California history and the worst pandemic in over a century. The pandemic directly caused a major economic slowdown, forcing counties to layoff and/or furlough staff. Unemployment was at levels not seen since the Great Recession and nearly every sector of the economy was suffering. Additionally, spinoff disasters including debris flows stemming from barren soils on steep mountain slopes resulted in mudslides during heavy rains were challenging, as well as a rush to vaccinate our citizens to combat COVID-19. Taken together, this has spread County resources to beyond thin and has worn out staff working unusually long hours for prolonged periods. All that said, county Public Works departments across the state continue to persevere and rebuild. California is no stranger to disasters and has responded in full force to get our infrastructure back up and running. In California we look forward to a new more robust Federal Transportation re-authorization bill to insure investments continue into our aging infrastructure that our communities depend upon daily.

In Oregon, Under the most recent federal COVID-19 relief package, the state is expected to receive \$124 million in funding to help state and local governments that have lost revenue as a result of the pandemic and recession. The package contains additional funding for transit as well. Current projections highlight a loss of \$225 million in State Highway Funds through the end of the fiscal year and a total of \$370 million through fiscal year 2025 due to lasting impacts of the pandemic, recession, and recovery. Brian Worley, County Road Program Director, recently testified before the Oregon Transportation Commission (OTC). In his testimony, Worley highlighted that during the last year, revenues for counties have been reduced by \$36 million. Current declines have led to projects put on hold, reduced hours, and some layoffs. “Even before the pandemic, transportation costs were rising faster than revenue, leading to a long-term decline for ODOT, cities, and counties.” But OACES members have weathered every challenge thrown at them and look forward to an improving economy.

ODOT and the Oregon Transportation Commission (OTC) have finished distributing more than \$2.1 billion across different programs in the 2024-2027 Statewide Transportation Improvement Program (STIP). The Commission also supported ODOT’s allocation of funding among Fix-It programs, the largest amount in the STIP. The final allocation of \$800 million is distributed as follows: \$372 million for bridge and seismic projects., \$301 million for pavement preservation., \$77 million for operations capital projects - Intelligent Transportation Systems, unstable slopes, signs, signals and lights. \$50 million for culverts. Even with these significant investments, ODOT expects the condition of aging bridges and pavement to deteriorate over the course of the STIP.

In Washington State, significant focus in the transportation arena was on budget shortfalls. Initiative 976, passed in November 2019, rolled back various local and state car fees, resulting in a short-term \$450 million revenue loss, with longer-term impacts in the billions. The Initiative was immediately challenged in the courts, but the Legislature operated under the assumption it would be upheld; thus, cuts ensued. Notably, the County Road Administration Board’s Rural Arterial Program (RAP) saw a \$3.1 million cut, based on legislative assumptions of “anticipated underruns” in the program. While the cuts were said to be “short-term” and “one-time,” the unanticipated revenue shortfalls resulting from the global pandemic make restoration of these cuts unknown at this time.

While the transportation budget was a disappointment, there were bright spots in the 2020 session. The final capital budget directed the Brian Abbott Fish Barrier Removal Board to develop a comprehensive statewide culvert remediation plan that must work in conjunction with the state approach to fully satisfy its fish barrier removal injunction mandate. The comprehensive plan must be consistent with the principles and requirements of the injunction and must achieve coordinated investment strategy goals of permanent injunction compliance.

In Arizona, AACE members have experienced the impacts that COVID-19 has had on operations and routine business. AACE had to cancel a Pavement Preservation Workshop scheduled for March 2020 due to the pandemic. They had an extremely positive response to its agenda and had many diverse agencies, not just counties, signed up to attend. AACE continues to monitor member agency meeting and travel policies, as well as venue availability, so that we can reschedule this workshop as soon as we are able.

In early 2021 AACE did kick off virtual meetings for their members and interested guests. The main purpose of the virtual meeting was to provide a venue for counties to provide updates and to allow for interaction with industry partners. AACE collaborated with their state APWA to both advertise and host the events.

Member agency Mohave County was recently recognized by FHWA for its in-house development of an asset management application. The Federal Highway Administration selected Mohave County as its 2020 “Build a Better Mousetrap” winner in the category of Smart Transformation. FHWA recognized the County’s in-house developed culvert inspection mobile application for completing annual inspections of 994 maintained culverts. The move enabled geospatial inventory, culvert characteristic and condition information, image capture, inspection timestamp, and inspection findings archival in a central electronic repository. The application features easy manual data entry, a live dashboard with pie charts and color-coded fonts to track progress, and options for uploading photos, adding notes and generating quick reports. Details on the FHWA award and application specifics can be accessed via: https://www.fhwa.dot.gov/clas/babm/2020/culvert_inspection_mobile_application.aspx

A video presenting application use in the section is available at: <https://www.youtube.com/watch?v=69VnzroydfY&feature=youtu.be>

For continuation of Jim Porter’s Report, please use the following link—<https://naace.memberclicks.net/news-21-march-porter-update>

SAVE THE DATES

- ♦ April 19 - 22, 2021 **2021 NACE Annual Conference** (virtual)
- ♦ April 21, 2021 **CEAC Southern California Regional Meeting** (virtual)
- ♦ April 21 - 23, 2021 **2021 CSAC Leg Conference** – (virtual)
- ♦ May 13 - 21, 2021 **2021 CEAC Spring Conference** (virtual)
 - May 13, 2021 - 10:15am—11:30am - **Resource Recovery/Waste Management Policy Committee**
1:00pm— 2:30pm - **General Session (with Cal Cities)**
 - May 14, 2021 - 9:00am—10:15am - **Transportation Policy Committee**
1:00pm— 2:15pm - **Infrastructure and Development Policy Committee**
 - May 20, 2021 - 9:00am—10:15am - **Surveyor Policy Committee**
1:00pm— 2:15pm - **Administrative Committee**
 - May 21, 2021 - 9:00am—10:15am - **Flood Control and Water Resources Policy Committee**
10:30am—12:30pm - **CEAC Board of Directors Meeting**
- ♦ **2021 CEAC Policy Conference** (virtual) Dates for the 2021 CEAC Policy Conference are still to be determined. However, at this time, leadership has determined that the event will be virtual (similar to the 2020 CEAC Policy Conference)
- ♦ **2021 CEAC Fall Conference/CSAC 127th Annual Meeting**, Nov 30-Dec 3, 2021, Monterey Co.
- ♦ **Please note:** CEAC will not be meeting with Cal Cities (previously known as the League of California Cities) in 2021, but are looking forward to reconvening the joint event with our city public works officers March 22-25, 2022 at the Monterey Marriott and Conference Center.

CEAC Platinum Sponsors



News from Around the State

Calaveras County to Butte County

Joshua (Josh) Pack left Calaveras County at the end of 2020 and began as the Director of Public Works for Butte County on January 4, 2021. He was extremely proud of the work his team at Calaveras County performed over the past two years. “We have an amazing group of employees here in Public Works (Calaveras), and I’m confident that they will continue to provide the community with the same levels of service in the years to come,” he said.

“The new position presents a natural career progression for me and is also an opportunity to get closer to home, to spend more time with my wife and family. I’m also excited about working with the great staff Butte County has to further advance many critical infrastructure programs projects throughout the County.”

Joshua (Josh) Pack, Director – Public Works

Butte County

530.538.7681 (work) / 530.913.3836 (cell) / jpack@buttecounty.net (work email)

Marin County

San Rafael, CA – Rosemarie Gaglione was appointed to the position of Director of Public Works by the Marin County Board of Supervisors on March 2, 2021. She started her new job on March 21, 2021. She replaces Raul Rojas who retired at the end of 2020. Chief Assistant Director Patrick Echols led the department since Raul retired.

Previously, Rosemarie was the Director of Public Works for the City of Oxnard. At Oxnard she oversaw street maintenance and traffic safety, water resources, environmental resources, vehicle fleet management, and liaison work with special districts, nearby jurisdictions, and other city departments. She also managed three utilities – solid waste, wastewater treatment, and water service, including recycled water. A practitioner of team-building, leadership and robust public engagement, Rosemarie said she believes that utility experience could come in handy.



“Every time you have the opportunity to have increased understanding of what your partners have to deal with, all the better,” Rosemarie said. “Were there any emergencies, such as an earthquake, you draw on those relationships at a time when people are needed to assist in putting a community back together.”

Prior to joining Oxnard, Rosemarie spent nearly 11 years with the City of Goleta, near Santa Barbara, including four years as Public Works Director and City Engineer. She started her career with the County of San Luis Obispo Public Work’s Transportation Division, handling roles such as senior engineering aide, construction engineer, and capital improvements projects manager.

Rosemarie said she was interested in the Marin position because of its location and the natural beauty she first experienced on a visit 30 years ago. She was also impressed with the County’s recent progress in the area of equity, both in the community and internally.

“The emphasis on equity was an important factor for me,” she said. “As part of the hiring process, I watched several Board of Supervisors meetings and read multiple documents online, and I loved how the employees are gracious with each other. There seemed to be an emphasis on making sure everybody feels safe at work; you can’t do your best work if don’t feel safe and feel valued.

“In terms of community, I like to see equity written right into strategic plans and when projects are built. You invest in what you respect, so by the County saying it is taking equity into account, it is a way of saying to the marginalized population that we value you and respect you. From a humanistic point of view, it all meshed for me.”

Rosemarie grew up in the Eagle Rock neighborhood of Los Angeles, and has a bachelor’s degree in environmental engineering from Cal Poly-San Luis Obispo with a concentration in water resources and wastewater treatment.

News from Around the State (continued)

Report from CEAC Northern California Regional Director

From Bob Bronkall, Deputy Director - Public Works Department / Humboldt County

A few things to update everyone:

1. CA MUTCD Rev 6

From Caltrans press release: Effective March 30, 2021, California Department of Transportation (Caltrans) has made edits, referred to as Revision 6 (Rev 6), to the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD), to provide uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendations of the California Traffic Control Devices Committee (CTCDC). Caltrans has received a letter of substantial conformance from the Federal Highway Administration (FHWA) for the CA MUTCD 2014, Rev 6.

The revised CA MUTCD 2014 Rev 6 includes FHWA's MUTCD 2009 Edition, and revised in May 2012, as amended for use in California. The CA MUTCD 2014, Rev 6 also includes policies on traffic control devices issued by the Department since March 29, 2019 and other corrections and format changes.

<https://dot.ca.gov/programs/safety-programs/camutcd/camutcd-files>

2. BORPELSG license renewals

Don't forget to sign up with our licensing board to get notified of when your professional license is about to expire. **The board is no longer mailing renewal notices.**

[https://bpelsg.ca.gov/licensees/renewal_info.shtml#:~:text=Use%20BORPELSG%20Connect%20to%20Renew,than%20two%20\(2\)%20years.](https://bpelsg.ca.gov/licensees/renewal_info.shtml#:~:text=Use%20BORPELSG%20Connect%20to%20Renew,than%20two%20(2)%20years.)

Per e-mail from Mr. Tyburski to Merrin on March 4, 2021:

Kevin retired late last year and I have assumed his position.

Dominic Tyburski, P.E.
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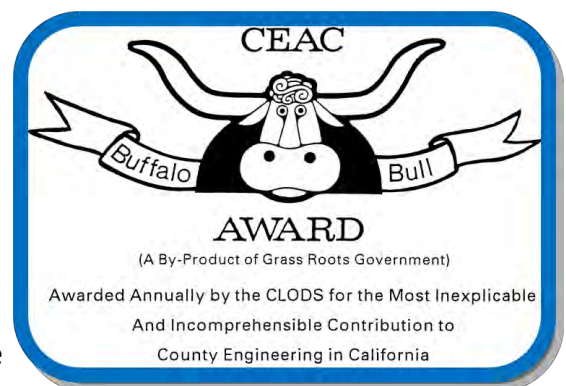


Since there has been no in-person conferences since 2019,

Jim Porter (San Mateo) still has the **Buffalo Bull**



Award and will continue to proudly display it in his Office until such time as we have our next in-person conference. Nominations remain open. So, if you don't want to be the next recipient, submit your nominations to the CEAC Newsletter Editor for delivery to the Tres Pinos Committee.



CSAC Report -Transportation Funding

County Transportation Funding Estimates

The [Governor's budget proposal](#) notes that gasoline consumption was down 8.4 percent in 2019-20 compared to the prior fiscal year. The Department of Finance expects consumption to continue its pandemic-related decline, decreasing by 3.8 percent in 2020-21 before recovering 5 percent in 2021-22. Diesel fuel consumption grew in 2019-20 before declining in 2020-21 due to the pandemic. The resulting revenue losses were partially offset by inflationary adjustments to the fuel tax rates and transportation improvement fee authorized by SB 1 and effective July 1, 2020. Please find attached CSAC's estimates of county highway user tax account and road maintenance and rehabilitation account revenues for fiscal years 2020-21 and 2021-22.

COVID-19 Relief – Federal Funding and State Maintenance of Effort Requirements

The recently-passed federal spending and COVID-19 relief bill includes \$10 billion in supplemental funding allocated to state departments of transportation. CSAC anticipates that California will receive approximately \$900 million from the bill.

The Governor's budget did not include a specific proposal for the use of this recently-passed funding, but it did highlight the significant fuel tax revenue losses to the state and local governments as a result of the COVID-19 pandemic. CSAC has been in communication with the Administration, Caltrans, the California Transportation Commission (CTC), and other transportation stakeholders to understand the process for allocating these funds, as well as to highlight and advocate for county priorities. CSAC will keep counties informed as these conversations progress.

At the state level, CSAC expects to see proposed budget trailer bill language from the Department of Finance related to the impacts of the COVID-19 pandemic on local revenues and the SB 1 maintenance of effort (MOE) requirement. CSAC engaged with the CTC and other transportation stakeholders last year to propose a framework for temporary MOE relief to cities and counties based on pandemic-related revenue losses. CSAC will share additional details when they are available.

Climate Action Plan for Transportation Infrastructure

The Governor's proposed budget includes a discussion of the Administration's ongoing work to implement Executive Order N-19-19 through the creation of the "Climate Action Plan for Transportation Infrastructure," or "CAPTI." The proposed budget notes that the target date for developing the plan is July 15, 2021.

CSAC has been engaged with the California State Transportation Agency (CalSTA) as it works to develop the CAPTI. Executive Order N-19-19, signed in September 2019, directed the Department of Finance, the Department of Transportation and the Department of General Services to take action to advance emissions reduction goals and incorporate climate resiliency strategies in several state programs, including pension investments, transportation programs, and state-owned facilities. The executive order is summarized in this [bulletin article](#).

The CAPTI does not affect county formula funds allocated from SB 1's road maintenance and rehabilitation account or the highway user tax account. Moreover, the use of state transportation funding raised through fuel excise taxes and the transportation improvement fee (TIF) is subject to the limitations of Article XIX of the California Constitution, as amended by [Proposition 69 \(2018\)](#). Specifically, fuel excise tax revenues are limited to street, highway, and fixed transit guideway purposes, including essential components, such as sidewalks, traffic signals, etc.; while TIF revenues are limited to the previously mentioned purposes and public transit operations.

CalSTA has solicited feedback regarding the Action Plan from stakeholders via a survey, stakeholder meetings, and workshops. CalSTA Undersecretary Elissa Konove joined the CSAC Housing, Land Use and Transportation (HLT) Policy Committee meeting in December 2019 to have an initial discussion on the plan. The HLT Committee held a follow-up meeting with CalSTA representatives in August 2020 to discuss the status of the Executive Order's implementation and to provide initial county feedback. CSAC will solicit additional county feedback to inform our comments when a draft plan is released in the coming months.

As always, please don't hesitate to reach out to CSAC staff with questions or concerns.

Christopher A. Lee

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CEAC Legislative Tracking Reports & CSAC Staffing Update

Legislative Tracking

The Senate and the Assembly reconvened for session this week after adjourning for a week-long Spring Recess at the end of March. Both houses of the legislature are currently in the process of considering bills in policy and fiscal committees and are working to meet the following major legislative deadlines in the next couple months:

- **April 30:** Last day for policy committees to pass fiscal bills introduced in their house;
- **May 7:** Last day for policy committees to pass non-fiscal bills introduced in their house;
- **May 21:** Last day for fiscal committees pass bills introduced in their house; and
- **June 4:** Last day for both the Assembly and Senate to pass bills out of their house of origin.

CSAC staff have been monitoring over 100 measures that fall under the purview of CEAC's policy committees and the Administrative Committee. Bill tracking reports are available for each CEAC committee at the links below, as well as on each committee's [CEAC webpage](#).

The reports include a progress bar, which shows (in yellow) the house location and whether the bill is pending a hearing by a policy or fiscal committee, or if it is awaiting a vote by the full Senate or Assembly. Direct links for the reports for each CEAC committee are available here:

- [Administrative Committee Legislative Report](#)
- [Flood Control & Water Resources Legislative Report](#)
- [Infrastructure & Development Legislative Report](#)
- [Resource Recovery and Waste Management Legislative Report](#)
- [Surveyor Legislative Report](#)
- [Transportation Legislative Report](#)

CSAC Staffing Update

We would like to introduce Ada Waelder, who is the new legislative analyst for agriculture, environment, and natural resources (AENR). Ada is working with Catherine Freeman, the legislative representative for AENR, to staff the CEAC Flood Control and Water Resources, Resource Recovery and Waste Management, and Surveyor policy committees. Nick Cronenwett, who previously served as the legislative analyst for this policy area, left CSAC last month.

Ada joined CSAC at the start of 2020 after working for the United States Senate Energy and Natural Resources Committee, as well as Senator Maria Cantwell. For her first year with CSAC, she was the Legislative Analyst for government, finance and administration (GFA), but is excited to make the transition to AENR and bring her federal experience to the table.

Ada can be reached at awaelder@counties.org and (916) 809-1044.

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In Memoriam

Robert (Bob) Perreault, Jr.

December 13, 1948 - March 16, 2021

Robert (Bob) Perreault, Jr., an active member of CEAC, peacefully passed away at his home on March 16, 2021, after a tough fought battle with heart issues over many years. Bob was a resident of East Quincy, CA, born in New Hampshire to Jeanette & Robert A. Perreault, Sr., where he lived throughout his childhood and College years. He was fiercely passionate about civil engineering, all of it's intricacies as well as all of it's advances throughout the years. He was one of the lucky people who enjoyed making a living in a career he truly loved for over 50 years.

Bob graduated with a Bachelor of Science degree in Civil Engineering from UNH-Durham-College of Technology in 1972; then spent his life dedicated to work in this field. He loved what he did and was second to none at doing it. He received the "Young Engineer of the Year" award from the joint Committee of NH Engineering Societies in 1979. From 1971 through 1979 he served in the Air National Guard at Pease Air Force Base and loved to share these memories with his family. He was a member of various professional and civic organizations and had been actively involved in all.

Bob, his wife Nancy and their children moved to Quincy in 2006, where he served as the Director of Public Works for Plumas County, a position he held at the time of his passing. He loved the mountains and small town feel, so Quincy was a great fit for him.

Bob was a strong, kind, loving and supportive husband and father. His knowledge and guidance was the foundation of his family and will continue to be so. He's remembered by family as the best husband any woman could desire to share life with; as none other could come close to his capabilities and love as a father. He was a family man through and through and everything he did was for them. He was extremely passionate about the outdoors; specifically the White Mountains of New Hampshire, and would spend as much time as possible enjoying hiking, lake trips, water exploration, admiring the old covered bridges and the trains that ran through; so much the he co-authored a booklet on the history of the Mt. Washington Cog Railway in 1974. He loved collecting any type of memorabilia having to do with the White Mountains of New Hampshire, which was a pride and joy to him.

He is survived by his wife, Nancy Perreault; daughters, Rachel Becerril, Leigh Perreault and Michelle Pappas; sons, Daniel & David Perreault; sister, Lori Perreault; brothers, Wayne & Gary Perreault and by many grandchildren and countless friends, who have been like family. He was a one of a kind guy, that will be missed by all.

A public funeral service was held Friday, March 26, 2021, at Blair Mortuary, 392 Lawrence St., Quincy, CA with private inurnment that followed.

Bob was still active in CEAC at the time of his passing. He was the Plumas County Director of Public Works since 2006 and, very importantly, the CEAC Representative representing all local agencies in the State on the Federal Lands Access Program (FLAP) Programming Decisions Committee since 2016.



By Dave "Road Runner" Gravenkamp
CEAC Historian

Senator Randolph Collier

(Editor's Note: The following article was taken for the June 2007 Edition of the CEAC Newsletter).

As I drive by the Siskiyou County Courthouse almost daily, I'm continually reminded of the individual who probably had the most significant impact on the road systems of every county in the state. The life-size bronze statue of Randolph Collier sitting on a park bench with his newspaper occupies a prominent spot at the northeast corner of the courthouse block. Numerous other tributes to Collier are scattered throughout the north state. The Collier Rest Stop is the first rest area on Interstate 5 from the north and Collier Way is the principal entry into the City of Etna in Siskiyou County. Collier Tunnel in Del Norte County is located on State Route #199 linking Grants Pass, Oregon with Crescent City, California. No doubt many of your counties can claim roads, bridges, parks, etc., named after the Senator.

Randolph Clayton Collier was born in Etna on July 26, 1902 and he attended Siskiyou Union High School in Yreka. A turning point in his life came at age 13 with the death of his mother. He attended the University of California at Berkeley where he met and subsequently married Aida Pillsbury. Upon graduation, they returned to Yreka where he took over his father's failing abstract company. Collier's start in politics came in 1925 when he became Police Judge in Yreka serving in that capacity until 1938 when he was elected to the State Senate.

Prior to 1948 most counties, particularly rural counties, divided what little road money available into five equal parts. Each county supervisor had his own road foreman and crew who worked only on roads in his district. The Collier-Burns Act es-

tablished one unified county road system headed by a road commissioner appointed by the Board of Supervisors. With the assistance of the Institute of Transportation and Traffic Engineering headed by Harmer Davis, a formula was devised for the state-wide distribution of the new gas tax provided for in the bill. The distribution was based primarily on registered vehicles and miles of county roads. Counties benefited greatly and rural counties benefited *enormously*.

Soon Collier chaired the Senate Transportation Committee from 1946 to 1968 and the Senate Finance Committee from 1969 to 1974. At one time he was considered the most powerful legislator in the State, even more powerful than the Governor. It has been said that votes in Collier's committee were always unanimous and always in agreement with the Senator. In the late 60s and early 70s when Interstate 5 was being constructed through our Siskiyou County, the Division of Highways proposed an alignment which bypassed Yreka and followed a less severe vertical alignment through Montague located six miles to the east. Senator Collier promptly authored legislation which mandated that the Interstate pass through the county seat.

Other important transportation legislation during his tenure included the California Freeway System Act of 1959 and the California Transportation Agency Act of 1961. Collier served as a State Senator from January 2, 1939 to December 6, 1976. He served as President of the Siskiyou County Title Company from 1935 to 1983 and Chairman of the Board of the Scott Valley Bank from 1979 to 1983. Randolph Collier died in Sacramento on August 2, 1983.

Known as the "Silver Fox of the Siskiyous," "The Father of the Freeways," and "Randy" to his friends in CEAC, Collier was a staunch supporter of good roads. The Ed Hannas, Bruce McClains, Bill McIntosh's and others were always welcome in Collier's office. CEAC, however, ceased to be his friend with the passage of the Collier-Unruh Act. Collier insisted on a level of general fund support in his language, yet CEAC backed the less restrictive Unruh approach. Although the Hannas, McClains and McIntosh's continued as friends, our organization lost a powerful ally. However, Randy did attend the CLODS barbeque in Fresno in 1981. I wonder had we chosen to ride a different horse, would our fiscal plight today be any different?

2020-21 Board of Directors

2020-21 CEAC Officers

President - Jim Porter, San Mateo County

Vice President - Howard Dashiell, Mendocino County

Secretary - Brian Balbas, Contra Costa County

Immediate Past President - Rick Tippet, Trinity County

Treasurer - Mike Crump, Butte County (retired)

Treasurer-Emeritus - Mehdi Sadjadi, Marin County (retired)

Parliamentarian - Mike Penrose, Sacramento County (retired)

Historian - Dave Gravenkamp, Siskiyou County (retired)

NACE Representative - Matt Machado, Santa Cruz County

Newsletter Editor - Patrick DeChellis, Los Angeles County (retired)

FUN FACTS

Jim Porter was previously CEAC President in 2018-19. But, he is not the first President to serve more than one year. **Howard L. Way**, San Bernardino County, served as CEAC President 1930-31, 1931-32. Maybe for the same reason??

Brian Balbas is the only Officer who was nominated and voted as CEAC Secretary while he was on his Honeymoon.

Rick Tippet was the first Immediate Past President not immediately made a CLOD. At least as far back as the Editor can recall. (P.S. His membership into the CLODS will was continued to the Spring/NACE Conference when Rick can be roasted in-person.

Dave Gravenkamp, after all of these years, finally retired from the clock business.

CEAC Regional Directors

Effective with the New Year, **Matt Randall** from Placer County will be the Sacramento Motherlode Regional Director replacing Josh Pack. Matt is the CEAC Northern California representative on the Caltrans Highway Bridge Committee and is responsible for the bridge program for Placer County.

The Sac-Motherlode Region includes: Alpine, Amador, Calaveras, El Dorado, Nevada, Placer, Sacramento, Sutter, Tuolumne, Yolo, and Yuba counties.

There has been considerable change in the Regionals Directors since 2019. The current Directors are:

Northern California	Bob Bronkall , Humboldt County - serving Butte, Colusa, Del Norte, Glenn, Lake, Lassen, Mendocino, Modoc, Plumas, Shasta, Sierra, Siskiyou, Tehama, Trinity
Bay Area	Johannes Hoevertsz , Sonoma County - serving Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Sonoma, Solano
San Joaquin County	Steve White , Fresno County - serving Kern, Kings, Madera, Mariposa, Merced, San Joaquin, Stanislaus, Tulare
Central Coast	Kent Edler , Santa Cruz County - serving Monterey, San Benito, San Luis Obispo, Santa Barbara
Southern California	Nardy Khan , Orange County - serving Imperial, Inyo, Los Angeles, Mono, Riverside, San Bernardino, San Diego, Ventura

These 16 individuals comprise the CEAC Board of Directors for 2020-2021.



CEAC Board of Directors

Tuesday, January 12, 2021|12:30pm –1:30pm
Zoom Meeting and Telephone Call In

DRAFT MINUTES

Call to Order

(Porter)

Meeting is called to order by Chair at **12:31 p.m.**

Roll call requested - Officers present: 8 of 10– Regional Directors present: 4 of 6; **Quorum present**

1. Approval of Minutes (Porter)

November 18, 2020, **Motion** to approve minutes -(Madjd-Sadjadi), 2nd (Machado); **approved.**

2. Correspondence (Porter)

Board of Forestry and Fire Protection Letter - Attachment 2 of agenda packet

Discussion: A draft form letter was sent to CEAC membership requesting a delay in public review of draft Fire Safe Regulations. Webinar scheduled on this topic for January 13, 2021 at 10:30am and a follow-up in weeks after.

3. CLODS Report (Madjd-Sadjadi)

CLODS notified of NACE proposal to make NACE 2021 a virtual conference, this is a discussion item on this agenda, item #10 - NACE 2021.

CLODS interest in making sure various conference programs are kept in discussion for future in-person conferences including CLODS BBQs, George Johnson Retirement Celebration, Buffalo Bull Award presentation, and CLODS ceremony for potential new CLODS.

4. NACE Report (Machado)

Matt Machado highlighted the NACo Resolution for legislative requests for the March 2021 NACo virtual conference. CEAC can provide input in coordination with CSAC and NACE for guiding advocacy on important CEAC Legislative items. Some items of potential interest include: Bridge funding possibly through the Transportation Policy Committee, Federal Transportation Update for a pilot program in California on NEPA/CEQA reciprocity (January 27, 2021 pilot kickoff date), FEMA/FHWA streamlining to standardize or mirror the processes for damage recovery.

Any proposals should be submitted to Matt Machado to bring to NACo.

5. CSAC Report (CSAC Staff)

Catherine Freeman briefly discussed the proposed “Triple” budget being proposed by the Governor. The budget will have three revisions between now and June 2021 and includes funding for numerous needs in the State including relief package due to COVID, Fire, Forestry, Flood and Transportation. This proposed budget is an interesting one with huge surplus for current year and a structural deficit issue in coming years. More details will be provided in the coming weeks. We should see gas tax estimates as early as today, January 12, 2021.

6. Regional Directors Reports - No Action this meeting.

7. Treasurer’s Report (Crump) - No Action this meeting.

8. Committee Reports - No Action this meeting.

9. Unfinished Business

Affiliate dues, charging convenience fees for credit card payments (Crump) – *No Action this meeting.*

Committee Vice Chair Eligibility, Special Districts, By Law Modification (Tippett) - *No Action this meeting.*

CEAC online posting forum/website update (Tippett) - *No Action this meeting.*

2020 Buffalo Bull Award Presentation (Tippett/DeChellis) - *No Action this meeting.*

10. NACE 2021

NACE 2021 Committee Update (Porter/Machado)

NACE has proposed to make the 2021 conferenced virtual. Numerous reasons for this proposal stemming from COVID-19: Corporate Sponsors reluctant to commit given uncertainty, Riverside County under current surge with no ICU capacity, Hotels and conference venue issues with blocking and reserving rooms and the associated funding complexities. The Proposal is to have this year's NACE conference virtual and hold an in-person conference in Palm Springs in 2024. The conference schedule would likely be: 2021—Virtual; 2022—in Buffalo; 2023—in Alabama; and 2024—in Palm Springs. Staci from NACE will continue to take the lead on continuing co-ordination of the virtual conference with the current CEAC Conference Committee continuing to set the program.

Motion to have the 2021 virtually and the 2024 NACE Conference in Palm Springs - (Tippett), 2nd - (Madjd-Sadjadi); **Approved**

NACE 2021 Program Agenda Establishment (Porter/Machado)

The Conference Committee will continue to plan the program for the virtual conference as it has been to date. The next committee meeting is scheduled for January 22, 2021.

11. New Business - none

12. Life Membership - none

13. Announcements

Pattie McNamee announced that Quincy Engineering is now called Quincy - Consor Group effective early this month.

Merrin reminded the Board that the Local Streets and Roads Award nominations are due January 29, 2021. Also, there are multiple vacancies on various Transportation Advisory Committees and we are taking applications for those positions until February 10, 2021.

Scheduled Conferences

NACE Annual Meeting, Palm Springs, CA, April 19-23, 2021

CSAC 127th Annual Meeting, Monterey, CA, November 30 - December 3, 2021

CEAC Board of Directors Meeting Schedule

Spring, date, TBD

CEAC Policy Conference, date, TBD

CSAC 127th Annual Meeting, Monterey, CA, December 3, 2021

1:10pm **Adjourn Motion - Machado, 2nd (Penrose)**

Tuesday, January 12, 2021|12:30 pm – 1:30 pm

page 3

Meeting Roster

Officer

Jim Porter
Howard N. Dashiell
Brian Balbas
Rick Tippet
Mike Crump (np)
Mehdi Madjd-Sadjadi
Mike Penrose
Patrick DeChellis (np)
Matt Machado
Dave Gravenkamp

Office

President
Vice-President
Secretary
Immediate Past President
Treasurer
Treasurer-Emeritus
Parliamentarian
Newsletter Editor
NACE Representative
Historian

County/Organization

San Mateo
Mendocino
Contra Costa
Trinity
Butte (Retired)
Marin (Retired)
Sacramento (Retired)
Los Angeles (Retired)
Santa Cruz
Siskiyou County (Retired)

Regional Directors

Johannes Hoevertsz
Kent Edler
Bob Bronkall
Matt Randall (np)
Steven E. White (np)
Nardy Khan

Region

Bay Area
Central Coast
Northern California,
Sacramento Mother Lode
San Joaquin Valley
Southern California

County

Sonoma
Santa Cruz
Humboldt
Placer
Fresno
Orange

Committee Chairs

Brian Balbas
Pattie McNamee
Mark Strudley (np)
Trisha Tillotson (np)
Tim Goncharoff (np)
Scott DeLeon (np)
Aleks Jevremovic (np)
David Fleisch (np)

Committee

Administration
Fellowship
Flood Control/Water Resources
Infrastructure and Development
Resource Recovery & Waste Mgmt.
Scholarship
Surveyor
Transportation

County

Contra Costa
Contra Costa (Retired)
Santa Cruz
Nevada
Santa Cruz
Lake
Santa Barbara
Ventura

CSAC/CEAC Staff

Chris Lee (np)
Catherine Freeman
Nick Cronenwett (np)
Marina Espinoza
Merrin Gerety

Title

Legislative Representative
Legislative Representative
Legislative Analyst
Legislative Analyst
CEAC Program Manager

Agency/County

CSAC
CSAC
CSAC
CSAC
CSAC/CEAC

Not present (np)