



# CEAC Newsletter

April  
2023

Editor: Pat DeChellis

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## President's Message

By **Brian Balbas**

Director of Public Works, Chief Engineer  
Contra Costa County

The CEAC 2023 Spring Conference held jointly with the Public Works Officers from the California League of Cities was a great success in Universal City, Los Angeles County!

Our various policy committee meetings, the concurrent learning sessions and keynote speakers were informative, educational and entertaining. We enjoyed working with our city partners and I'd like to recognize and thank **Ben Fine**, President from the City of Pismo Beach; **Julie Lucido**, First Vice President from the City of Napa; and **Scott Smith**, Second Vice President from the City of Irvine, as well as League of Cities staff **Katie Pebler**, and others, for working with all of us to create an excellent program for the joint conference.



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

**Review  
Revision  
Rejection**



## PRESIDENT'S MESSAGE (CONTINUED)

I'd also like to once again thank all our sponsors for helping to make the event such a successful one. One of the highlights of the Spring Conference was the President's Banquet, which I was honored to host this year. The Buffalo Bull Award, presented by the California Loyal Order of Dedicated Servants (CLODS), was the highlight of the evening. I was particularly engaged as I was one of the lucky three, nominated for this prestigious award. I was joined by two nominees that interestingly enough, were both nominees at last year's Buffalo Bull Award ceremony, our Past President and most recently inducted member of the CLODS, **Howard Dashiell**, and last year's winner of the award and current CEAC Vice President, **Panos Kokkas**. It was an award ceremony for the record books. The immediate Past President, current President, and Vice President were the three nominees. However, the real historic aspects of the evening involve the winner of this year's Buffalo Bull Award, **Panos Kokkas**. I believe Panos has the distinction of being the first Buffalo Bull Award winner to meet all of the following criteria: He is a two-time winner of this award, he is a back-to-back winner of the award, and he has the distinction of being at two different counties when he received the award. He won it last year as the Director at Nevada County and this year as Director at Trinity County. It might just be an additional double bonus that he is also a current member of the CEAC Board of Directors and he'll possibly retain the Buffalo Bull Award an extra year as we will be hosting NACE in 2024. Congratulations Panos on being the only member of CEAC to accomplish this incredible feat in the history of our great organization.

Another highlight of the conference was the Local Streets and Roads (LSR) Awards. Three counties took home LSR Awards from this conference. Congratulations to the County of Fresno for their Lincoln Avenue Cold Central Plant Recycling Project, Tehama County for the Jelly's Ferry Road at Sacramento River Bridge Project and Stanislaus County for the Hickman Road over the Tuolumne River Bridge Project, which won overall Project of the Year. Great work and very deserving projects!

Next year we will not be meeting with our city partners as CEAC will be hosting the annual NACE Conference in Palm Springs, Riverside County in April 2024. We will again meet with the cities as part of PWOI in spring of 2025. This year the NACE Conference is in Orange Beach, Baldwin County, Alabama from April 16-20, 2023. Matt Machado, as our NACE Representative, has been leading the planning effort for us to host next year and many of us will be traveling to Alabama to attend this year's conference and promoting the Palm Springs conference.

Finally, I'd like to highlight two very important programs of CEAC. On February 21, 2023 our members received an email from **Merrin Gerety** highlighting our Scholarship Program and the upcoming deadline to submit Scholarship nominations to our Scholarship Committee. The deadline to submit is June 5, 2023. Please make sure to outreach to our CEAC members to remind and alert them to this opportunity. Information about the Scholarship Program can be found on our CEAC website or you can contact our Scholarship Committee members, **Alicia Meier**, Mendocino County; **Scott DeLeon**, Lake County; and **Glenn Shephard**, Ventura County.

The other item I'd like to highlight is our Engineer and Surveyor of the Year Awards. During our Fall Conference later this year, it is our tradition to recognize the contributions and exemplary work of two individuals within CEAC with these awards. It is so important to recognize those individuals we work with that make outstanding contributions to our profession and organization.

The guidelines to nominate for both of these awards can also be found on our CEAC website at: <https://www.ceaccounties.org/resources/awards-programs/> . Please consider submitting a nomination today.

Thank you all for your continued support and I'm looking forward to seeing a number of you in Alabama at the NACE Conference as well as at Regional meetings as I work to attend as many of those as possible.

**Brian Balbas**  
**2023 CEAC President**



In Conjunction with the Cal Cities Public Works Officers Institute

COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA

# 2023 CEAC SPRING CONFERENCE

Wednesday, March 8 - Friday, March 10  
Universal City Hilton



**We would like to thank our  
CEAC Spring Conference Sponsors.**

**We appreciate your continued support of the  
County Engineers Association of California!**



# WHAT'S HAPPENING Around the State...

## SAVE the DATES

- ◆ **2023 NACE Annual Conference** - April 16-20, 2023, Orange Beach, Baldwin County, Alabama
- ◆ **18th Annual CEAC Policy Conference** - August 24-25, 2023, Capitol Event Center, Sacramento
- ◆ **CSAC 128th Annual Meeting/Fall Conference** - November 13-17, 2023, Alameda County
- ◆ **2024 CEAC Spring Conference** - *will not be held in due to the 2024 NACE Conference in Palm Springs*
- ◆ **2024 NACE Annual Conference** - April 15-18, 2024, Palm Springs, Riverside County

## Changes in Public Works around the State

- ◆ **Yolo County** - Vin Cay was appointed the Director of Public Works for Yolo County in January 2023. He previously worked for the City of West Sacramento for over 20 years. Vin is a California licensed Civil Engineer and graduated from UC Davis. He began his career with the California Department of Water Resources in 1995. After spending 3 years with Water Resources, he spent 4 years in the private sector before joining the City of West Sacramento.



Welcome to County Engineering, Vin. It was good to see you at the Spring Conference in LA County.

- ◆ **Del Norte** - Jonathan (Jon) Olson was appointed the County Engineer in October 2022.
- ◆ **Alpine** - Sam Booth was appointed the Director of Community Development for Alpine County in June 2022. In that capacity, he is also the Director of Public Works as was his predecessor, Brian Peters. Sam previously worked for Douglas County, Nevada in their Community Development Department.

Picture to the left

*Editor's Note:*

I met Joe DeChellis at the conference. For those who don't know Joe, he is the one to the left in the picture. This was the first time we had met, at least the first time that either one of us can remember. Joe is Deputy County Surveyor, Ventura County.

Joe's grandfather and my father are 1st cousins who grew up living next door to each other in Cleveland, OH.



# *In Memoriam*

**Collin Yerzy**

**Stanislaus County**

**July 15, 1984 - January 26, 2023**



**Collin** was born July 15, 1984, in Boise, Idaho, to Fredrich Allen and Ann Burtner Yerzy. The family moved to Oakdale in 1989, graduating from Oakdale High in 2002. While in high school, he was involved in Stanislaus Occupational Olympics, Academic Decathlon, Service Club and tennis. He graduated with a civil engineering degree from University of the Pacific, Stockton, in December 2007. While at Modesto Junior College, he met the love of his life, Margaret Flagg. They were married July 2007 and made their home in Modesto. They brought two sons into their lives in 2013 and 2016.

Collin Yerzy joined Stanislaus County Public Works Department in March 2019 with over 10 years of public agency experience working for the City of Modesto, and over 15 years total in construction management and engineering.

After graduation he began his tenure with the City of Modesto in their Water Engineering group in the Utilities Department. After working for 4 years designing tanks, pump stations, wells and water lines, Collin transferred to Construction Administration. While there, he was promoted to Senior Civil Engineer and the Resident Engineer responsible for capital projects (streets, parks, trails, water and wastewater utilities, traffic signal project) for the City of Modesto until accepting his new position as Deputy Director with Stanislaus County Department of Public Works.

Collin helped deliver several large capital projects while at the County, one being Hickman Road Bridge, a \$22M bridge replacement project.



**Hickman Road Bridge Ribbon Cutting**

November 22, 2021

L-r: **David Leamon, Collin and Fred Yerzy**  
(Collin's Dad)



**Bridge Crew and Collin in white shirt at back – Schell Road Bridge over the SSJD Main Canal**

Collin was the Project Manager of a County-built pre-fabricated bridge over the canal. The new bridge replaced a weight restricted wood stringer bridge with a modern steel bridge with a concrete deck. This bridge was built for \$450,000 total cost.

Collin leaves behind his wife, Margaret of 15 years, and two boys, Zachary 9 and Christian 7. He enjoyed being outdoors, camping and fishing. He also enjoyed learning new things – there wasn't much that he wouldn't try.

# NACE REPORT



## Matt Machado NACE Representative

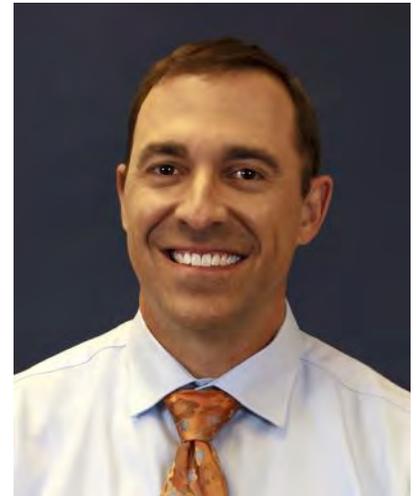
NACE Happenings!

It is Spring-time and that means it is time for the annual NACE conference. This spring conference will be in Orange Beach, Alabama, at the Perdido Beach Resort, April 15-20. Helpful links below.

<https://www.countyengineers.org/2023-delegate-registration-pricing/>

<https://www.gulfshores.com/plan/getting-here/>

<https://www.countyengineers.org/2023-conference-schedule/>



Don't miss out on this! Plus, our California delegation will be promoting NACE 2024 in Palm Springs where Riverside County will be our host county. We are planning to bring a lot of goodies to Alabama to let the nation know that NACE 2024 should not be missed.



Those Californians that attend Alabama will be wearing happy, sunny, orange glow safety vests with logos. We will promote California at the registration booth daily, at the Wednesday breakfast (where we will share a great video and presentation), and each evening at the California suite in the Perdido Hotel. Don't miss out!

Getting ready for Alabama has been a team effort, I would like to thank a handful of key players, so far.

**Special Thanks to: Brian Balbas, Merrin Gerety, Tracy Bartlett, Mike Leacox, Bob Bronkall, Cesar Lara, Pattie McNamee, Lisa Alexen and Staci Morgan.** You all did a big lift to get us ready for Alabama!

Plenty of planning to come to include others. After NACE Alabama we will get into detailed planning for Palms Springs. Thank you to the entire planning committee. Your time and energy is greatly appreciated.

See you in Bama!



## Newest CLOD

At the President's Banquet recently held during the CEAC Spring Conference, **Howard Dashiell**, CEAC Immediate Past President, was "confirmed" to be the latest CLOD by **Doug Wilson**, CEAC President 1996-97. Joining Doug in the presentation is **Mehdi Sadjadi** Treasurer Emeritus and CEAC President, 1998-99



# CEAC PRESIDENT'S RECEPTION and BANQUET

March 9, 2023



Standing - **Howard Dashiell**, CEAC Immediate Past President; **Panos Kokkas**, CEAC Vice-President; **Nicole Balbas**; **Brian Balbas**, CEAC President; and **David Leamon**, CEAC Secretary

Seated, from left to right - **Linda Dashiell**; **Julie Lucido** (Director of Public Works, City of Napa) Cal Cities' - Public Works Officers 1st Vice President; **Ben Fine** (Director of Public Works, City of Pismo Beach) Cal Cities Public Works Officers 1st President; **Scott Smith** (Deputy Director of Public Works, City of Irvine) Public Works Officers 1st 2nd Vice President; and **Chad Stoehr** (Public Works, City of Pismo Beach)

# PRESIDENT'S BANQUET (continued)



# PRESIDENT'S BANQUET (continued)



# BUFFALO BULL AWARD—2023



## 1st Nominee - Brian Balbas

At the 2022 Spring Conference in Monterey, Brian **FORGOT** the Special CLODS table settings. Brian made his new bride, Nicole, drive all the way back to Contra Costa County to pick them up. Just so he would not get in trouble with the CLODS.

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## 2nd Nominee—Howard Dashiell

A one-mile reach of Heeser Drive the north exit from Highway 1 into Mendocino State Park is in such poor condition that drivers have to drive on the wrong side of the road to feel safe.

It has gotten so bad that a Mendocino village resident has spearheaded a campaign to convince the Howard that road resurfacing is long overdue, concerned for driver safety.

Howard responded that since no one lives on Heeser Drive it is much lower priority reinforcing the unlikelihood of any repair beyond filling the holes with gravel.

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## 3rd Nominee—Panos Kokkas

This was Panos' 3rd nomination in as many years. And, he was awarded the Buffalo Bull Award last year (2022).

Early in the morning on November 2, 2022, a rock face crumpled and tons of large boulders collapsed onto an excavator that had been removing loose rock from the area and closed Canyon Creek Road in Trinity County.

One month later, another slide poured down on Canyon Creek Road near Junction City in Trinity County —once again trapping residents.



# BUFFALO BULL AWARD—2023

(continued)



**So, which one of these distinguished and very deserving County Engineers received the 2023 Buffalo Bull Award?**



# BUFFALO BULL AWARD—2023

(continued)



*picture to the left*

**Panos Kokkas** was awarded the 2023 Buffalo Bull Award for his cavalier attitude about the slope failure isolating a community in Trinity County not once but twice within months.

*picture below -*

Howard is definitely happy that Panos received the Award and not himself!

*picture below* - It appears that Panos can't believe that he just received the Buffalo Bull Award. He is asking Howard to verify the name on the plaque that is attached to the Award.

Panos matches **Tom Hunter** who received the award in 1997 and 1998 while with Plumas County and **Phil Demery** who received the award while working for two different counties - 2004 with Santa Barbara County and 2009 with Sonoma County but not back-to-back. Panos matches both records and in the process sets a new record that will be very, very difficult to



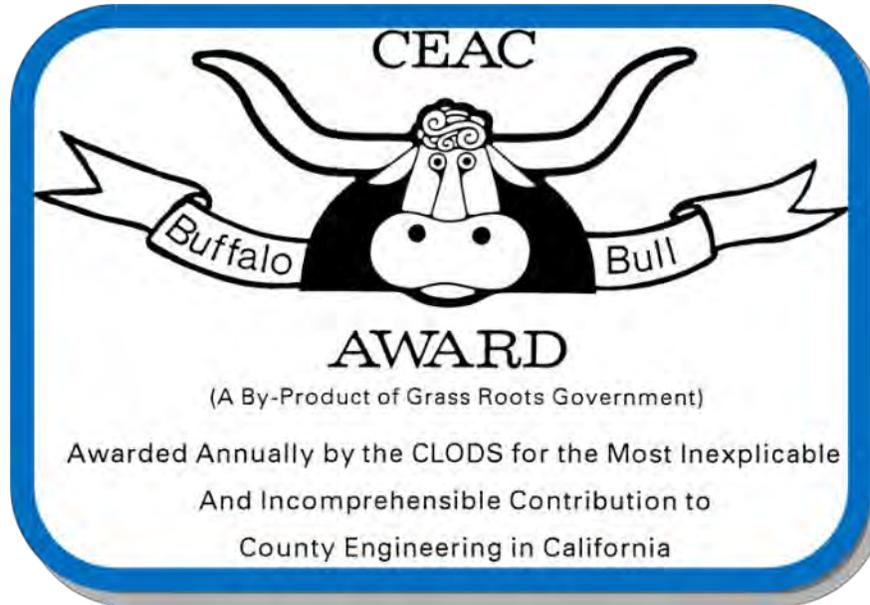
# BUFFALO BULL AWARD—2023

(continued)



**Panos Kokkas with the  
2023 Buffalo Bull  
Award**

## BUFFALO BULL AWARD—2024



**There probably won't be a presentation of the 2024 Buffalo Bull Award as CEAC will be hosting the NACE Annual Conference in Palm Springs in 2024. This means that Panos Kokkas will hold another record that will probably never be broken - most consecutive years with the award in his office**

**But, don't let your guard down because there still could be a presentation; you never know. And, besides, the Tres Pinos Committee is always taking nominations even if the next presentation is not till 2025. So, if you don't want to be the next recipient, submit your nomination (s) to the CEAC Newsletter Editor for delivery to the Tres Pinos Committee.**

**By the way, how do you think the Pinos Committee found out about the horrible situation in Trinity County? An anonymous tip from a County Engineer who didn't want to received the Award!**



By Dave "Road Runner" Gravenkamp  
CEAC Historian

## **CEAC Memorial Scholarship Program**

The CEAC Memorial Scholarship Program was established in 1972 with the purpose of aiding deserving engineering students in their quest for a degree in engineering. Recently, the Program was broadened to include students pursuing degrees in surveying.

The inertia for the Fund was the untimely and tragic death of two of our CEAC members, Bill Jones of Solano County and Howard Van Veyper of Yolo County, who died together in a boating accident in route home following the annual meeting in Monterey. This tragic event spawned the CEAC Memorial Fund, which under the initial stewardship of Jim Pott, Santa Clara County (CEAC President 1971-72), has helped many deserving students in their quest for an engineering or surveying degree.

The first recipient received a \$500 scholarship and was sponsored by Vic Sauer, Contra Costa County. Scholarships in the amount of \$500 were awarded each year until 1988 when the amount was increased to \$1,000. In 1991, two \$1,000 scholarships were awarded and in 1994, the amount was increased to \$1,500. Beginning in 2005, applicants were no longer required to have a sponsor. CEAC now grants up to three \$2,000 scholarships to qualified engineering or land surveying students for study leading to a bachelor's degree in civil engineering or land surveying.

Each student must be enrolled in upper division course work with a high grade point average, demonstrate a need for the scholarship, and have participated in related outside activities such as Student Chapter of ASCE, Student Member CLSA, or American Public Works Association. These factors are considered in awarding the scholarships.

Money to support this important CEAC activity initially came from CEAC members who donated to the fund in remembrance of a member or close relative. Vic Sauer, while alive, was a significant contributor, giving not only in memory of a CEAC member but also in memory of relatives, friends, and perhaps even a family pet. The Northern California Bedroll Conference has contributed \$14,000 to the Program.

Since Vic is no longer with us and the last contribution from the Bedroll Conference was 2001, the Program is now almost totally supported from the CEAC treasury.

Recently, the Fellowship Committee has been collecting donations (tips) at the Hospitality Suite during CEAC Conferences. At the recent Spring Conference, the Committee collected over \$900 and generously gave it to the CEAC Treasurer to assist with the scholarship awards this year.

Should you wish to contribute to this Program, please send your check to the CEAC Treasurer, George Johnson. Your contribution will be recognized in the next issue of the Newsletter along with a statement "In Memory of....", unless you wish to remain anonymous. The Newsletter will then only reference receipt of an anonymous donation to the **Scholarship Program**.

**Peter Rei**, CEAC President 2008-09, and wife Deborah, saw the sign for the **Verne L. Davis Bike Path** on their way home from a trip to Arizona to watch some MLB Spring Training games and a tour of the Grand Canyon. Verne was the CEAC President 1983-84. The bike path leads directly to the UC Merced campus.



# Northern California Report

Submitted by Bob Bronkall, CEAC Regional Director, Humboldt County

## Trinity County



### WINTER STORMS



Road slip out caused by heavy rains; at least no heavy equipment was damaged and one-lane access was maintained

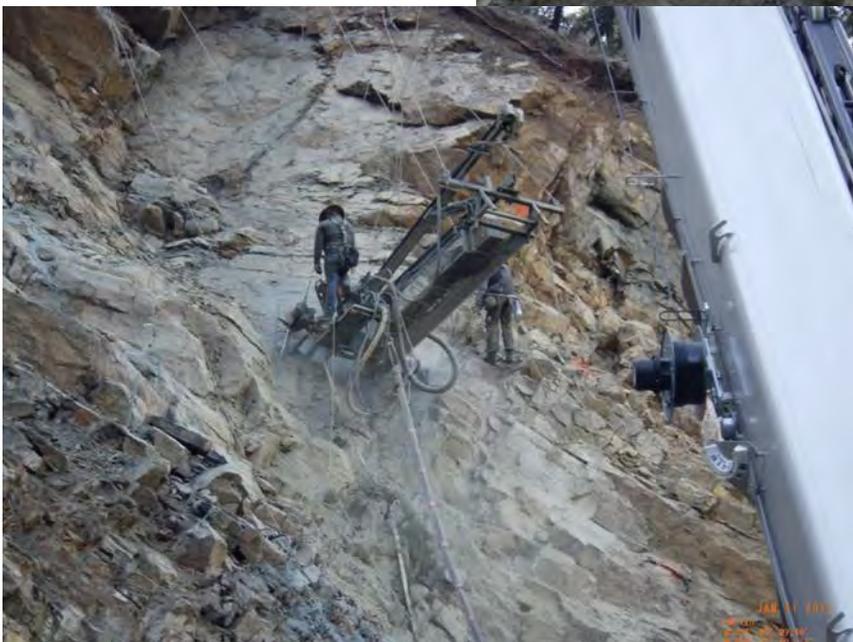
# Northern California Report (continued)

## Trinity County

Last Fall's chip seal  
by Trinity County  
Public Works crews



Anchor drilling on  
rock slope



Close up of anchor  
drilling

## Northern California Report (continued)

# Butte County

## WINTER STORMS



This storm has brought significant levels of snow at elevations far lower than what we typically expect, resulting in snow quantities not seen in more than 30 years. This is the 2<sup>nd</sup> declared disaster for storm impacts in the past 3 months, and the 4<sup>th</sup> storm-related disaster event since 2019. Key communities impacted by these recent storms include (but are not limited to) Magalia, Stirling City, Forbestown, Berry Creek, Brush Creek, Cohasset, Concow, Butte Meadows, and Forest Ranch.

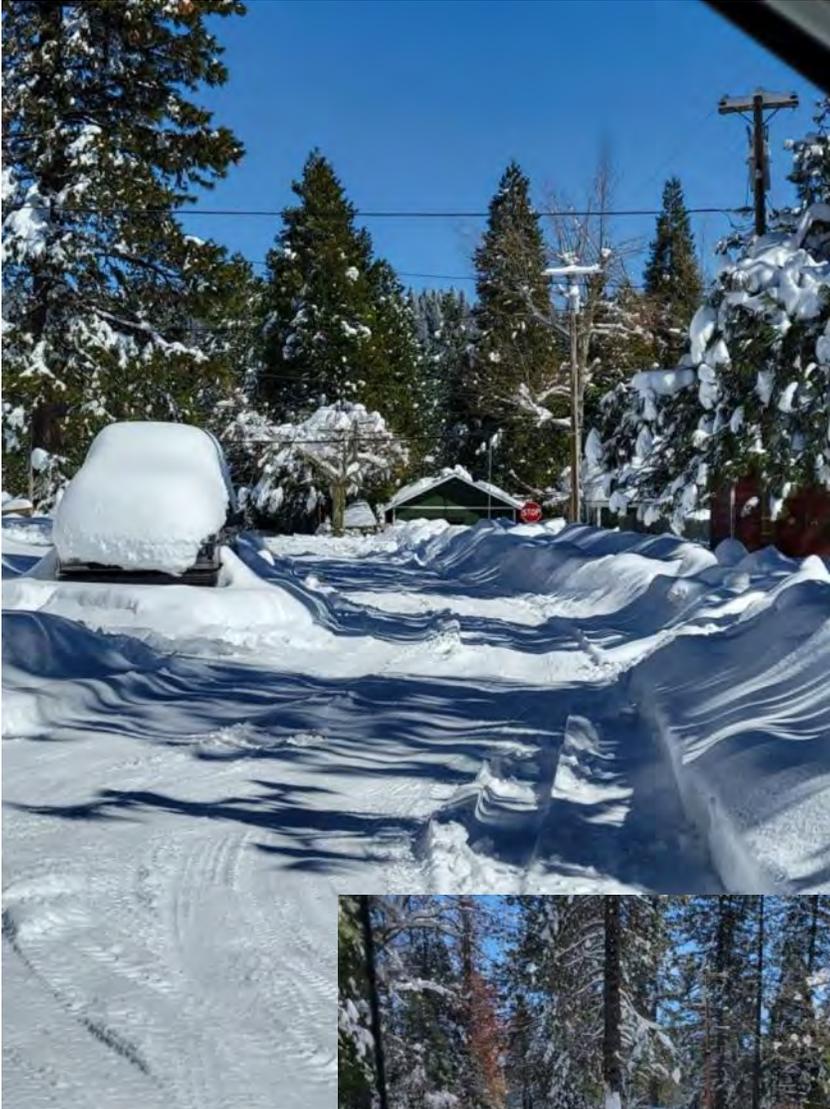
Between the storm's start on February 23<sup>rd</sup> and March 5<sup>th</sup>, Public Works has spent nearly 3,900 hours in response, including more than 2,300 overtime hours. This is equivalent to nearly 500 work days in response to the storm and a total labor cost of more than \$310,000. Crews from throughout the county have mobilized in response, as many road crew members have worked continuous 12-16 hour shifts for nearly two weeks without a break. Support staff – including fleet mechanics and admin staff – have gone above and beyond by keeping equipment available, responding to hundreds of customer calls, issuing social media and press releases, and otherwise supporting our efforts during this same time period. We are incredibly grateful for their dedication and professionalism during this most difficult time.



## **Butte County**

### **WINTER STORMS**

(continued)



## Northern California Report (continued)



## Lake County

Bridge construction on Whitter Springs Road in Lake Co. This bridge was reconstructed this past summer through funding provided by the HBP Program, the pictures are during construction this fall and earlier this winter.



## Northern California Report (continued)



### Lake County

Storm damage on Sulphur Bank Drive from this year's storms. This road is a major collector and it will be submitted to Caltrans and the emergency relief (ER) program for repair.

County snowplow on Cobb Mountain.



# Humboldt County



pictured above - March storm damage:  
Slide on Buttlar Valley Road

Pictured to the right - March storm damage:  
Thomas Road





## **Humboldt County**

January Storm:  
Steelhead Road slip out

December Storm:  
Bald Mountain Road





# Outstanding Local Streets and Roads Project Awards Program

The Outstanding Local Streets and Roads Project Awards Program was developed to recognize and raise awareness of the exceptional achievements made by California's cities and counties to preserve and protect the public's investment in the local street and road system. Nearly every trip – whether by car, bus, bike, or foot – begins and ends on a local street or road. The local system is critical for the safety and mobility of the traveling public, emergency responders, law enforcement, the economy, and multimodal needs such as bicycles and buses. Further, as counties and cities, regional agencies, and the State strive to meet statewide climate change goals, the local system will serve as a critical component to achieving greenhouse gas emissions reductions.

Forward-thinking cities and counties have made extraordinary efforts to preserve and improve the existing local transportation system through a variety of types of projects and programs. Through these exemplary efforts, cities and counties are reducing drive times and congestion; improving driver, bicycle, and pedestrian safety; and ultimately reducing greenhouse gas emissions. Green technologies are less resource intensive, emit fewer harmful air pollutants, and produce less water pollution. A safe, well-maintained, and environmentally friendly local transportation system significantly saves cities and counties, and taxpayers, money in the long-term.

Sponsored by the California State Association of Counties (CSAC), the League of California Cities (Cal Cities), and the County Engineers Association of California (CEAC), the Outstanding Local Streets and Roads Awards Program highlights cities and counties that are employing projects, programs, practices, and innovative technologies and materials to achieve preservation, safety and sustainability goals for the statewide local street and road system. Their exceptional work is worth recognizing and replicating across the state!

## Award Categories

**Efficient and Sustainable Road Maintenance, Construction and Reconstruction Projects.** This category includes, but is not limited to, projects that use resources efficiently, projects that employ emerging technologies and materials, progressive preservation programs that improve pavement conditions, projects that are cost-effective and/or creative in the planning, design, funding and/or implementation compared to traditional methods, that are sustainable from a financial and resource perspective, and/or reduce greenhouse gas emissions and are environmentally friendly.

**Complete Streets Projects.** Includes projects that accommodate all users of the local street and road system and provide access to safe multi-modal transportation options such as walking and biking.

**Safety or Intelligent Transportation System Projects.** Includes critical safety projects that help reduce fatalities and serious injuries on the local network and other projects that make local streets and roads safer, more coordinated and efficient.

**Efficient and Sustainable Bridge Maintenance, Construction and Reconstruction Projects.** Includes bridge and grade separation projects that use resources efficiently. These projects should employ emerging technologies and materials, progressive preservation programs that improve bridge conditions that are cost-effective and/or creative in the planning, design, funding and/or implementation compared to traditional methods, that are sustainable from a financial and resource perspective, and/or reduce greenhouse gas emissions and are environmentally friendly.



# Outstanding Local Streets and Roads Project Awards Program



from left to right—

- Jim Simon, Tehama County, Bridge: Efficient and Sustainable Project
- Mike Leacox, NCE, Complete Street Project
- Tracy Bartlett, NCE, Complete Street Project
- Nelson Lam, City of Berkeley, Complete Street Project
- Erin Haagenon, Fresno County, Roads: Efficient and Sustainable Project
- Marissa Garcia, City of Monterey, Safety or Intelligent Transportation System Project
- Ben Fine, City of Pismo Beach, Cal Cities PWOI President
- Brian Balbas, Contra Costa County, CEAC President
- David Leamon, Stanislaus County, Overall Winner
- Jessica Pecha, Tehama County, Bridge: Efficient and Sustainable Project
- Sam Chrun, Stanislaus County, Overall Winner

# 2023 Outstanding Local Streets and Roads Projects

## Overall Winner Stanislaus County

### Hickman Road over Tuolumne River Bridge Replacement



In 1964, the Hickman Road Bridge was constructed to improve the connection between the City of Waterford and the community of Hickman, as well as to maintain a major regional north-south roadway in the central part of Stanislaus County. The bridge is located just south of the City of Waterford and crosses the nearly 150-mile-long Tuolumne River that flows between the two communities.

The original structure consisted of a seven-span concrete box girder with concrete abutment and pier walls supported on pile caps founded on driven piles. Starting with the statewide seismic retrofit program in 1997, several structural and seismic evaluations were conducted on the former bridge and found the bridge to be scour critical and seismically deficient. Over the bridge's almost six decades of service, the pile caps at the piers located adjacent to the main channel of the river (Piers 4, 5, and 6) had become undermined during high-flow events, which degraded the pier foundations and led to the bridge's status of being scour critical. Because the continual degradation of the Tuolumne River channel, there was no practical solution to repairing the scour damage at these piers.

The bridge's scour critical status, coupled with the fact that the bridge did not meet existing seismic design criteria, meant the bridge was eligible for replacement under the Highway Bridge Program (HBP) and Local Seismic Safety Retrofit Program (LSSRP). LSSRP funding had been secured to retrofit the former bridge in 2007, however HBP funds were not secured until late 2012. As a result, in 2014, plans were put in place by Stanislaus County to replace this critically important bridge.

The old bridge was replaced with a 750-foot long, 75-foot tall, five-span, cast-in-place, post-tension concrete box girder structure, supported by seat abutments at each end and intermediate two-column piers. Each pier is supported by two large-diameter cast-in-drilled-hole piles, ranging in diameter from 100 to 125 inches, and measuring up to 125 feet in depth. The bridge features two 12-foot traffic lanes, two 8-foot shoulders, and one 5-foot sidewalk. Additionally, 960 feet of roadway was reconstructed to conform the new bridge to the existing Hickman Road alignment.

# 2023 Outstanding Local Streets and Roads Projects (continued)

## Roads: Efficient and Sustainable Road Maintenance, Construction, Reconstruction Projects

### Fresno County, Lincoln Avenue Cold Central Plan Recycling

The Lincoln Avenue project is 14.5 miles of rural County road, servicing primarily farming traffic between SR 145 and Fig Avenue. The existing pavement was heavily oxidized and distressed due to many years of heavy traffic, and during the project the County elected to widen the roadway as well, adding an additional 4-ft of shoulder width to each lane.

Although it had never been tried before on a County road, Fresno County engineers determined that Cold Central Plant Recycling (CCPR) would be the most effective and cost-efficient method of rehabilitation. CCPR would allow the County to utilize the Reclaimed Asphalt Pavement (RAP) generated from the existing pavement to create a new pavement section, while simultaneously providing the opportunity to adjust grades, widen shoulders, and perform any necessary dig outs or base repairs. In total, of the 14.5 mile stretch of roadway, approximately 8.5 miles was designed for rehabilitation using CCPR of varying depths. The remaining 6 miles was rehabilitated using lesser depths of removal and replacement, as the pavement distress was not significant in those areas to warrant the full CCPR treatment. By utilizing varying depths of CCPR throughout the project, the County was able to capture most pavement distresses and rehabilitate the pavement while minimizing waste generated, minimizing excess cost, and utilizing a sustainable and environmentally friendly pavement rehabilitation process. The CCPR process used 44,000 less tons of asphalt than a traditional road rehabilitation, resulting in a reduction of 3,200 truck trips (54,000 trucking miles) on surrounding roads and elimination of 27,000 CY of landfill disposal.

The project was delivered on-time and under budget. The final construction costs of \$8,235,682 were \$1.4 M, or 15%, under the original bid amount of \$9,723,640.

Some of the benefits realized by utilizing an engineered sustainable pavement rehabilitation approach like CCPR are:

- Cost savings when compared to older remove and replace methods
- Reduction in truck traffic and use by 30:1
- Over 43,000 tons recycled on-site in lieu of purchasing virgin Hot mix asphalt
- Reduced construction time/shifts, higher production
- Reduction in greenhouse gas emissions by up to 65%
- Less impact and inconvenience to the public
- The recycled pavement can, itself, be recycled at the end of its life cycle



# 2023 Outstanding Local Streets and Roads Projects (continued)

## Bridge: Efficient and Sustainable Bridge Maintenance, Construction, Reconstruction Projects - Tehama County

### Jellys Ferry Road at Sacramento River Bridge Replacement Project

In 2022 Tehama County completed the Jellys Ferry at Sacramento River Bridge Replacement Project which replaced the existing 940-ft steel thru Pratt truss bridge with timber decking that was built to replace the ferry boat.

Constructed in 1949, the existing 5-span, bridge over the Sacramento River is located approximately seven miles northeast of Interstate 5 in rural Tehama County. The bridge deck consisted of timber stringers, timber decking, and an asphalt wearing surface. Jellys Ferry Road provides local recreational access across the Sacramento River to portions of the Sacramento River Bend Outstanding Area operated by the U.S. Bureau of Land Management (BLM). Recreational opportunities include hiking trails, fishing, target shooting, boating, wildlife watching, and camping so maintaining public access is a high priority for the County.



Due to its age and extensive wear & tear, the existing bridge was load-limited to a single lane down the middle of the bridge and classified both structurally and seismically deficient. The timber decking has suffered repeated minor and major failures due weather exposure and in 2019 the bridge was closed to traffic.

The project constructed two new sustainable concrete bridges across the Sacramento River and its overflow area, realigned 3,700 feet of Jelly's Ferry Road, and reconstructed the BLM recreation facilities. The Sacramento River Bridge is a 6-span, 1,264-foot-long, cast-in-place, prestressed concrete box girder bridge. The Overflow Bridge is an 11-span, 682.5-foot-long, cast-in-place, prestressed concrete slab bridge. The Overflow Bridge spans the river's overflow flood zone which previously closed the road during high-flow storm events.

In recognition of the local wildlife and rural nature of the site, the new Sacramento River Bridge features complex architecture design elements that required special attention to ensure the design intent was achieved during construction.

Unique insets and features on the bridge include:

- Various stainless-steel fish inlays on bridge soffit
- Column elevation markers
- Various stainless steel fish identification plaques
- Stainless-steel "elevation way findings" inlays

Additional architectural features included concrete barriers with a "wood grain texture" pattern, concrete stain, and pigmented concrete on the base of the barrier. All galvanized metal surfaces were stained to a dark brown rustic finish.

Completion of this project reopened year-round access of rural residents to schools, medical services and commodity resources. The opening also provides increased access for the area's agricultural commerce.

# 2023 Outstanding Local Streets and Roads Projects (continued)

## Safety or Intelligent Transportation System Projects

### City of Monterey

Adaptive Traffic Control Systems (ATCS) are the latest technology for improving traffic flow by better synchronizing and controlling traffic signals. ATCS use vehicle detection and artificial intelligence software to respond accurately and immediately to real-time traffic conditions. This enables the system to progress traffic through a corridor with few or no stops, resulting in less fuel consumed and fewer emissions, and improves travel time, quality of life, and safety.

Purchasing an ATCS does not fit the typical competitive bid process. A competitive process to select an

ATCS based solely on cost did not serve the needs of the City. After evaluating 12 different vendors with the assistance of a consultant, the City identified one vendor that met our requirements: the Split Cycle Offset Optimization Technique (SCOOT) system by Siemens. The SCOOT system measures volumes entering each link, calculates cycle length, splits and offsets and makes regular small step adjustments to follow changing traffic patterns on a cycle-by-cycle basis. The traditional signal timing process is time consuming, expensive and requires substantial amounts of traffic data. Traditional time-of-day signal timing plans do not accommodate variable and unpredictable traffic demands and lose their effectiveness over time, resulting in citizen complaints, frustrated commuters and visitors, and degraded safety. With an adaptive system, information is collected and signal timing is updated continually. Special events, construction, or traffic incidents typically wreak havoc on traffic conditions. While large-scale construction projects and regular events can be anticipated, determining their impact on traffic conditions can be difficult.

Other disruptions, such as crashes or a high peak visitor influx, are impossible for time-of-day signal timing to accommodate. This system proved valuable during the pandemic by adjusting to a significant change in travel patterns. As a result of managing this large project in house, the City has been able to efficiently implement necessary equipment upgrades, fiber optic communication installation and install the adaptive system with a cost savings of approx. \$1,000,000 over the span of this project. As of January 2023, the City has completed SCOOT implementation at 41 signalized intersections, with significant reductions to average travel time (-16%), delays (-30%), stops (-40%), and an increase of average speed (27%). Because the system eliminates idling due to fewer stops and the resulting acceleration, vehicles burn less fuel and expel fewer pollutants and particulate matter. When completed, the system will result in a yearly reduction of 20 tons of criteria pollutants (NOx, ROG and PM). This project is consistent with the City's commitment to developing policies that create an environment where people, bicycles and motor vehicles can move through the community with minimal delay and to continue efforts to reduce greenhouse gas emissions.

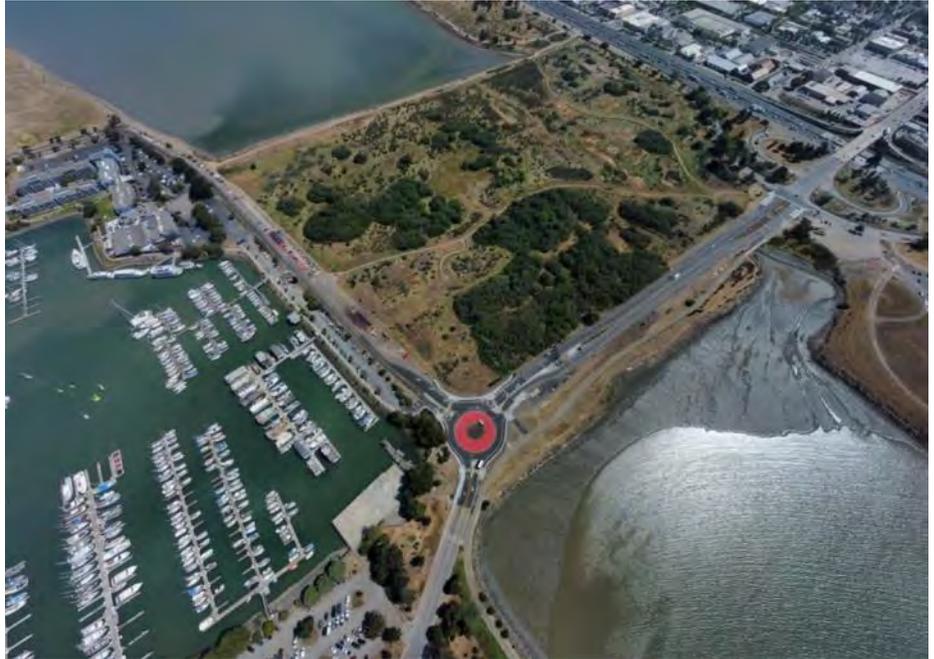


# 2023 Outstanding Local Streets and Roads Projects (continued)

## Complete Streets Projects - City of Berkeley

The Berkeley Marina is a 220 acre recreation area comprised of a landfilled peninsula and a boat harbor that projects 1 mile into the waters of the Bay. With up to 300,000 visitors per year to the hotel, restaurants & vast recreational amenities. Despite the heavy use, the sole street network at the Berkeley Marina had received no major repairs since the original construction over 50 years ago. These streets have been referred by the community as “worst roads in town” (PCI 28).

Major funding for the Project came from the City’s Infrastructure bond that was approved by Berkeley voters by 86% in 2016, a strong sign of wide community support. The major anchor tenant at the Marina was an important partner and contributed 35% of the budget along with SB1 & local funds.



The Project performed a major renovation of 3 of the 5 street segments at the Marina, and performed the following Complete Streets improvements: University Ave received major geometric change and realigned northward, Spinnaker Way was fully reconstructed, and Marina Blvd was resurfaced as a value-engineered solution. Innovative elements include: pavement recycling (FDR), porous pavement systems, bioswales and bioretention basins with native pollinator plantings, multi-modal access upgrades (e.g., Bay Trail cross-walks, public bus stops, pedestrian and bicycle connections). A new modern roundabout was installed at a dangerous intersection, and new public open space was created at the original location of University Ave.

The Project involved a well-coordinated communications plan to inform all local businesses and community throughout will project phases in addition to collaboration with local and regional partners such as Caltrans, AC Transit and East Bay Regional Park District. Adjacent to the Project, Caltrans partnered with the City of Berkeley to implement the Caltrans Berkeley Waterfront Beautification Project and Interchange Improvement project, which involved the installation of native landscaping and protective safety fencing on Caltrans lands at the base of the University Ave entrance/exit ramps at Interstate 80.

Despite the highly disruptive construction, many of the impacted drivers gestured their support for the project with thumbs up and smiles, a rare sentiment at most road construction zones.

The California Statewide Local Streets and Roads Needs Assessment (Aug, 2021) indicated that local road reconstruction with complete street elements’ unit cost ranged from \$90/sy to \$800/sy. The cost for this project is at about \$240/sy, indicating the cost-effectiveness of the project. Post construction of these 3 of 5 street segments, the entire Marina road network now has PCI 74 which is above the Alameda County 2020 PCI of 68. These 3 segments can now be properly maintained with standard cost-effective roadway preservation techniques.

The City is excited about deploying these new innovative elements at several upcoming roadway projects at the Berkeley Waterfront.



## CEAC Board of Directors

2023 Spring Conference/PWOI—League of California Cities  
Friday, March 10, 2023 | 10:30am – 12:00pm, Club Room  
Universal City Hilton | 555 Universal Hollywood Drive  
Universal City, Los Angeles County, California

# DRAFT MINUTES

10:36 am. **Call to Order** (Balbas)

Officers present: 10 of 10: Regional Directors: 5 of 6; **Quorum Present**

### **Approval of Minutes** (Kokkas)

128th Annual Meeting/Fall Conference - **Attachment 1 Action Item** -

**Motion** to approve minutes; Move to approve - Johnson, 2<sup>nd</sup> Khan; **Approved** - Abstention - DeChellis.

### **Correspondence** (Balbas)

None to report

### **CLODS Report** (CLODS) (Sadjadi)

Treasurer Emeritus Sadjadi thanked President Balbas for the letter to the CLODS inviting them to this meeting. Sadjadi declared that the CLODS were glad Dashiell was finally able to join the illustrious ranks of the CLODS and welcomed him. Buffalo Bull was interesting and fun per usual and thanked CEAC Newsletter Editor DeChellis for hosting.

### **NACE Report** (Machado)

NACO/NACE Fly-in to DC in February had productive meetings with DoT, FHWA, White House staff and Transportation and Infrastructure committee members. What was disappointing is that NACE was unable to meet with FEMA. NACE plans on aligning with the Disaster Managers Association to team up, strength in numbers we hope might gain traction with FEMA. Public Works Director for La Cañada Flintridge mentioned that the City has a secret contact at FEMA and have Machado reach out. Alabama trip is upcoming, swag obtained, we're wearing orange vests, next meeting April 3, prior to flying out. NACE officer nominations are coming out soon, Machado is running for Western Region Vice President and is looking for 100% support from California Counties.

### **CSAC Report** (CSAC Staff) (Neuberger)

Lots of attention on homelessness. CSAC brought on a former Director of Finance to assist in this effort. Senate talking about the IIJA and the impacts on Counties and how we are eligible for receiving these funds. Machado on March 15, 2023 presenting testimony to the Senate Governance and Finance committee on disasters and IIJA funding. Final thing Neuberger is working on is Local Streets and Roads needs assessment, taking quite a bit of time.

### **Regional Directors Reports**

Johannes Hovertsz – **Bay Area** – No meeting yet this year due to floods, meeting is supposed to be this quarter, will inform Balbas of the date.

Kent Edler substituting for Walter Rubalcava – **Central Coast** – Meeting held February 24, 2023 with about 20 in attendance. Lots of good discussion about storm damaged and recovery. Discussions about staffing during extended storm events. Next meeting April or May 26 at Diablo Canyon.

Friday, March 10, 2023 | 10:30am - 12:00pm

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Bob Bronkall – **NorCal** – The Humboldt County, next meeting, will be a Zoom meeting on March 29, 2023. Main goal in resurrecting the Bedroll Conference, ideally centrally located, taking suggestions, anticipate a revival in 2023. Machado/Leamon still looking forward to dominating cornhole tournament again at this conference.

Matt Randall – **Sac/Mother Lode** – Met in February, well attended, good discussions, storms, homelessness and snow.

Fritz Buchman – **San Joaquin** – No meeting in January due to storms, met in February in Tulare County, good presentation and discussion on HBP with the District Local Assistance Engineer from D6. Also discussed State earmarks, next meeting in Kern County in April, Stanislaus County in May.

Nardy Khan – **SoCal** – The region had virtual meetings, continue with this format. Next meeting March 22.

Bonus conversation: Sadjadi talked about the fact that we used to get more CEAC internal scholarship candidates. Dashiell encouraged CEAC members to recruit/scout for internal.

Bonus-bonus: DeChellis reminded the Regional Directors to take lots of pictures for the Regional Reports for the CEAC Newsletter. He had sent out the schedule for the Reports with the Northern California Report due in a week for the April Newsletter. Batting order: Northern CA, Central Coast, SJVRC, Southern CA, Bay Area, Sacramento / Motherload.

**Treasurer's Report: (Johnson)**

President Balbas thanked Treasurer Johnson for all his hard work on the budget and budget recommendations. Treasurer Johnson reminded the Board that we had already approved the Proposed Budget at the Fall Conference. He reminded us that:

CEAC is experiencing a budget shortfall, a sub-committee was assembled to evaluate funding alternatives. Three recommendations from the sub-committee:

One is to increase dues 10% per year for members and affiliates for three year.

Second recommendation is for job postings costs to increase from \$75 to \$125, Cities from \$150 to \$200.

Third recommendation to increase revenue is to raise the registration on the Fall Policy Conference from \$100 up to \$150.

Combined proposals would increase revenue by \$30,000 per year.

The CSAC service contract has an annual CPI inflationary factor that is projected to increase expenditures by approximately 8%, raising the cost from \$219,286 in 2022 up to \$237,000 for 2023. The Fall conference on average runs a deficit of approximately \$15,000, President Balbas thought we should fix this in the future.

Treasurer Johnson then asked if the Board had any questions. There were none.

**Attachment 2 - Action Item** – Consider to approve Final Budget

Motion to approve –Sadjadi; 2<sup>nd</sup> DeChellis – Unanimously approved

**Attachment 3 - Action Item – NO ACTION TAKEN - ATTACHMENT 3 – ARTICLE III Dues and**

**Assessments revisions** – Upon recommendation of the Parliamentarian Penrose, we need to notice the membership, then take a vote of the membership. This is anticipated to happen during the Policy Conference, August 2023 to clarify the proposed By-Law changes and a full membership vote on the proposed changes at the Annual Conference in the Fall.

Friday, March 10, 2023| 10:30am - 12:00pm

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**Committee Reports:**

Administrative – **Pack**, well attended, lively discussion spent most of our time talking about best practices for software and technology. This was a robust conversation by the membership that was there. In addition reviewed old topics of interest – purged some, kept others.

Flood Control and Water Resources – **Shepard** update, Heard from DWR, Flood EOC activation at the State, heard about finance updates State and Federal. Much discussion on the flood events of '23. Desire by the public to solve and fix flood issues locally. Talked about climate change and how it is impacting flooding in California

Infrastructure and Development, aka the Committee formerly known as Land Use – Tillotson absent, **Randall**. Talked about storm damage, utility trenching in County roads and micro trenching. Much interest by the group for a future topic to discuss County Service Areas and other special districts that can fund maintenance of County infrastructure.

Resource Recovery and Waste Management – **Carter**, the meeting was well attended, County Counsel Association shared information about solid waste court cases. Cal Recycle attended shared information about implementation, next steps, enforcement and compliance reviews. There was less discussion and questions for Cal Recycle than first anticipated. Group wants to talk about illegal dumping task forces. Counties are still waiting for the release of the Little Hoover Commission study that keeps getting postponed.

Surveyor – Bronkall partially attended so **Wilson** gave the update. Shared the news that CSLA is sponsoring three bills and seem to have traction in the State house, one for number of monuments set, one for adopting a new reference set by NGS, and the other about lot line adjustments. CSLA will look for support from CSAC and CEAC on those bills, Balbas shared to work with Neuburger.

Transportation – **Zarif**, room was large enough, PA was a little hard to hear. FHWA gave an update, Caltrans was there to discuss Buy America changes and ER for Floods of '23. Discussed the Local Streets and Roads assessment, always a lively conversation. Those who were there were clear in their desire to keep the report going every two years. Chair and vice chairs discussed future topics after the meeting.

Fellowship – **Porter**, nice get together, good times had by all. Raised \$900 for the scholarship program in the hospitality suite.

Oversight - **Balbas** will follow up on several items, otherwise no update as most of us were there.

Scholarship –**Dashiell**-lively discussion amongst many, including the Newsletter Editor DeChellis, Treasurer Emeritus Sadjadi and others about the need to encourage the CEAC family to apply. Dashiell reminded everyone that this committee also runs the Engineer of the Year and Surveyor of the Year nominations. DeChellis reminded the group that Regional Directors should be bringing scholarship nominations forward.

**Unfinished Business** (Balbas)

ARTICLE III Dues and Assessments Update – Bylaws amendment - **Attachment Three – Action Item** – Item postponed as the Bylaws need to be voted on by the membership and we need to provide notice so that the members can vote on this amendment. Postponed until Fall Policy Conference. Balbas suggested we also tie the CPI adjustment to the same

index as our CEAC contract, which uses the SF Bay Area CPI. Some discussion of NACE dues, Machado thought that since NACE is on a better financial footing there are no anticipated NACE dues increases. Concern also expressed about participation from our big counties, LA and Orange and Balbas was encouraged to reach out. Mike Leacox mentioned that he thinks there is room to increase dues for affiliates. Balbas said he would follow up with Fellowship.

**New Business**

CEAC Liability Insurance – **Balbas** – needed it for this conferences golf tournament. General Liability insurance would be a good idea for our events. Mike Crump, former Treasurer, looked into insurance many years ago and maybe touch base with him. Balbas and Johnson can follow-up with Crump. Sadjadi mentioned that we used to be covered by CSAC, not possible anymore as related by Neuburger. Mentioned that maybe we should look into the same carrier as CSAC so that it would be the same company covering both organization. Balbas to follow-up with Neuburger.

Local Streets and Roads Needs Assessment - Report and Committee update (Neuburger/ Leamon) – “Project Manager for Life” Leamon shared that it is clear that both the Counties and Cities want to continue the two-year cycle for LS&RNA. It was suggested that we could do a “light” report where we gather data and report PCI and then every 4 years we do the whole report. We do need to increase participation in the surveys, some ideas shared on this. Neuburger shared that the MPOs/RTPAs are all transit all the time now and it is hard to engage them on LS&RNA. Neuburger and Leamon will present to the RTPA’s/MPO’s at a CTC meeting, likely in May and get an answer for sure.

**Life Membership**

None

**Announcements**

Scheduled Conferences

NACE Conference, Orange Beach, Alabama, April 16, 2023

CEAC Policy Conference, Sacramento, CA, date August 24-25, 2023

CSAC Annual Meeting/Fall Conference, Alameda County, November 13-17, 2023

NACE Annual Conference, Palm Springs, Riverside County, CA April 15-18, 2024

CEAC Board of Directors Meeting Schedule

CEAC Policy Conference, Sacramento, CA, date August 24-25, 2023

CSAC Annual Meeting/Fall Conference, Alameda County, November 13-17, 2023

TBD? – To meet or not meet in Palm Springs, that is the question that needs to be answered.

**Round table discussion – Conference Fees**

Dashiell brought up the idea of allowing a remote option, Balbas said due to cost, we will try the owl / remote light version for the Fall Policy Conference in August.

12:04 pm **Adjourn** – Motion by Leamon, 2<sup>nd</sup> by Balbas, unanimous consent to adjourn .

## CEAC Board of Directors

Friday, March 10, 2023| 10:30am - 12:00pm

### Meeting Roster

#### Voting Board Members: Officers and Regional Directors

<u>Officer</u>	<u>Office</u>	<u>County/Organization</u>
Brian Balbas	President	Contra Costs
Panos Kokkas	Vice-President/	Trinity
David Leamon	Secretary	Stanislaus
Howard Dashiell	Immediate Past President	Mendocino
George Johnson	Treasurer	Riverside (Retired)
Mehdi Madjd-Sadjadi	Treasurer-Emeritus	Marin (Retired)
Mike Penrose	Parliamentarian	Sacramento (Retired)
Patrick DeChellis	Newsletter Editor	Los Angeles (Retired)
Matt Machado	NACE Representative	Santa Cruz
Dave Gravenkamp	Historian	Siskiyou County (Retired)
<u>Regional Directors</u>	<u>Region</u>	<u>County</u>
Johannes Hoevertsz	Bay Area	Sonoma
<i>Walter Rubalcava (np)</i>	Central Coast	Santa Barbara
Bob Bronkall	Northern California,	Humboldt
Matt Randall	Sacramento Mother Lode	Placer
Fritz Buchman	San Joaquin Valley	San Joaquin
Nardy Khan	Southern California	Orange
<u>Committee Chairs</u>	<u>Committee</u>	<u>County</u>
Josh Pack	Administration	Butte
<i>Pattie McNamee (np)</i>	Fellowship	Contra Costa (Retired)
Glenn Shephard	Flood Control/Water Resources	Ventura
<i>Trisha Tillotson (np)</i>	Infrastructure and Development	Nevada
Brian Balbas	Oversight	Contra Costa
Jared Carter	Resource Recovery & Waste Mgmt.	Madera
<i>Alicia Meier (np)</i>	Scholarship	Mendocino
<i>Aleks Jevremovic (np)</i>	Surveyor	Santa Barbara
Najee Zarif	Transportation	San Joaquin
<u>CSAC/CEAC Staff</u>	<u>Title</u>	<u>Agency/County</u>
Catherine Freeman	Senior Legislative Advocate	CSAC
Mark Neuburger	Legislative Advocate	CSAC
<i>Ada Waelder (np)</i>	Legislative Advocate	CSAC
<i>Kristina Gallagher (np)</i>	Legislative Analyst	CSAC
<i>Amber Garcia Rossow (np)</i>	Legislative Analyst	CSAC
Merrin Gerety	CEAC Program Manager	CSAC/CEAC
<u>Others in Attendance</u>		
Jim Porter	CLODS	San Mateo (retired)
Mike Leacox	CEAC Affiliate	NCE
Kent Edler	Assistant Director	Santa Cruz
Janice Thompson	Deputy Director	Sonoma County
Ian Wilson	County Surveyor	Alameda County
Tracy Bartlett	CEAC Affiliate	NCE

***Not present (np)***