



CEAC Newsletter

August
2020

Editor: Pat DeChellis

President's Message

by **Rick Tippett**, Director of Transportation
Trinity County



Our Past President Jim Porter started out last July's newsletter with this comment, "Fires, flooding, potential dam failures, mudslides...now earthquakes. What's next, locusts? I'm only half kidding." Oh Jim, you just had to tempt fate. Joking aside, 2020 is turning out to be an incredibly trying time for all of us. Through our CEAC COVID calls, we have heard about how many Directors and Staff have been asked to do things that they haven't been asked to do before and called upon to think out of the box as we work hard to support our County. This is where the value of CEAC comes in. Look at the 'About Us' statement on the CEAC Website; *"Through discussion, interchange, and dissemination of engineering and administrative data/ideas, the organization shall strive to affect 'maximum efficiency and modernization in engineering and administrative units of local government.'*" When this all started, 'discussion, interchange, and dissemination' was critical to helping all move forward. That is why we kicked it into high gear and started to communicate. Thank you to everyone that shared, contributed or listened in to the COVID calls during this time.

COVID has touched us all, directly and indirectly, and it also has touched NACE and CEAC. The Spring Conference (PWOI) was canceled for both organizations. Thus, we missed out on seeing our latest installment into the infamous Buffalo Bull Awardee list, and going to Alabama to see one of our own, **Scott McGolpin** be installed as 2020 NACE President. When the PWOI was canceled, this was all new to us. Fortunately, by the time we got around to the NACE Conference, we were all able to watch Scott be sworn in online as the NACE President. Now fast forward to July, we had to cancel both the Bedroll and Policy Conferences, but we will be hosting the Policy Conference with all committees meeting online.

We have all seen the profound change in communications. This can be an effective way to expand our outreach to membership, but we all will have to strive to not become too dependent on this and lose our physical connections. As of right now, what is going to happen with the CSAC Fall Conference is up in the air, one way or another we will still manage to meet together either in Los Angeles or by webinar, time will tell. However, everyone be ready to get back into the groove next April when we host the 2021 NACE Conference in Palm Springs. Things continue to move forward with plans to host a successful conference. Look for NACE 2021 subcommittee meetings to start up again. With some of the changes that have happened, we will also be looking for volunteers to take over some of the committees. If interested, let **Matt Machado**, **Jim Porter** or I know and we will see how to fit you in.

Outside of COVID, there has been a lot going on. In this newsletter, you will hear about two trips to Washington to discuss process and reauthorization. Earlier this month, our very own NACE President was invited to join President Trump on the South Lawn at the White House introducing the environmental streamlining execu-

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

Review
Revision
Rejection

President's Message (continued)

tive order from the Trump administration a couple weeks ago. In a nutshell it modernizes the NEPA Process and includes strict deadlines for the federal government to follow for EA's and EIS's. Scott mentioned that he likes to call it the Accountability and Certainty Order.

We started an outreach to all CEAC Members with short (1 Hour) webinars to be done by different counties on a monthly basis. Right now, topics are: August, **Chris Lee** discussing the Governor's Transportation/climate change exec order; September, Howard Dashiell discussing how to apply Road Commissioner Authority; October, **Phil Doudar** discussing Project Labor Agreements (PLA's), and November should be someone speaking about changes to NEPA Streamlining. Again, these are meant to be short training sessions about 30 minutes long, with 30 minutes Q/A. July's webinar was on Transportation Reauthorization. Missed it? A copy can be found on the Transportation Committee tab on the CEAC Website.

Concerning our CEAC Family, **Panos Kokkas**, our Vice President has left the Counties to join the City of Manteca. I wish Panos the best. For now, the Board of Director has voted to leave the Vice President position open until the nominating committee (CLODS) meets later this year and provides a recommendation. So, stand by.

We also have some new faces; **Jeff Moneda**, new Public Works Director, San Diego County; **Jim Treadway**, new Director Orange County Public Works; and **Richard Vela**, Public Works Director, Amador County. If you see them, be sure to say hi and welcome them aboard.

I want to extend a "Great Job" to our 2020 NACE Engineer of the Year candidates **Gary Brown**, Mariposa County (Rural) and **Patty Romo**, Riverside County (Urban). Being involved in putting together the nominations, I believe that both should have been selected. They both should be commended for the great job they do for the public in their County and California as a whole.

Finally, I ask that you take a moment and reflect on the passing of Delores Sadjadi this last April. Delores has been a fixture around CEAC for many years supporting her husband and life partner Mehdi Sadjadi as President (1998/99), and his many years as Treasurer. Not only supporting her husband, but also CEAC as a whole, helping with the guest program for many years. She is a two-time recipient of the Buddy Award (2000, and 2009). From Sue, myself and the CEAC family, we extend our condolences and sympathy to Mehdi, and his two sons, two daughters, and seven grand-kids. She will be missed.

Stay safe and healthy as we keep moving forward.

Rick Tippet, 2020 CEAC President
Trinity County

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News from Around the State



Jeff Moneda - Director of Public Works, San Diego County

Jeff Moneda was appointed the new Director of Public Works for **San Diego County** on June 30, 2020. Before coming to San Diego County, Mr. Moneda served as the City Manager for Foster City and held prior Public Works Director positions for the Cities of Foster City, Milpitas, and La Palma over a duration of 12 years. He has a total of 25 years of Public Works experience with other municipal experience working for the Cities of Chula Vista and National City, in the various divisions of Public Works. Early in his career he worked for 3 private sector Geotechnical Engineering firms prior to beginning employment in the public sector.

Mr. Moneda holds a Bachelor of Science in Civil Engineering degree from San Diego State University. He has obtained his licenses in Professional Engineering from the States of California and Hawaii.

Jim Treadway - Director of Public Works, Orange County

Orange County has appointed **James “Jim” Treadway** as the new Director of Orange County Public Works (OCPW) effective Tuesday, June 16, 2020. Mr. Treadway started his career with the County of Orange in 2016 as the Deputy Director of OC Facilities – Design and Construction within OCPW. His responsibilities included oversight of a \$500 million dollar capital projects portfolio amongst other duties.

Before joining the County of Orange, Mr. Treadway was employed with the City of Los Angeles for over thirty years in the Public Works Bureau of Engineering, serving as the Lead Bridge Engineer and Lead Construction Manager. Previously, he served as Lieutenant Commander in the United States Navy with the Construction Battalion/Seabees.

“I look forward to working with Jim as we continue to move the County forward by completing critical infrastructure and maintenance projects,” said Frank Kim, County Executive Officer. Along with a Bachelor of Science in Engineering from University of California, Los Angeles, he earned his Master of Public Administration from California State University, Northridge. Mr. Treadway is also a Registered Civil Engineer (PE) and a Registered Structural Engineer (SE) in the State of California.

Richard Vela - Director of Public Works, Amador County

Richard Vela was appointed the director of transportation and public works for Amador County on April 14, 2020. A native of Jackson, he returns to California after 28 years residing in the Madison, Wisconsin area. Before coming to Amador County, Mr. Vela served as the Maintenance Supervisor for the Wisconsin Department of Transportation Southwest Region and held prior positions with WisDOT as a Statewide Utility Engineer and a Proposal Development Engineer. He has also served as the City Engineer/Director of Public Works for the City of Monona, WI for 10 years and has private sector municipal engineering experience. Prior to relocating to Wisconsin, he worked for the Turlock Irrigation District and the City of Merced. Mr. Vela holds a Bachelor of Science in Civil Engineering degree from the University of the Pacific. He has obtained his licenses in Professional Engineering from the States of California and Wisconsin.

Upcoming CEAC Events

CEAC 14th Annual Policy Conference (via Zoom) - August 19-20, 2020

The Policy Conference is still on! The in-person meeting has been replaced with a Virtual Conference. There will be no cost for members and affiliates to participate and we encourage Counties to include multiple Staff. If you haven't attended a CEAC function in a while, come join us. Now is the best chance to see what you are missing. No drive necessary, just dial/Zoom in and participate. See pages 16 and 17 of this Newsletter for the Agenda and instructions on how to “connect.”

CSAC 126th Annual Meeting - December 1-4, 2020, Los Angeles

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

In Memoriam

Delores Dale Madjd-Sadjadi

January 4, 1943 - April 4, 2020

CEAC's Beloved Delores passed away peacefully at home on Saturday, April 4, 2020, following a long illness. She was loved by all and will be sorely missed.

Born January 4, 1943, in Denver, Colorado, she was the daughter of Dale and Jeanette Charlet. She was preceded in death by her parents and her brother, Jeffrey.

Delores always had an infectious smile on her face. She enjoyed family, friends, and gardening. She often orchestrated large, delightful family and friend gatherings. She earned her BA in Management from Sonoma State University, and she used her management skills in her work and home life. She was a very organized person. She always seemed to be making lists, checking off lists, and collecting anything camel- or peacock-related.



Delores was heavily involved in CEAC over many years and was a strong supporter of CEAC. Delores was awarded the CEAC Buddy Award twice, first in 2000 and then again in 2009, for her “awesome” support of her husband, Mehdi, who was CEAC President 1998-99. This award is presented to the spouse of a county engineer for his/her dedication, support and love for their spouse.

She is survived by her husband, Mehdi; two sons, Zagros Madjd-Sadjadi and his wife, Yanfen of High Point, NC, and Azad Mehdi Madjd-Sadjadi and his fiancée, Jamuna Golden of Portland, OR; two daughters, Leila Mariam James and her husband, Gary of Petaluma, CA, and Shereen Delores Jackson and her husband, Kevin of Petaluma, CA; a brother, David Charlet of Las Vegas, NV; and seven grandchildren, Jasmine, Jessica, Riddick, Waylon, Calvin, Troy, and Celek.

Delores, we will certainly miss you and your warm smile!!!



NACE Report - Summer 2020

By **Matt Machado**, CEAC Representative to the NACE Board of Directors, Deputy CAO and Director of Public Works, Santa Cruz County



The year kicked off with a lot of positive energy. We began the year with the NACo 2020 Legislative Conference in Washington DC. This conference was held February 29 – March 4. It was well attended and included steering committee meetings, general sessions, workshops and Capitol Hill visits. Infrastructure was a key topic throughout the conference.

Counties are leaders in the nation's infrastructure system. Transportation and infrastructure are core public sector responsibilities that impact everything from our daily commutes to shipping goods around the globe. America's 3,069 counties own 45 percent of public roads and almost 40 percent of the National Bridge Inventory. The conference was an opportunity to collectively urge Congress to identify a permanent solution that will return solvency to the Highway Trust Fund and provide local governments with much-needed funding certainty to plan and execute transportation infrastructure projects. Key points that California continues to make and that NACo supports is:

- Implement Alternative Environmental Review
- Time Extensions for Emergency Relief Projects
- Maximize Benefits from NEPA Assignment
- Enhance revenues for investment in our national transportation infrastructure
- Restore the Highway Bridge Program
- Focus on Safety
- Prioritize Fix-it-First Investments

The conference was a great success, but what followed has and will change our world as we know it. The COVID-19 Pandemic hit full stride in mid-March. This led to the Board of Directors for the National Association of County Engineers (NACE) decision to cancel the NACE 2020 conference due to the national impacts of COVID-19. The cancellation of what was on tap to be one of the best attended NACE Conferences in years was not something the leadership and staff took lightly, but the COVID-19 pandemic and associated restrictions dictated a different course of action. The safety of all was the leading priority in making that decision.

The cancellation of NACE 2020 Alabama will leave a large hole in the annual operating budget for NACE. One way this hole will potentially be filled is through a special one-time assessment to the entire membership in order to sustain the organization and account for a nearly \$250,000 loss. Stay tuned for further development on this challenge.

Stay healthy and be safe.



CEAC Visit to Washington, D.C.



Jim Porter, Panos Kokkas, Patty Rome, Chris Lee and Rick Tippettt went to Washington DC to discuss processes with our federal partners (FHWA) and meet with our Senator's staff and several Congressmen to discuss our needs towards federal reauthorization. Their focus for federal reauthorization was to help our legislators see the benefit in a "Fix-it First" strategy, to get assistance on extending the ER deadline to 6 years, restoring the Highway Bridge Program, NEPA Streamlining and as always encouraging increased investment in our highway system. For our federal partners their focus was working closely together, seeking out consistencies between ER and FEMA for disaster recovery, and seeking their help and time after disasters strike California.

- See page 25 of this Newsletter for a one-page list of topics for CEAC's meeting with FHWA Office of Federal Lands Highway on February 5, 2020
- See page 26 of this Newsletter for a one-page summary of topics to be discussed at CEAC's Meeting with FHWA on February 5, 2020
- See pages 27 and 28 for CSAC Priorities for FAST Act Reauthorization



From left to right - **Jim Porter**, NACE Western Region Vice President, San Mateo County; **Patti Rome**, Riverside County; **Panos Kokkas**, former CEAC Vice-President, Yolo County; **Rick Tippettt**, CEAC President, Trinity County; and **Chris Lee**, CSAC Legislative Representative



From left to right - **Patti Rome**; **Rick Tippettt**; and **Congressman Jared Huffman**, CA 2nd District encompassing the northern coast of CA

CEAC's 2nd Visit to Washington, D.C.



A month later, Scott McGolpin, Jim Porter, Matt Machado, and Rick Tippet went again to Washington D.C. as part of the NACo Legislative conference pitching the same message. The good news is, it appears that they heard us and liked the message on making better investments and increasing efficiencies for our transportation system, as it was seen in the proposed federal reauthorization. We have a long haul to get to a new transportation bill, but it seems that we are off to a good start.



NACE delegation in front of the White House - **Scott McGolpin**, NACE President, Santa Barbara County, 4th from the right



CEAC and NACE delegation at the Capitol prior to their meeting on the South Lawn to hear the President's vision and actions for a streamlined regulatory process for infrastructure projects.



From l-r **Ramon Gavarrete**, former NACE Pres, Florida; **Scott McGolpin**; **Congressman Salud Carbajal**, CA 24th District including Santa Barbara and Santa Maria; **Rick Tippet**, Trinity County.

The masked NACE Reps—from left to right, **Mark Servi**, former NACE President 2013, Wisconsin; **Scott McGolpin**, 2020 NACE President; and **Ramon Gavarrete**, former NACE President 2014, Florida.



Scott McGolpin looking at the camera instead of watching the US President giving a speech. Yes, that is Donald Trump far in the background.





By Dave "Road Runner" Gravenkamp
CEAC Historian

The following article was written by Bill McIntosh and appeared in the Summer 2000 CEAC Newsletter.

CEAC DRINKING TEAM

By "the Founder & Player/Coach

In 1968, Bill McIntosh decided to create the "CEAC Drinking Team". He discussed the idea with Jack Lambie, Los Angeles County Engineer, and Jack agreed to acquire tee shirts for the team. After considerable thought, the team was "created" and it went as follows:

Team Colors: Eyeball Red and "Gang" Green
Mascot: The Sponge
Team Name: CEAC Sponges
Team Song: Sweet Adeline
Motto: "Up to the Lips—Over the Gums—
Look out Stomach, Here it Comes"

McIntosh named himself the Player/Coach and came up with the following line-up:

Lead Off: **Ed Hanna** (San Benito Co.) DATA: Over the Hill from his prime, but very crafty and clever at getting to first base. Great ability to steal home—especially late at night. Keeps opposition upset and jittery.

No. 2: **Bill McIntosh** (Lassen Co.) DATA: Line drive drinker; noted for sacrificing himself. Devotion to job second to non. Frequently takes extra batting proactive after game is over.

No. 3: **Joe Hughes** (Madera Co.) DATA: Big bat; long ball drinker; tremendous slugger. Always a threat, particularly dangerous in the late innings.

Clean-Lip: **Fred Carner** (Mono co.) DATA: Leads both leagues in HRs, RBI's, and PO's*. Top competitor even with his experience, he's still the first one out for practice and the last to leave. MVP* 6 consecutive years.

*HR—Headache remedies

*RBI—Red, bloodshot eyes

*PO—Pass out

*MVP—Must vomit periodically

No. 5: **Bill Jones** (Solano Co.) DATA: Hard slugger; great capacity—opposition never passes Carner to get to Jones. Winner of the "Old Taylor-Budweiser Award" while with the Purdue Boilermakers.

Good Ole No. 6: **Bruce McClain** (Monterey Co.) DATA: Spray drinker; fast hands in the field. Dedicated. The game isn't over till the last man is out.

No. 7: **Vic Sauer** (Contra Costa Co.) DATA: Without peer when on a "streak". Subject to woeful stumps. Three time winner of the Seagram's Trophy.

No. 8: **Jack Lambie** (Los Angeles Co.) DATA: Switch drinker; good moves around the bags. A real team drinker in the image of his idol, the immortal Jack Daniels.

No. 9: **Al Koch** (Orange Co.) DATA: Shares spot with Bud Keith (next). Both have seen better days, but by platooning, can adequately fill the 9th spot. Fair drinkers; mostly singles, few doubles, occasional home run in early innings. Pops out a lot.

No. 9 (too): **Bud Keith** (Riverside Co.) DATA: Shares spot with Koch - same book as Koch.

Bench: **Dave Speer** (San Diego Co.) DATA: Still bush league, but with proper coaching might be called upon in late season drives when others are injured, in a slump or (Heaven forbid) on the wagon.

Bench: **Dave Pierson** (Imperial Co.) DATA: another bush leaguer but has the same potential as the other bench player.

Taxi Squad: **Bob Glenn** (ITTE) DATA: Team Trainer & Batting Coach. His experience makes him eminently qualified for this position. Even our "Murderer's Row" looks up to Bob for tips; how to wait for the right pitch and really slug it; how to pace yourself, how to avoid (or treat) Drinker's Elbow and Drinker's Lip.

Taxi Squad: **Bob Boles** (Calaveras Co. Supervisor) DATA: Jumped from the "other" league in order to be with a winner. Comes with tremendous record in the senior circuit. Great man for "Spirits" of all kinds including TEAM spirit. His experience should be invaluable to the Fighting Sponges. Hits a lot of doubles, will stretch a single into a double at the slightest opportunity.

Taxi Squad: **Harmer Davis** (Father of ITTE) DATA: Transfer from another league. Was put on waivers at Berkeley because of short hair, neat appearance and tendency to bathe. Great analytical mind especially adept at stealing signals. Tends to strike out while analyzing the situation. May be used extensively as Third Base Coach because of his peculiar qualifications.

Taxi Squad: **Howard Van Reyper** (Yolo Co.) DATA: Young rookie with great promise. Good slow ball, fast ball and high ball. Needs work on his "double play"; tends to get his highball caught in the webbing of his fingers. We can use his youth and stamina. Signed as a bonus baby for six figures by our ace scout.

All of the above players were notified and Jack Lambie proceeded to acquire the uniforms (tee shirts). Bill tells me of one anecdote during this time. When he sent for shirt sizes along with the line-up, he didn't hear from Al Koch. So, Bill called and was advised by Al's secretary that "Mr. Koch is not accustomed to being No. 9 on ANY list. After assuring her (AND Al) that this was strictly a fun thing, Al gave us his size and we were in business.

The team was first introduced at the Winter ITTE meeting in Stockton. Unfortunately, there are only two team members alive today (2000—Dave Pierson and Bill McIntosh). Bill adds: *"Those were the good ole days!"*

Editor's Note

Since there was no Spring Conference, **Jim Porter** (San Mateo Co.) still has the Buffalo Bull and will continue to proudly display it until such time as we have our next in-person conference. So, the nominations remain open. **Jim** proudly displays the Award in his Office.

BUFFALO BULL NOMINEE

Is this our next Buffalo Bull Award Winner???

Submitted by an Anonymous CEAC member—"First it was killing trees under Julie...now it's killing beavers under..."



Furor ignited after county-hired trapper kills two pesky beavers

jprieve@bayareanewsgroup.com

A county-hired trapper's shooting of two beavers in an eastern **Contra Costa County** creek has triggered a backlash from animal lovers and spurred area leaders to look for ways to help the critters coexist with humans.

Because the beavers were building dams in Oakley's Marsh Creek and possibly eroding the waterway's banks and gnawing on Creekside Park's trees, officials from the **Contra Costa County Flood Control** Division asked the California Department of Fish and Wildlife several weeks ago for permission to get rid of them.



The state agency issued the county permits to kill up to five beavers in the coming year, according to **Allison Knapp**, **assistant director of county public works**, which oversees flood control. The county contracted a trapper who shot the two beavers on sight, she said. Their mud-and-stick handiwork also was destroyed because they could cause the creek to flood in the rainy season, she added.

The killing didn't sit well with Heidi Perryman of Martinez, the founder of Worth a Dam, a nonprofit focused on raising awareness for the need to protect wildlife and preserve healthy environments and ecosystems.

"I think it's a tragedy because this is a public area, inside a park, two blocks from an elementary school," Perryman said. "It could have been an opportunity to educate and inform and really solve this differently, but that didn't happen." She said the female beaver could have been pregnant or there might have been kits, as baby beavers are called, since they're born in the spring. "Usually if a beaver builds a dam, they are planning on raising a family because the dam provides protection for the kits when they are growing up," Perryman said.

The beavers' demise two weeks ago also came as a shock to **Contra Costa County Supervisor Diane Burgis** of Oakley, former executive director of Friends of Marsh Creek. "With my background in creeks and restoration, I was particularly upset," Burgis said. "This is not consistent with what flood control does." She told Knapp "this needs to stop immediately."

Knapp said the channels were designed for flood protection. "Our duty is to protect the health and safety for residents around. Our goal is flood protection," she said. "But this is an unfortunate situation that did happen." She said in the future the agency will "look for other ways" to deal with such situations, work with community groups and pursue grants to expand the creek's flood protection capacity.



NACE 2021 in Palm Springs

Staci Morgan

Conference and Membership Director

National Association of County Engineers



NACE is excited to hold an in-person annual conference and trade show in Palm Springs (Riverside County) on April 19-22, 2021. As we work towards this event, we will be prepared for any and all state and local restrictions which may be in place. In the absence of any restriction, we are working towards this conference having the same look and feel of our previous conferences. If restrictions require social distancing or any other safety measures, we will be prepared, as we know how important it is for our engineers to meet together. Equally important is the opportunity for our engineers to meet with their service and product suppliers.

NACE plans on opening Exhibitor registration in September with Delegate registration and housing opening up later this fall. Some of the many exciting things to look forward to next spring will be the NACE Golf Tournament, a Palm Springs themed outdoor social event, and, of course, the Snappy Tom reception hosted by our friends from CEAC!

For all the latest information on the NACE Conference, please visit www.naceevents.org and follow us on twitter @EngineersNace!



Sacramento Motherlode Regional News (continued from the Jan 2020 Newsletter)

submitted by: **Joshua Pack, Regional Director, Calaveras County**

Sacramento Motherlode - consisting of Alpine, Amador, Calaveras, El Dorado, Nevada, Placer, Sacramento, Sutter, Tuolumne, Yolo, and Yuba Counties

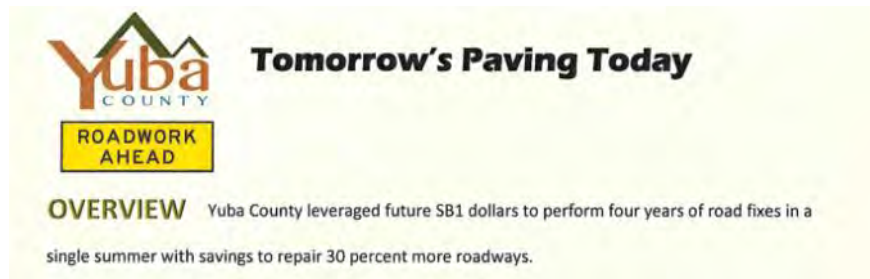
Tuolumne County replaced the Hardin Flat Road Bridge in the Stanislaus National Forest in 2018-2019.

The original timber truss bridge, built in 1933, was damaged in the 2013 RIM Fire. The new 120 foot-long concrete box girder bridge clear spans the S. Fork Tuolumne River. Stained concrete stacked rock and timber textures were incorporated into the new bridge's design to reflect features of the old bridge.



Sacramento Motherlode Regional News (continued)

submitted by: **Joshua Pack, Regional Director, Calaveras County**



Since 1994, Public Works has had to rely almost solely on the Highway Users Tax (gas tax) revenues, a source that has become increasingly inadequate. With the cost of construction climbing steadily, the purchasing power of the gas tax revenues has been in a free-fall, and, as a result, Yuba County's roadways, like counties throughout the State, continue to deteriorate.

Finally, in 2017, the State Legislature passed SB 1, a landmark comprehensive transportation funding bill that established a reliable source of gas tax revenues for the foreseeable future that adjusts for inflation. However, it would still take years to make meaningful progress in repairing County roads, and early solutions by Yuba County to accelerate repairs ran into State regulatory roadblocks.

Yuba County leaders explored options to leverage SB 1 revenues to make up for previous years of underfunding. A "light bulb" concept emerged: Advancing SB 1 funds so that the County could complete future road repair work in a single construction season and then pay back the advance over time using future SB 1 revenues.

Yuba County began working to fix State regulations that did not allow local agencies to advance fund road improvement work, repaying with future SB 1 revenues. The County was successful in changing the regulations through SB 848.

Next, Yuba County approached another county agency that is part of the same county Treasurer-managed investment pool to discuss a loan. The Yuba Water Agency has significant power generation revenue in the pool. The final agreement was a lease-leaseback through the Yuba Public Facilities Corporation. The County formed a Corporation in 1991 for the specific purpose of assisting with the financing of public facilities. The end result was an advance/loan of \$9 million at an interest rate of 2.25% which was slightly above the investment rate the Yuba Water Agency was receiving. Yuba County will use its general fund to pay off the interest on the loan as benefits to residents far exceed the cost of the improvements.

Yuba County initially had scheduled 18 miles of road repairs for 2019 using SB 1 revenues. With the loan, the County was able to complete 70 miles of road repairs, 15% of the County's entire network of paved roads. This approach resulted in sav-



ings as much as \$4 million—doing two large contracts instead of multiple smaller ones, avoiding escalating construction costs expected over the next few years, avoiding ongoing maintenance costs, and fewer trips to the repair shop for residents. These cost savings will be rolled into future road rehabilitation work.

Yuba County already completed the necessary work to fix State regulations that previously blocked leveraging future SB 1 revenues. Counties can work with their Treasurer's office to find similar opportunities to secure loans to advance future road repair work into the current construction season. The loan process is complicated but has great benefits.

For additional information/details contact:

Mike Lee, Public Works Director
Yuba County

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Sacramento Motherlode Regional News (continued)

submitted by: Joshua Pack, Regional Director, Calaveras County



Tomorrow's Paving Today

Through a creative approach to using road repair funding from SB1, the new Gas Tax, Yuba County is able to complete four years' worth of road repairs in a single summer, and do it at a lower cost.

Previous Road Repairs Planned for 2019 Before Advanced Funding

ROADS	MILES
Griffith Ave	0.70
Hallwood Blvd	1.10
Walnut Ave	1.80
Broadway Rd	1.40
Warehouse Rd	0.20
West Ella Ave	0.60
Third Avenue	0.20
Beverly Ave	0.30
College Way	0.40
Laurel Lane	0.80
Thome Rd	0.70
Old State Hwy	0.20
Silva Ave	0.90
Erle Road	1.30
Virginia Road	2.30
Ostrom Road	4.10
Pendola Ext	1.50

**From 18 miles of
fixed roads to more
than 70 miles**

Special thanks to
our funding partner



Road Repairs Beginning Summer 2019 Now Possible with Advanced Funding

ROADS	MILES	ROADS	MILES
3rd Ave	0.42	Meadow Way	0.27
5th Ave	0.11	O'Brien Rd	0.19
7th Ave	0.12	Old State Hwy	0.18
8th Ave	0.75	Pacific Ave	0.50
9th Ave	0.12	Plumas Arboga Rd	1.58
10th St	0.24	Silva Ave	0.88
11th Ave	0.12	Smartsville Rd	1.14
11th Ave	0.24	Spring Valley Rd	2.29
13th St	0.11	Sunrise Ave	0.10
Arboga Rd	1.03	Sunset Ave	0.10
Ardmore Ave	0.74	Sunshine Ave	0.14
Avondale Ave	0.18	Thome Rd	0.75
Bald Mt Rd	0.70	Warehouse Rd	0.21
Baugh St	0.11	Western Ave	1.10
Beverly Ave	0.10	Algodon Rd	1.00
Beverly Ave	0.24	Hallwood Blvd	1.10
Blue Gravel Rd	0.12	Walnut Ave	1.80
Bomann Dr	0.17	Dolan Harding	1.72
Broadway St	1.75	Frenchtown Rd	7.62
Browns Vly Schl	0.69	Fruitland Rd	4.94
Canal St	0.19	Fruitland Rd	1.96
Church Ln	0.08	Honcut Rd	0.48
College Way	0.38	Hoover Rd	0.23
Cottonwood Ave	0.37	Indiana Ranch Rd	1.47
Country Club Rd	1.15	Iowa City Rd	1.53
Dantoni Rd	0.43	Krosens Rd	0.89
Diggings Rd	0.05	Lambert Rd	0.28
Dunning Ave	0.44	Littlefield Rd	0.56
Ella Ave	0.46	Loop Rd	1.34
West Ella Ave	0.13	Pat Ln	0.10
Erle Rd	1.30	Judy St	0.20
Fleming Way	0.48	Neil Wy	0.10
Georgina Dr	0.09	Colleen Ct	0.10
Griffith Ave	0.68	Vickie Dr	0.80
Hammonton-		Redhill Wy	1.14
Smartsville Rd	0.49	Smith Rd	0.85
Joines Rd	0.81	Township Rd	2.85
Laurel Ln	0.83	Virginia Rd	0.66
McGanney Ln	0.19	NY House Rd	3.76
McGowan Pky	0.34	Texas Hill Rd	2.70
Meadow Ct	0.08	Frenchtown-	
		Dobbins Rd	1.80

Sacramento Motherlode Regional News (continued)

submitted by: Joshua Pack, Regional Director, Calaveras County

CALAVERAS COUNTY

Over the past 4 years, **Calaveras County** has been affected by four separate federally declared disasters. These disasters have had a significant impact on roads and infrastructure, and public works staff has been inundated with the effects of these disasters. The **Murphys Drive Project** (pictured to the right and immediately below) is among the highest profile locations affected by these disasters, as a critical neighborhood connector road was washed out during the 2017 winter storms. This past fall the County hired a contractor to perform repair work that included the installation of two reinforced concrete pipes, concrete headwalls, riprap rock armoring, engineered backfill, and a concrete road apron and surface designed to improve storm water flows and reduce the risk of future flooding. County staff is also in the process of comprehensive debris removal at numerous locations throughout the County. In all, staff has identified nearly \$4 million dollars in damages stemming from the 2019 winter storms.



Independence Road (pictured to the left) was significantly impacted by winter storms and closed for most of the winter and spring before being reopened to traffic this past summer. Debris removal began in October 2019, with permanent restoration and repairs scheduled for 2020. Other key projects disaster recovery projects scheduled for 2020 include slope stabilization efforts at Canyon View Drive and Railroad Flat Road, culvert installations on Blagen Road, road stabilization and slope protections on Gwin Mine Road, and culvert repairs on Hawver Road.

Sacramento Motherlode Regional News (continued)

submitted by: **Joshua Pack, Regional Director, Calaveras County**



The past year was also a big year for bridge projects in **Calaveras County**. The County successfully delivered two bridge projects at Railroad Flat Road and **Stagecoach Road** (pictured left and below) in late 2018 and early 2019. In addition, the County has successfully completed design and right of way on an additional three bridge projects that could be delivered by as early as 2020. Over the next four years, the County is scheduled to deliver up to 11 bridge projects currently programmed in the Highway Bridge Program along with bridge maintenance projects identified in the Bridge Preventative Maintenance Program.



Finally, 2019 saw a renewed focus on roadway safety improvements. Between 2006 and 2017, **Calaveras County** had the third highest collision rates for fatal and severe injury collisions in California. With this in mind, Calaveras County is committed to pursuing projects and programs that prevent those mistakes from costing a life. A Local Road Safety Plan is currently being prepared and is scheduled for completion in 2020 that establishes a goal of a 25% reduction in all collisions by December 2023 and a 50% reduction in fatal and severe injury collisions by December 2025. Projects and programs identified in the Plan will focus on systemic improvements to roads throughout Calaveras County. Current Calaveras County projects focusing on safety improvements include a Road Safety and Signage Audit, Curve Delineator Project, and an annual Countywide Striping Project. Staff also plans to pursue funding opportunities for future High Friction Surface Treatments on high-collision curve locations along with a High Visibility Thermoplastic Striping Project on lower elevation roads designed to improve road visibility during nighttime and inclement weather. These projects have a long and successful track record of reducing vehicle collision rate in other jurisdictions throughout the United States and providing significant benefits when compared to their project costs. If successfully implemented, they could go a long way at achieving long-term reductions in collision rates.



15TH ANNUAL POLICY CONFERENCE PROGRAM

2020 AUGUST 19 – 20, 2020

All meetings to be held via Zoom conference Calls

WEDNESDAY, AUGUST 19, 2020

9:00 am - 10:15 am

Surveyor Policy Committee Meeting

Aleksandar Jevremovic, Santa Barbara County – Chair

Join Zoom Meeting: <https://us02web.zoom.us/j/84011953019?pwd=UmRuRXhORFpSc0tGL2pHdXNHbXdjUT0>

Meeting ID: 840 1195 3019

Passcode: 518174

One tap mobile: +16699006833,,84011953019#,,,,,0#,,518174# US (San Jose)

10:45 am - 12:00 pm

Land Use Policy Committee Meeting

Trish Tillotson, Nevada County – Chair

Join Zoom Meeting <https://us02web.zoom.us/j/84258061521?pwd=cUVJU2tyTHNhbm9VNnYzZnQxSU52QT0>

Meeting ID: 842 5806 1521

Password: CEACLU20

One tap mobile: +16699006833,,84258061521#,,,,,0#,,080312# US (San Jose)

1:00 pm - 2:15 pm

Flood Control & Water Resources Policy Committee Meeting

Mark Strudley, Santa Cruz County – Chair

Join Zoom Meeting: <https://us02web.zoom.us/j/86781114859?pwd=UkFJSUxmWXQ0Z1RXQ3JpdW5JVHY4Zz0>

Meeting ID: 867 8111 4859

Passcode: CEACFlood

One tap mobile: +16699006833,,86781114859#,,,,,0#,,226391301# US (San Jose)

2:45 pm - 4:00 pm

Resource Recovery and Waste Management Policy Committee Meeting

Tim Goncharoff, Santa Cruz County – Chair

Join Zoom Meeting <https://us02web.zoom.us/j/85396290599?pwd=WUgvRitaYTBsSDVKbjVHOHRoRG41UT0>

Meeting ID: 853 9629 0599

Passcode: CEACWaste

One tap mobile: +16699006833,,85396290599#,,,,,0#,,489389165# US (San Jose)

15TH ANNUAL POLICY CONFERENCE PROGRAM
2020 AUGUST 19 – 20, 2020



THURSDAY, AUGUST 20, 2020

(continued)

9:00 am – 10:15 am

Transportation Policy Committee Meeting

Patty Romo, Riverside County – Chair

Join Zoom Meeting <https://us02web.zoom.us/j/83279915971?pwd=V2gwdUUxRUNRWHpJTnpuMHdxb0tRdz09>

Meeting ID: 832 7991 5971

Password: CEACTRANS

One tap mobile: +16699006833,,83279915971#,,,,0#,,559241# US (San Jose)

11:00 am - 12:15 pm

CEAC Administrative Committee Meeting

Brian Balbas, Contra Costa County – Chair

Join Zoom Meeting <https://us02web.zoom.us/j/81168167636?pwd=bUVOazh1UFJMU1JGU2RJSllkMhIudz09>

Meeting ID: 811 6816 7636

Password: CEACADMIN

One tap mobile: +16699006833,,81168167636#,,,,0#,,180814# US (San Jose)

1:30 pm - 3:00 pm

Board of Directors Meeting

Rick Tippet, Trinity County – President

Join Zoom Meeting <https://us02web.zoom.us/j/88485183196?pwd=YU5oNkZ3dDRGaGpGSTQ4OTg1Rm8wQT09>

Meeting ID: 884 8518 3196

Password: BOD2020

One tap mobile: +16699006833,,88485183196#,,,,0#,,485661# US (San Jose)

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2020 Outstanding Local Streets and Roads Awards



The League of California Cities, County Engineers Association of California (CEAC) and California State Association of Counties® (CSAC) are proud to announce the winners of the 2020 Outstanding Local Streets and Roads (LSR) Project Awards. Counties and cities throughout California were recognized for creative and cost-effective projects that improve local streets, roads and bridges. Due to COVID-19, these awards were presented virtually as the annual CEAC conference was canceled in compliance with local health orders.

“We applaud the excellence and dedication demonstrated by all of these city- and county-level award winners,” said League Public Works President Rene Guerrero, the Pomona Public Works Director. “The projects serve as important reminders of the innovation in sustainability happening on a local level to improve safety and accessibility to roadways for residents in a way that is responsible and can be replicated across the state and nation.”

“Not even a pandemic like COVID-19 can put a damper on the innovation and excellence these projects represent,” said Rick Tippet, Trinity County Director of Transportation and President of the County Engineers Association of California. “While we celebrate each of these winners, we are reminded that work must be done to ensure funding for future projects.”

Infrastructure projects like these are in jeopardy due to anticipated budget cuts related to the COVID-19 economic downturn, with local governments in California bracing for reductions in fuel tax revenues of nearly half a billion dollars. CSAC and the League are urging Congress to include funding for transportation infrastructure in the next Coronavirus relief package to ensure these innovative programs can continue. CSAC and the League of California Cities also encourage Congress to ensure that infrastructure funds could be passed through to local governments of all sizes to bolster much needed infrastructure improvements on local streets and roads.

Brief descriptions of the winning projects are included below. Full descriptions of all the winners and finalists are available on the Save California Streets website at <https://www.savecaliforniastreet.org/award-program/award-winners/>.

Overall Winner

Santa Barbara County

Ortega Ridge Mechanically Stabilized Tire Aggregate Wall

Santa Barbara County Public Works reconstructed a failed roadway embankment using recycled tires for the Ortega Ridge Road Slide Repair project, restoring an unsafe road and diverting over 80,000 tires from California’s landfills in the form of Tire-Derived Aggregate (TDA) fill. Ongoing settlement resulted in cracks growing up to 6 inches wide and deep. In 2015, the County closed the roadway as it could no longer support vehicle loads. At that time, more than 30 inches of asphalt had been placed on the roadway over the years. This pilot project, a partnership between the State of California CalRecycle and the County, combined the use of TDA and Mechanically Stabilized Earth elements. Using an innovative combination of these design elements, the County streamlined design and construction, reduced environmental impacts, created a smaller construction footprint, and realized cost savings.



2020 Outstanding Local Streets and Roads Awards (continued)

EFFICIENT AND SUSTAINABLE BRIDGE MAINTENANCE, CONSTRUCTION AND RECONSTRUCTION PROJECTS

City of Santa Cruz - *San Lorenzo River Parkway Phase III Trestle Trail Project*

Prior to May 2019, Santa Cruz cyclists and pedestrians only had a 4-foot-wide walkway to cross the Railroad Trestle Bridge — a core City pathway. Thanks to the completed San Lorenzo River Parkway Phase III/Trestle Trail Project, they now have a 10-foot-wide ADA compliant “Trestle Trail” providing improved safety and convenience. Other project attributes include a bike-friendly railing, a slip-resistant surface, low-level lighting, and an extended width, making it easier for cyclists to pass one another. The Trestle Trail is cantilevered from the existing railroad trestle; saving the City over \$4 million compared to an earlier plan that would have required a new bridge.

COMPLETE STREETS PROJECTS

City of Hayward - *Mission Boulevard Corridor Improvements Phase 2*

This Complete Streets project to improve multi-modal access is part of a three-phase improvement to a major north-south arterial corridor. The Phase 2 improvements include new sidewalks, curb and gutter, storm drain improvements, pavement rehabilitation using Cold In-Place Recycling and overlay, new traffic signals with adaptive traffic management system, improvements to bus stops, new LED street and pedestrian lighting, new Class IV bike lanes with raised islands, landscaped median and more. Extending over 7.5 miles within the City of Hayward, the Mission Boulevard Corridor Improvement Project is transforming a severely congested and barren thoroughfare into an attractively designed community with ladders of opportunity for the disadvantaged population living in the corridor.

EFFICIENT AND SUSTAINABLE ROAD MAINTENANCE, CONSTRUCTION AND RECONSTRUCTION PROJECTS

Yuba County - *Tomorrow's Paving Today*

Since 1994, public works has had to rely almost solely on Highway Users Tax revenues, a source that was inadequate even when it was established 25 years ago, and since that time it has never been adjusted for inflation. With the cost of construction climbing steadily, the purchasing power of gas tax revenues has been in a free-fall, and as a result Yuba County's roadways continued to deteriorate. Yuba County leveraged future SB 1 dollars to perform four years of road fixes in a single summer with savings to repair 30 percent more roadways.

SAFETY OR INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

City of Santa Clarita - *Give Me Green*

GiveMeGreen! is a free smartphone application developed in partnership with Sensys Networks that allows bicyclists to be detected as they approach an intersection. By integrating the new technology into the existing traffic signal and adding dynamic signage to inform drivers and cyclists when the system is activated, the City has provided an innovative, cost-effective enhancement to the safety, efficiency, and convenience at four intersections along one of its busiest traffic corridors. The GiveMeGreen! application, combined with existing intelligent intersection technology, provides a good example of how smart technology can improve safety, decrease congestion and improve the travel experience for a new generation of connected travelers.



CEAC Board of Directors—Special Meeting
Friday, July 17, 2020 | 10:00 am – 11:00 am
Virtual Telephone Call In

***DRAFT
MINUTES***

Call to Order (Tippett)

Meeting is called to order by Chair at **10:02 a.m.**

Roll call requested - Officers present: 7 of 9 – Regional Directors present: 5 of 6;

Thus, 12 of 15 present meets simple majority of 8, therefore – **Quorum**

1. Approval of Minutes

March 20, and June 5, 2020, minutes approved.

2. Correspondence (Tippett)

Moment of Remembrance for Delores Dale Madjd-Sadjadi, January 4, 1943 to April 4, 2020, who supported CEAC and her spouse Mehdi, in our origination efforts and who will be missed.

Resignation of CEAC Vice President - Panos Kokkas.

Email - Monterey Marriott waiving 2020 PWOI Cancellation Fees.

3. CLODS Report (CLODS)

Mehdi Madjd-Sadjadi; see Item 11 below.

4. NACE Report (Machado)

Machado; Scott: On July 16, 2020, Scott McGolpin as NACE President attended the White House Rose Garden presentation on rolling back regulations to help all Americans

(Editor's Note: More in this Newsletter about Scott's trip to Washington D.C.)

5. CSAC Report (Chris Lee and Catherine Freeman)

Lee: A member of the California State Legislature came down with COVID-19, so state government is, a bit distracted, as are the rest of us. CSAC staff continues to track some state bills that are coming back – even though CSAC offices are closed, staff is working from home. *Freeman:* State is able to provide some match for disaster funds. Staff attention is directed to Federal Highway Bill reauthorization efforts going

on now. (*Secretary's commentary* – another name – INVEST; why not just Highway Trust Fund (HTF)? We got ISTEA so we could spend money on things other than roads (Intermodal), then TEA-21, SAFETEA-LU, MAP-21, FAST... and my roads don't get any better).

6. Regional Directors Reports

Southern California – *Nardy Khan*, Orange: Will meet in September – hopes for more regional counties to attend; presently Orange, San Bernardino, and Riverside; want more participants from Imperial, Mono, and Ventura.

Central Coast – *Joshua Roberts*, San Luis Obispo: Will use Bob Bronkall's list to contact other counties – need a "Public Works Director" to fill permanently.

Northern California – *Bob Bronkall*: Prepared list of attendance of the last six conferences in the hope of targeting non or low attendance counties for recruitment. Will hold a virtual meeting during the August Policy Conference.

Sacramento Mother Lode – *Josh Pack*: Wants to gain the involvement of all eleven counties in the region. Meetings are good and have value.

Bay Area – *Steven Lederer*: Zoom meeting in June – will meet again in September.

San Joaquin Valley – *Steven E. White*: Not present, no report.

7. Treasurers Report (Crump)

No change from written report of June 5, 2020; however, good news on Local Streets and Roads Needs Assessment (LSR) monies from other partners (League, RTPA's, MPO's, etc.). Los Angeles County is close to finalizing an agreement with RTPA share of costs for the LSR. Furthermore, Placer County - by exchange of Federal bridge funds for "clean State funds" - was able to fund \$450,000 towards the LSR bridge assessment element to be completed by Engineering Consultant MGE.

8. Committee Reports

Flood Control and Water Resources – *Mark Strudley*: Not present, no report.

Land Use – *Tillotson*: Waiting to see results of letters on Rule 20A. Will have a full legislation agenda for Policy Conference.

Resource Recovery and Waste Management – *Tim Goncharoff*: Following bills -will have presentations from Cal Recycle at the Policy Conference to discuss AB 827 (new diversion requirements).

Scholarship – *DeLeon*: Not present, no report.

Surveyor – *Jevremovic*: Full agenda for the August Policy Conference – tracking bills and finalizing the Record of Survey/Corner Record guidance update.

Transportation – *Romo*: Tracking new Highway Bill – ATP, HBP & FLAP.

Administrative – *Balbas*: No meeting in the spring; however, co-chairs are setting up a full agenda for the August Policy Conference.

Fellowship – *McNamee*: No report – see below 9(h) sponsorship alternatives.

Oversight – *Rick Tippet*: No report – did meet and will meet next Friday.

9. Unfinished Business

- a) Affiliate dues and charging convenience fees for credit card payments - **No Action** this meeting (Crump).
- b) Committee Vice Chair Eligibility, Special Districts, By Law Modification - **No Action** this meeting (Tippet).
- c) CEAC online posting forum/website update (TBD - Tippet) - **No Action** this meeting.
- d) 2020 CEAC Policy Conference (Tippet) – August 24 to 25 – **Virtual agenda looks great.**
- e) 2020 LS&R and the Buffalo Bull Award Presentations (DeChellis) was and is ready to award except members continue to be reported on as to more and more worthy candidates. Will present at next non-virtual opportunity - **maybe two awards at the 2021 Spring/NACE Conference.**
- f) 2020 Annual Meeting Contingency Plan (Gerety) **Likely Virtual** – will know more in a few weeks. Consider fee? Discussion: None at first (DeChellis) or small \$29 (Machado). If there is a fee, then one per agency (Pack). Table - August meeting.
- g) 2021 CEAC Future Conferences (Gerety) - Need to decide on next year's Policy Conference – **still time.**
- h) Sponsorship Alternatives (McNamee) - many good ideas – Raffle - Logos and Zoom background – committee chairs announce sponsors at each meeting. Sponsors do promotional video to play during intermissions (Machado). **Motion** (DeChellis) to authorize \$1,000 for raffle prizes at virtual type Policy Conference. Machado, 2nd (Machado); **Approved.**

10. NACE 2021

NACE 2021 Committee Update (Machado) – Proceeding as if the conference is a **GO** - layout designs are in progress - will be bring the working teams back together – filling vacancies from people who have moved on. NACE is revising agreement so CEAC would only bear its own cancelation costs – not NACE cancelation costs. Looking for golf opportunities.

Promotional trinkets will be sent to each state office for distribution.

11. New Business

CEAC Vice President Replacement (Tippett) – Pursuant to By Laws Article IV, section 5 the nominating committee (CLODS) shall make recommendation to Board of Directors for approval. Mehdi Madjd-Sadjadi; some 20+ CLODS agreed to recommend that we defer appointment until the fall conference when a full slate of officers will be presented at the general membership meeting. **Motion** (Crump) to defer to fall conference, 2nd (DeChellis); **Approved**.

12. Life Membership

Mehdi Madjd-Sadjadi; Recommends Panos Kokkas – (Pack) agrees to start process at regional level.

13. Announcements Scheduled Conferences

Past CEAC President, George Johnson has COVID-19 – our hopes for his full recovery.

CSAC's Bill Chiat, the Dean of the CSAC Institute has passed (Balbas).

14. CEAC Board of Directors Meeting Schedule

August 20, 2020 (Virtual Policy Conference).

December 4, 2020 (CSAC Annual Meeting – maybe virtual).

12:14 Adjourn

Meeting adjourned around 12:14 p.m. by declaration of the Chair (Tippett).

Meeting Roster

Officer	Office	County
Rick Tippet	President	Trinity
Vacant	Vice-President	
Howard N. Dashiell	Secretary	Mendocino
Jim Porter	Immediate Past President	San Mateo
Mike Crump	Treasurer	Butte (Retired)
Mehdi Madjd-Sadjadi	Treasurer-Emeritus	Marin (Retired)
<i>Mike Penrose (np)</i>	Parliamentarian	Sacramento (Retired)
Patrick DeChellis	Newsletter Editor	Los Angeles (Retired)
Matt Machado	NACE Representative	Santa Cruz
Dave Gravenkamp	Historian	Siskiyou County (Retired)
Regional Directors	Region	County
Steven Lederer	Bay Area	Napa
Bob Bronkall	Northern California,	Humboldt
Joshua Pack	Sacramento Mother Lode	Calaveras
<i>Steven E. White (np)</i>	San Joaquin Valley	Fresno
Joshua Roberts	Central Coast	San Luis Obispo
Nardy Khan	Southern California	Orange
Committee Chairs	Committee	County
Brian Balbas	Administration	Contra Costa
Pattie McNamee	Fellowship	Contra Costa (Retired)
<i>Mark Strudley (np)</i>	Flood Control/Water Resources	Santa Cruz
Trisha Tillotson	Land Use	Nevada
Rick Tippet	Oversight	Trinity
Tim Goncharoff	Resource Recovery & Waste Mgmt.	Santa Cruz
<i>Scott DeLeon (np)</i>	Scholarship	Lake
Aleks Jevremovic	Surveyor	Santa Barbara
Patty Romo	Transportation	Riverside
CSAC/CEAC Staff	Title	Agency
Chris Lee	Legislative Representative	CSAC
Catherine Freeman	Legislative Representative	CSAC
<i>Nick Cronenwett (np)</i>	Legislative Analyst	CSAC
<i>Marina Espinoza (np)</i>	Legislative Analyst	CSAC
Merrin Gerety	CEAC Program Manager	CSAC/CEAC

Not present (np)



**COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA MEET
WITH FHWA OFFICE OF FEDERAL LANDS HIGHWAY**

FEBRUARY 5, 2020

Burned Area Emergency Response

California experienced the two most devastating fires in its history in 2017 and 2018, respectively, and fires around the state have had particularly acute impacts on smaller, rural jurisdictions with significant acreages of federally-owned lands.

In 2017, a series of wildfires in Southern California were followed by a storm system that caused flash flooding, erosion, and substantial mud and debris flows throughout the burned areas. These disasters highlight the valuable services provided by the Burned Area Emergency Response (BAER) program in counties where significant fires occur on federal lands. A complete effort looking at everything within the fire footprint would assist in providing road resilience for all roadway systems.

While Federal Land Management Agencies (FLMA) only have legal authority and funding to plan for and perform work on areas of their responsibility, California counties seek to establish additional coordination between the Federal Highway Administration, the United States Forest Service, and local agencies in implementing BAER recommendations after a significant fire. Many counties find themselves overwhelmed dealing with debris removal and recovery, and may lack the technical expertise in soils, hydrology, geology, engineering, wildlife, botany, and archeology available within federal agencies.

Opportunities for Enhancing Local and Federal Collaboration

California counties seek additional opportunities for collaboration with the Office of Federal Lands Highway, given the interconnected nature between federal and local transportation facilities in many of our jurisdictions. Additional areas to explore include:

- Services local agencies could request by Federal Lands Highway to improve local transportation systems serving or within Federal Lands.
- Opportunities to pursue joint safety programs and projects to improve roads on federal lands.
- Assistance for processing projects for on system roads for smaller agencies (Emergency Relief), especially agencies that are impacted by significant natural and or regional disasters.

Key Surface Transportation Reauthorization Priority Maintain Funding for Federal Lands Access Program (FLAP)

California counties support maintaining and expanding the FLAP for projects that provide access to, are adjacent to, or are located within Federal Lands. Counties recognize the benefits of the Programming Decision Committee (PDC) providing collaboration between FHWA, Caltrans and local agencies with input from the FLMA in selecting the right projects within California, and would like to see that successful process continued.



**COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA Meet
WITH FEDERAL HIGHWAY ADMINISTRATION
FEBRUARY 5, 2020**

Implement Alternative Environmental Review

The FAST Act established the Alternative Environmental Review (AER) pilot program allowing states to substitute one or more state environmental laws for NEPA. While the ultimate goal for California counties would be delegation of authority to the local level, we look forward to the final rulemaking for the AER program and will encourage California to pursue this environmental streamlining opportunity.

California counties support Caltrans' requests for clarification surrounding the waiver of sovereign immunity, which is already in place for NEPA Assignment, as well as a process for determining the stringency of state environmental policy acts and addressing any shortcomings or deficiencies.

Time Extensions for Emergency Relief Projects

California counties are thankful for the recent time extensions approved for dozens of local Emergency Relief projects. We continue to seek statutory relief for local agencies impacted by disasters by extending the time limit to six years with the possibility of additional one-year extensions for just cause.

Maximize Benefits from NEPA Assignment

The NEPA assignment program has allowed Caltrans to achieve time savings in preparing and approving both routine environmental documents as well as full Environmental Impact Statements that require regulatory coordination with federal agencies. California counties are encouraging Caltrans to review practices in other states to maximize the environmental streamlining opportunity presented by NEPA delegation.

Key Surface Transportation Reauthorization Priorities Enhance revenues for investment in our national transportation infrastructure

Our future economic prosperity, and our dedication to the health, safety, and welfare of the traveling public and all Americans, demands a significant reinvestment into the transportation network.

Restore the Highway Bridge Program

Provide dedicated revenue for on-system highway bridge projects, either by creating a set-aside similar to the off-system highway bridge set-aside or restoring the Highway Bridge Program. Increase dedicated funding for preventative maintenance on, and replacement of, bridges.

Focus on Safety

Increase funding for safety infrastructure projects on the existing transportation system to reduce the greatest number of fatalities, ensuring the rural road system, where fatality rates are the highest, retains dedicated funding, and increase funding for bicycle and pedestrian safety.

Prioritize Fix-it-First Investments

Provide increased funding for maintenance and preservation of the existing system. Reinvesting in the system now prevents exponentially higher costs down the road.



California State Association of Counties

CSAC PRIORITIES FOR FAST ACT REAUTHORIZATION

Approved by the CSAC Board of Directors September 5, 2019

FAST Act Reauthorization Priority: Increase Federal Revenues for Transportation Infrastructure

Without immediate bold action by Congress, the Highway Trust Fund will continue to face insolvency. Existing federal revenues continue to fall short of meeting the funding needs to bring our nation's surface transportation infrastructure into the next century. Our future economic prosperity, and our dedication to the health, safety, and welfare of the traveling public and all Americans, demands a significant reinvestment into the transportation network. **CSAC urges Congress to enhance revenues for investment in our national transportation infrastructure.**

The California State Association of Counties (CSAC) - the unified voice of California's 58 counties— believes that until the funding issue is addressed, we will not make significant progress in improving our critical transportation infrastructure. California has joined states around the country in taking action to address its transportation infrastructure funding needs. The landmark Road Repair and Accountability Act of 2017 provides over \$5 billion annually to fix local roads, state highways and bridges, and invest in transit and active transportation. At the regional level, over 80% of California's residents live in a county where voters have approved a dedicated local transportation tax measure. Despite these significant investments, California still depends upon a strong federal partnership to meet our transportation infrastructure needs.

The demands on our infrastructure are relentless – Californians log 300 million vehicle miles traveled annually, more than the current system was ever intended for. Local agencies in California own over 12,000 bridges, of which 829 need to be replaced and 1,834 need rehabilitation. At the same time, federal sources of revenue are declining due to necessary improvements in fuel economy and electric vehicle technology. In order to address pressing environmental concerns ranging from air quality and climate change to impacts on our water resources and energy demands, the nation must continue its work to advance technological improvements in fuel economy, alternative vehicles such as zero emissions vehicles, and reduce the amount people must drive to access work, school, home, services, and recreation. These challenges will only exacerbate our current funding dilemma.

Once Congress addresses the funding issue, CSAC submits the following additional policy and programmatic priorities for consideration by Congress.

FAST Act Reauthorization Priority: Restore the Highway Bridge Program

- Provide dedicated revenue for on-system highway bridge projects, either by creating a set-aside similar to the off-system highway bridge set-aside or restoring the Highway Bridge Program as a core program.
- Increase dedicated funding for preventative maintenance on, and replacement of, bridges. This is a critical safety issue.

FAST Act Reauthorization Priority: Emergency Relief Projects

- Provide relief for local agencies impacted by disasters by extending the statutory limit for emergency relief projects under the Federal Highways Administration to six years with the possibility of additional one-year extensions for just cause.

CSAC PRIORITIES FOR FAST ACT (continued)

REAUTHORIZATION

FAST Act Reauthorization Priority: Focus on Safety

- Increase funding for safety infrastructure projects on the existing transportation system.
- Programs/projects must be aimed at reducing the greatest number of fatalities regardless of ownership of the system.
- Ensure the rural road system, where fatality rates are the highest, retains dedicated funding.
- Promote and increase funding for bicycle and pedestrian safety projects and programs.

FAST Act Reauthorization Priority: Fix-it First

- Provide increased funding for maintenance and preservation of the existing system. Reinvesting in the system now prevents exponentially higher costs down the road.

FAST Act Reauthorization Priority: Streamlining Project Delivery & Environmental Review

- Support streamlining of federal regulations to facilitate more expeditious project delivery.
- Ensure that federal project oversight is commensurate to the amount of federal funding
- Extend the at-risk project pre-agreement authority available for transit projects to highway projects for non-construction activities and for construction activities once environmental review is complete.

FAST Act Reauthorization Priority: Increase Flexibility to Meet State, Regional, and Local Needs

- Maximize the use and flexibility of federal funds by not requiring minimum federal matches.
- Eliminate the need to program multiple phases for small projects.
- Eliminate need for TIP programming for air quality neutral projects.

FAST Act Reauthorization Priority: Assistance for Data Collection

- Provide funding, training, tools, and uniform standards for the collection of roadway and traffic data specifically for the local and rural roadways, including assistance and funding for data collection required by federal performance management rules.
- Provide assistance for data collection, and determining and quantifying GHG emissions, and other important data for addressing climate change in long-range transportation plans.

FAST Act Reauthorization Priority: Improve Environmental Stewardship & Address Climate Change

- Provide financial incentives to States that adopt and set greenhouse gas (GHG) emissions reductions targets and programs to accomplish those targets.
- Provide incentives in current programs and/or provide new funding sources for climate change neutral or friendly transportation projects and programs.
- Provide financial incentives for rural sustainability.
- Provide financial support for regional and countywide planning processes that integrate transportation and land use planning to reduce GHG emissions.
- Provide funding for retrofitting equipment and for alternate fuel infrastructure.

FAST Act Reauthorization Priority: Maintain Funding for Federal Lands Access Program (FLAP)

- Maintain funding for the FLAP for projects that provide access to, are adjacent to, or are located within Federal Lands.