



CEAC Newsletter

Editor: Ken Miller, 11374 Oak Hill Lane, Yucaipa, CA 92399

June 2007

A QUARTERLY PUBLICATION OF THE COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA

Inside This Issue:

NACE Report	3
In Memoriam Arthur Bruington	5
Droppings	6
Spring Conference Photos	9
Letter from George Protopapas	14
Commandments	15
More Commandments	17
Condor News	19
New Affiliates	20
Calif. Chip Seal Assn	21
Bedroll Conference	22
What Do You Know?	23
This and That	24

A PRESIDENTIAL MESSAGE

BY
MIKE CRUMP

The California contingent made another good showing at the 2007 NACE conference held last month in Milwaukee, Wisconsin. Phil Demery (Sonoma County) was elected Western Region Vice President. **Congratulations Phil!**

The traditional Snap-E-Tom Reception went off without a hitch (i.e. I woke up on time and we did not run out of anything) and we had a great turn out. I want to thank all the bar tenders; George Johnson (Riverside), Pete Rei (Tuolumne), Phil Demery (Sonoma), Mehdi Sadjadi (Marin – Retired), Mike Walford (Contra Costa – Retired), Win Westfall (Willdan) and Scott McGolpin (Interim Director, Santa Barbara).

Hopefully everyone is asking their Boards to support SB-286 (Dutton & Lowenthal) which CSAC and the League of California Cities are actively advocating and if passed will accelerate the distribution of the \$2 billion of Proposition 1B bond funds for local streets and roads. If you are not aware of this bill or have any questions, please contact DeAnn Baker at dbaker@counties.org.

The joint effort of CEAC and the League of California Cities (LOCC) on a State-wide “Local Streets and Roads Needs Assessment” is moving forward. Pledges are nearing the \$500,000 mark and invoices are now going out. For those of you who still have not made a commitment, you will still have a chance as a second letter will be coming out soon. Next on the “to do” list is to enter into an MOU with the League and CSAC and then release an RFP.

The Flood Control Needs Assessment is also moving ahead. Jeff Pratt (Ventura County) and his committee have pledges in excess of the \$20,000 estimated to get this study under way.

(Continued on Page 2)

All Materials Submitted Subject to the “3 Rs” - Review, Revision, Rejection

A PRESIDENTIAL MESSAGE (Cont.)

Finally, the Strategic Highway Safety Improvement Plan (SHSIP) with its 14 challenge areas is still moving forward and looking for local support from both Cities and Counties. At the NACE conference, a top FHWA administrator told us to expect more money to flow to safety projects during the next Federal Transportation Bill. Now is the time to make sure local County interests are represented in the SHSIP so that needed safety funds can come our way in the future.

Have a great summer!

Mike Crump
CEAC President
Director of Public Works, Butte County

MARK YOUR CALENDARS
for the
2ND ANNUAL CEAC POLICY CONFERENCE
OCTOBER 11 AND 12, 2007
IN
SACRAMENTO

This conference will again afford an opportunity for our CEAC committees to meet and discuss key issues confronting our Counties and to assist in developing legislative priorities and work programs for 2008.

"Look before or you'll find yourself behind."
~Ben Franklin



COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA



OFFICERS 2006 - 2007

PRESIDENT ~ MIKE CRUMP

Director of Public Works
County of Butte
7 County Center Drive
Orville, CA 95965

PRESIDENT-ELECT ~ GEORGE JOHNSON

Director of Public Works
County of Riverside
4080 Lemon Street, 8th Floor
Riverside, CA 92505

SECRETARY ~ PETER REI

Director of Public Works
County of Tuolumne
2 South Green Street
Sonora, CA 95370

TREASURER ~ MEHDI SADJADI

120 Round Court
Petaluma, CA 94952

PARLIAMENTARIAN ~ DOUG WILSON

735 W. Cambridge
Visalia, CA 93277

PAST PRESIDENT ~ MAURICE SHIU

Director of Public Works
County of Contra Costa
255 Glacier Drive
Martinez, CA 94553

NACE REPRESENTATIVE ~ GEORGE JOHNSON

Director of Public Works
County of Riverside
4080 Lemon Street, 8th Floor
Riverside, CA 92505

HISTORIAN ~ DAVE GRAVENKAMP

105 4th Street
Yreka, CA 96097

NEWSLETTER EDITOR ~ KEN A. MILLER

11374 Oak Hill Lane
Yucaipa, CA 92399

TREASURER EMERITUS ~ WILLIAM MCINTOSH

1200 Running Springs Rd. #6
Walnut Creek, CA 94595

DIRECTORS 2006 - 2007

NORTH COAST ~ TOM MATTSON

Director of Public Works
County of Humboldt
1108 Second Street
Eureka, CA 95501

CENTRAL COAST ~ JULIE BUEREN

Deputy Director of Transportation
County of Contra Costa
255 Glacier Drive
Martinez, CA 94553

NORTHERN CALIFORNIA ~ JON WRYSINSKI

Director of Public Works
County of Colusa
1215 Market Street
Colusa, CA 95932

SACRAMENTO-MOTHER LODGE ~ VACANT

SAN JOAQUIN VALLEY ~ TOM FLINN

Director of Public Works
County of San Joaquin
PO Box 1810
Stockton, CA 95201

SOUTH CENTRAL COAST ~ RON LUNDQUIST

Director of Public Works
County of Monterey
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

SOUTHERN CALIFORNIA ~ IGNACIO OCHOA

Assistant Director Public Works/Chief Engineer
County of Orange
PO Box 4048
Santa Ana, CA 92702

TO: CEAC Members

FROM: George Johnson, CEAC Representative to NACE
CEAC President Elect

DATE: 10 May 2007

RE: NACE Report - May 9, 2007

The annual NACE 2007 Management and Technical Conference was held in Milwaukee, Wisconsin from April 22 – 26, 2007. The conference was well attended with 414 delegates and speakers, 101 guests and 255 exhibitor representatives. The Wisconsin County Highway Association did an excellent job hosting the conference.

The Opening Ceremonies included remarks from NACo President, Colleen Landmaker from Blue Earth County, Minnesota, Frank Busalacchi, Secretary, Wisconsin Department of Transportation, John Horsley, Executive Director of AASHTO and Bob Fogel, Senior Legislative Director, NACo.

The Wisconsin counties have a very close working relationship with the Wisconsin DOT. The DOT has contracts with each county to provide maintenance services to the state highways. The State pays each county to maintain the state highways within their county. A large part of the maintenance effort is for snow plowing.

Our very own Phil Demery, previously Santa Barbara County and now Sonoma County, won his election campaign and was installed as the NACE Western Region Vice President. Congratulations to Phil! The remaining NACE officers elected and installed include George Webb, Palm Beach, Florida as President; Susan Miller, Freeborn County, Minnesota as President-elect; Chris Bauserman, Delaware County, Ohio as Secretary-Treasurer; Hiene Junge, Pennington County, South Dakota as Past President; Wayne Sullivan, Jefferson County, Alabama as Southeast Region VP; Keith Burndt, Cass County, North Dakota as North Central Region VP; Jon Rice, Kent County, Michigan as Northeast Region VP; and Richard Macchi, Bell County, Texas as South Central Region VP. In addition William Lorence, Dekalb County, Illinois was selected as Rural County Engineer of the Year, John Mitchell, McLean County, Illinois was selected as Urban County Engineer of the Year, Gary Predoehl, Pierce County, Washington was selected as Project/Program Manager of the Year and Duane Blanck, Crow County, Minnesota received the NACE Special Services Award for his extensive service to NACE. The NACE officers were installed and the awards presented at Wednesday night's Presidents banquet.

In addition to the NACE awards mentioned above, Tom Hunter, retired Public Works Director from Plumas County, California was recognized and awarded the designation of NACE Life Member for his years of service to NACE. California was also recognized as a 100% NACE membership state at the annual NACE Business Meeting.

The conference technical sessions were separated into three main tracks:

1) Traffic Highway and Safety, 2) Highway Project Development and 3) County Highway System Management. The sessions were very informative and well presented by a combination of representatives at the Federal, State and County level. However, the highlight of the conference was the annual Snap-E-Tom Reception hosted by CEAC. CEAC President Mike Crump did an excellent job as our Fearless Leader, organizing and hosting this much anticipated and well attended annual event.

The 2008 NACE conference will be held in Portland, Oregon from April 20-24. I would encourage our CEAC delegates to attend next year's event due to its close proximity. Future NACE conferences will be held as follows:

2009 Peoria, Illinois – April 19-23, 2009
2010 Fort Worth, Texas – Dates to be determined

Upcoming NACo conferences will be held as follows:

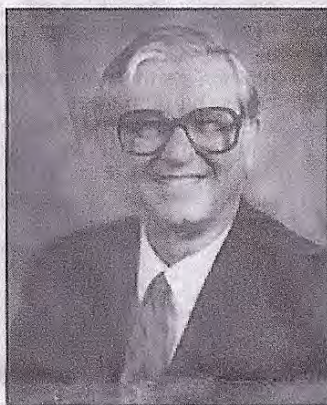
2007 Richmond, Virginia – July 13-17, 2007
2008 Kansas City, Missouri – July 11-15, 2008
2009 Nashville, Tennessee – July 24-29, 2009
2010 Reno, Nevada – July 16-20, 2010



CEAC's Delegation at the Annual NACE Conference in Milwaukee

IN MEMORIAM

ARTHUR BRUINGTON WATER RESOURCES ENGINEER

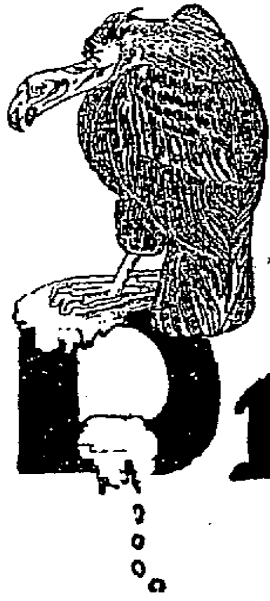


Arthur Bruington, 79; his career was dedicated to conserving and improving water supplies for the Southern California region. Bruington was born in Santa Monica to Evelyn Hotchkiss and Paul Bruington. He attended schools in Redlands and Santa Barbara before attending Wilson High School in Los Angeles and the California Institute of Technology in Pasadena, where he received Bachelor and Master of

Science Degrees in Civil Engineering. He spent 30 years with the Los Angeles County Flood Control District, the last nine of which as its CEO. After Proposition 13 in 1978 took away 80% of the agencies revenue, he led the successful, state-wide effort by flood control agencies to obtain temporary funding from the State and regain a reasonable local base of revenue for the long term. Later, he served for eight years as the General Manager of the Irvine Ranch Water district, which had established the first successful, large-scale community wastewater recycling program. He finished his working career as a consultant on projects to increase the reliability of water supplies in Southern California. He was particularly active in the American Society of Civil Engineers and the American Public Works Association, having served as President of the local sections of both organizations. For ASCE, he also served as a member of the National Board of Directors, and as National Vice President. In the late 1960s, he served four years on the California Regional Water Quality Control Board, Los Angeles Region. Recently, he served as Treasurer of the Irvine Historical Society, and on the Board of Directors of the Urban Water Institute, which works to assure reliable imported water supplies for Southern California.

He is survived by his wife, Louise, children Bobbe Haley of Lake Tapps, Washington, Brad Bruington of Mission Viejo, and Becky Stanford of Dallas, Texas, and seven grandchildren.

He passed away on Sat, Feb 3, 2007 of natural causes. At this time, there will be no services. In lieu of flowers, please donate to the charity of your choice.



Droppings

from out of the past

Senator Randolph Collier

by

Dave Gravenkamp, CEAC Historian

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

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

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

Droppings (Cont.)

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

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

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

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

It was good to see many of you at the Spring Conference in Monterey. Remember, I'm always looking for suggestions for future *Droppings*.

"Traffic is like a bad dog. It isn't important to look both ways when crossing the street, it's important to not show fear."

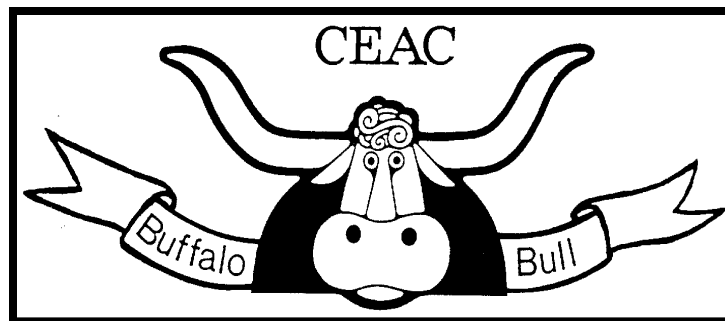
~P.J. O'Rourke

CONGRATULATIONS TO MAURICE SHIU !!!!

On being awarded the annual *Buffalo Bull Award* at the CEAC President's Banquet on March 15, 2007 at the Hyatt Regency Hotel in Monterey, CA.

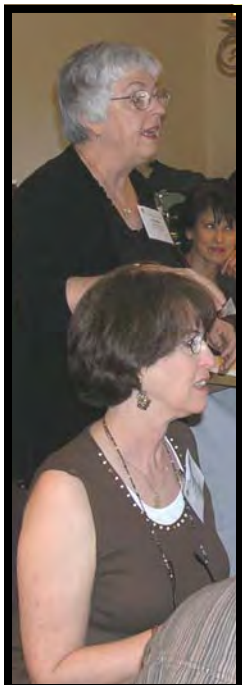
“ Maurice, although you faced stiff competition for this year's award, including Clay “Retread” Castleberry of Sutter Co. trying to win a second award after an absence of 34 years and the history making first ever nominated group, the “CHICS”, your outlandish acts of embarrassment to the CEAC organization enabled you to become the 35th recipient of this most prestigious award.”

~The Tres Pinos Committee



B.B.Award Winner, Maurice Shiu and “The Contra Costa Family”

SPRING CONFERENCE – Guests



SPRING CONFERENCE - President's Banquet



President's Banquet (continued)



President's Banquet (continued)



2007 SPRING CONFERENCE SPONSORS



"Thank you for your support"

GEORGE PROTOPAPAS
CLOD
2510 Edgeview Lane
Arroyo Grande, CA 93420
805 473-1109



March 10, 2007

Dear Ken,

Recently I was talking to a young up and coming future County Engineer. We were discussing the subject of "Political Engineering". He was unfamiliar with the topic. I asked him if he had ever seen my series of "Political Engineering Commandments" articles that I wrote when I was a Field Engineer for the I T S program. He said no and was unfamiliar with the subject.

I thought that many of the newer engineers that have been thrown into the political arena might be interested in the articles. Vern had published some of the articles in past issues of the CEAC Newsletter approximately 15 years ago. I'm sure that many of them have never seen them. Who knows? One of the commandments might make their job a little easier. Also they might be interested in some of the books that they should include in their library.

I've also included a picture of Vern taken during his motorcycling days.

I enjoy receiving the Newsletter. You're doing a good job. Keep up the good work.

Regards


George

George,
It was great to hear from you. Thank you very much for your submittal. These "Commandments" are as relevant today as they were 15 years ago.

~Your Editor

The Ten Commandments of Political Engineering



By George C. Protopapas

My Bachelor of Science degree in Civil Engineering from the University of Michigan launched me on my career in 1951, well equipped to perform all the basic civil engineering functions that could come my way. During my first 15 years of work, I designed highways, bridges, storm drains, sewers, and managed design divisions.

It was when I became an assistant county engineer that I recognized that there had been a deficiency in my college curriculum. There had been no courses in "political engineering." This void really became evident when I was appointed county engineer and began reporting directly to a five person county board of supervisors.

"Political engineering" is the "technology" of getting along with an elective body which is your boss. It's getting along with five different personalities coming from five different walks of life. Some of them are bound to be experts in all phases of engineering and operating your department.

Maybe some of you aren't involved with this subject at the moment. However, as you are promoted in a county or city public works department or a special district you'll get more and more involved in "political engineering." Even those working in large agencies such as Caltrans may find "political engineering" useful, especially where projects require cooperation from local governments.

Current college curricula still lack training on

how to deal with a political body as your boss, so I would like to give you the list of "10 Political Engineering Commandments" which I have formulated during my 24 years as a county engineer. Even though these "commandments" relate to a county board of supervisors, they also apply to a city council or a special district's board of directors.

The 10 commandments are:

1. Establish a good relationship with your board. This is extremely important, because it helps to determine how successful you will be in many other aspects of your job.
2. Keep the board informed about the operations of your department and any other matter that may be of interest to them. If there is an item of interest to an individual board member, make sure that you brief him or her on it. The better you make a board member look to his constituents by making him appear knowledgeable, the more he'll appreciate and respect you.
3. Always make yourself available to each board member, even if it means leaving a meeting to answer a phone call from one of them.
4. Fight as hard as you can to have the board adopt your professional recommendation. If the action taken by the board is contrary to your recommendation, implement it as energetically as if it were yours.
5. Never ask board members what they want you to do regarding an administrative or engineering matter. Go to them with your recommendation. Consider their comments, but let the final action be your decision. You never want board members to get the impression that they are running your department. Their responsibility is making policy, not managing your department.
6. To the extent possible, have your board adopt policies defining your responsibilities. This will discourage individual board mem-

Political engineering is the "technology" of getting along with an elective body as your boss.


bers from trying to have you do something that may be unethical or unprofessional.

7. When a board member refers a complaint from a constituent to you, treat it with the utmost importance. If your department can solve the constituent's problem, consider letting the board member pass on the good news to the constituent who complained. If you are unable to do anything regarding the complaint, let your department wear the "black hat" and respond for the board member.

8. Don't show favoritism to individual board members. Treat them all in the same manner.

9. When you receive compliments from the public, suggest that people pass on the compliments to the board in the form of correspondence.

10. Never embarrass the board or any of its members in public. If a board member makes a mistake at a public meeting, do not correct him or her in public. Discuss the subject later, when you are alone. Always try to make your board members look good in public.

I hope that you find these "commandments" useful in your current work. If not, file them for future use as you climb the career ladder. 

Nominations Open for Tranny Awards

The California Transportation Foundation is now accepting nominations of those who deserve awards for their contributions to California transportation in 1992. The deadline for nominations is March 1, 1993. For more information, write to CTF at P.O. Box 163453, Sacramento, CA 95816, or call (916) 453-1767.



Ten More Commandments of Political Engineering



The first "ten commandments" of political engineering by George Protapapas were published in the October 1992 issue of Tech Transfer. For a copy of the original essay, write to Protapapas at the address listed on the back page of this newsletter.

By George C. Protapapas

During my 24 years as a county engineer in San Luis Obispo, it became clear to me that civil engineering knowledge is not always enough to succeed in local government. You also need to understand "political engineering." "Political engineering" is the "technology" of getting along with an elective body as your boss.

Last year I wrote an article entitled, "The Ten Commandments of Political Engineering." Since publication of the article, I have found that there is a lot of interest in this subject. Many engineers have told me that the political process can be one of the most frustrating aspects of a city or county public works official's job.

Since there is virtually no material available on political engineering, I have expanded on my original idea by developing a second group of ten commandments. Here they are:


1. Follow up on every problem which is referred to you by a board member. I felt that this was so important that I set up a separate "tickler" file for these referrals. The outstanding and uncompleted ones would be constantly monitored in order to make sure that they were processed in a timely manner.
2. When the ship is sinking, get off. In my original ten commandments, I advised fighting as hard as you can for your recommendation. However, after board discussion you can begin to count votes and predict the direction of your board. If you see you are

going to lose, don't continue pushing and end up antagonizing your board.

3. Lobby individual board members before the open board session, as a "warm-up" for persuading the full board on the day of a public hearing or a vote. Sometimes there are board members who tend to lead the pack. If there are such board members, I would concentrate my efforts on them. But make sure that you don't offend some board members by leaving them out of your lobbying because you think you have the votes you need without them.
4. If you have a recommendation or proposal and know you don't have the votes, delay bringing it to the board if you possibly can. Do more ground work before you put it on the agenda.
5. Arrange field trips for individual board members. When they express an interest in a project or problem area, take them out and show it to them. While you are on the field trip, show them deficiencies that you may be bringing to the board for future funding. While you're with them, you have an excellent chance to discuss other important matters. This is a much better environment for carrying out discussions with them than in the office, where they are constantly interrupted.
6. Use a program budget. Structure the budget so that, in order to add a program outside the normal budget cycle, the full board must vote to take funding away from another project. This approach will discourage individual board members from trying to insert a pet project in the middle of a budget year.
7. Encourage individual board members to work through you on matters of special interest to them, rather than going straight to your

staff. This is difficult with some board members, who prefer to go straight to the staff member most likely to have an immediate answer. When I knew I couldn't discourage this action, I wouldn't fight it. However, I made sure staff only gave information and never took direction from them. If a board member attempted to give direction, the staff member would refer the board member to me. I also made sure that staff would confer with me and update me on what had transpired after a board member's visit.

Civil engineering knowledge is not always enough to succeed in local government. You also need to understand "political engineering."

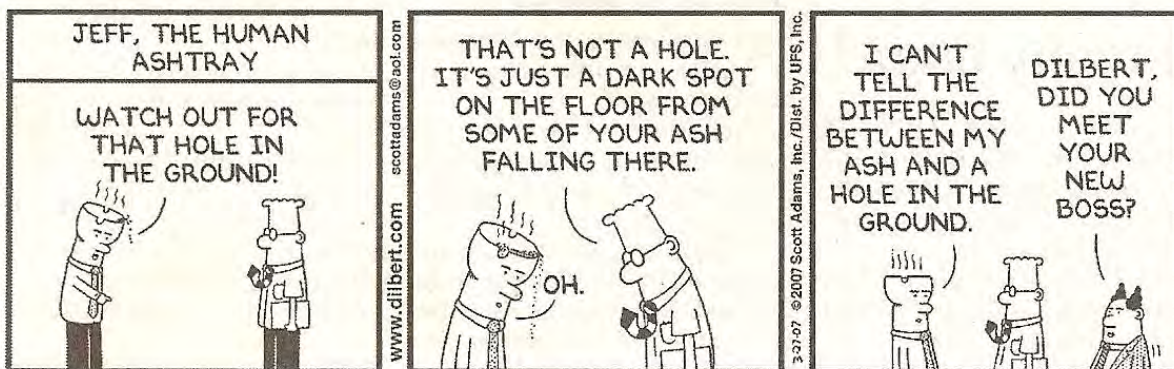
8. Stay out of political campaigns, especially elections for places on your own board. The incumbent that you may be assisting could lose the election, and you could end up with the opposition as one of your new bosses.
 9. Make a point of "fraternizing" with your board members when you are attending the same conference. As board members get to know you better, you will have the opportunity to go beyond the stereotyped image of engineers which elected officials sometimes have. Make sure you do not favor one board member over others.
 10. Never show open animosity toward the board or any of its members. Sometimes board members will do or say something to make you look bad, either at a board meeting or in front of one of their constituents. Always maintain your "cool" and act professionally.
- I hope you find these "political engineering" principles useful for reducing stress in your political environment. And good luck to you on your way up the career ladder! 

TWO CLODS AND TWO HOGS



If you had any doubts, the CLODS are the two wearing blue jeans, Vern Davis, Retired Newsletter Editor, Merced Co. and George Protopapas, Retired County Engineer, San Luis Obispo Co. and author of "Ten Commandments of Political Engineering."

DILBERT — Scott Adams

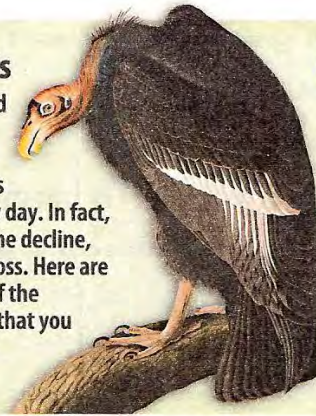


CONDOR NEWS

The holy grail of birds

Spotting a rare bird in the wild is one of the great thrills of bird-watching.

Unfortunately, America's birds are becoming more rare every day. In fact, one in four U.S. species is on the decline, primarily because of habitat loss. Here are some high-profile members of the endangered-bird community that you can look for at various places around the country:



California condor

One of the world's biggest flying birds, this member of the vulture family has a wingspan up to 9½ feet. Look for it along California's central coast, where the species has been reintroduced from Big Sur to the mountains of Los Angeles.

California condor lays egg in Mexico

SAN DIEGO (AP) — A California condor has laid an egg in Mexico for the first time since at least the 1930s, biologists at the Zoological Society of San Diego announced Monday.

If the chick hatches and survives, scientists hope it will herald the return of a breeding condor population to Mexico, decades after the iconic giant of the skies was wiped out there.

"This is a momentous occasion," said Dr. Mike Wallace, a field scientist who observed and measured the egg in its nest. "We're all excited."

Wallace and colleagues found the egg March 24 in an abandoned eagle nest on a cliff in the Sierra San Pedro de Martir National Park, located in the arid interior of the Baja California peninsula more than 100 miles south of the U.S.-Mexico border.

Wallace climbed to the nest and took photographs and measurements of the egg, shining a

bright light through the shell to determine that the egg was 45 to 50 days old. Condor eggs incubate for 57 days, meaning the chick could hatch any day. There was also a chance the egg was dead, but Wallace said he did not smell any sulfur and the parent condors were still tending to it.

"We are all sitting on pins and needles waiting to see where the situation is going," said Wallace, who works for the zoological society's center for Conservation and Research for Endangered Species. The society also runs the San Diego Zoo and its wild animal park.

The California condor was once widespread, swooping above the western United States, parts of Canada and Baja California.

A type of vulture, the condor scavenges dead fish and animals — as coastal population of seals and otters declined, so too did the bird. The use of poison to kill

California's grizzly bears in the 1800s also devastated numbers and lead shot remains a potential source of poison. Hunting, egg collecting, and power cables were also blamed for hurting the creature's numbers.

Only 22 California condors were left by the 1980s, and the last documented sighting in Mexico was in the 1930s, Wallace said.

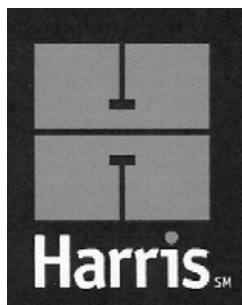
Thanks to a captive-breeding program, numbers recovered to a worldwide total of about 280. More than 100 of these fly free in the skies above parts of California, Nevada and Utah. Working with the Mexican government, biologists reintroduced captive-bred birds to Mexico in 2002.

Condors don't reproduce until they are several years old, Wallace said. The 7-year-old female that laid the egg in Mexico, known as Condor 217, was born at the Los Angeles Zoo.

NEW AFFILIATES

Louise McGinnis-Barber
Harris and Associates
4600 Northgate Blvd. #100
Sacramento, CA 95834
(916)928-9600
fax (916)928-9605
Email: sac@harris-assoc.com

Founded in 1974, Harris is a professional services firm with a staff of over 450 employee owners specializing in the planning, design and construction management needs of public and institutional clients.



Cheryl Creson, P.E.
Interwest Consulting Group
9300 W. Stockton Blvd., #105
Elk Grove, CA 95758
(916)683-3340
fax (916)683-3375
Web: www.interwestgrp.com

Interwest Consulting Group currently provides service to jurisdictions throughout California and beyond. Primary areas of service are within municipal public works and building & safety departments providing professional staff and comprehensive services across a wide range of expertise.



ATTENTION:

General Members, Affiliates, Committee Chairs,
Regional Directors, Board Members, Spouses,...

Your news and articles are always welcome!

Send c/o the Newsletter Editor at the address shown on
the front page or by E-mail to sandramiller455@aol.com

NEWS RELEASE
For Immediate Release:
For More Information Contact:
[Scott Dmytrow](#)
[California Chip Seal Association](#)
[916-825-9415](#)

February 14, 2007

PAVEMENT PRESERVATION CONFERENCE DRAWS CROWD

"Twenty Years of Working Together" was the theme for this year's Pavement Preservation Conference sponsored by the California Chip Seal Association. The conference was held in the beautiful California seaside community of San Diego at the Red Lion Hotel and had an attendance of nearly 300 people. Cities, Counties, Consultants, Contractors and Suppliers all came together to celebrate the successes from this year and learn about pavement preservation techniques and materials that can be applied to next year's pavement maintenance and rehab programs.

Phil Demery, Vice-President of the National Association of County Engineers and the Public Works Director for the County of Santa Barbara, provided an insightful and interesting keynote address stressing how vital it is to maintain and preserve our roadways. His presentation was followed by Jim Towns, Western Emulsions Vice President, covering the changes and successes that the Pavement Preservation and Maintenance Industry has undergone over the past 20 years. The rest of day one covered a variety of maintenance materials and procedures from pavement preparation and crack sealing to chip seals, slurry seals and micro-surfacing.

The highlight at the end of the first day was the presentation of the first ever California Chip Seal Association "Lifetime Achievement Award" to Jim Towns for his "exemplary leadership, energy, initiative and promotional efforts" in the pavement preservation area over the course of his career. Jim, was caught completely by surprise and received a standing ovation.

Day two of the Conference began with a presentation by Steve Takigawa, Chief of Pavement Maintenance for Caltrans, and continued with success stories by agencies that have used pavement preservation techniques. The conference ended with four "Awards of Excellence" being presented to Agencies and Contractors that had exceptional projects in 2006. Next year's conference will be held in Sacramento at the Holiday Inn on "J" Street on the 24th and 25th of January, 2008.

2007 BEDROLL CONFERENCE

REGISTER NOW:

July 11, 12, 13, 2007

Lake Almanor, Camp Conery
Plumas County

This Tri-Regional (North Coast, Northern California and Sacramento-Mother Lode) CEAC Meeting brings together Public Works Directors and Road Commissioners, Caltrans District Local Assistance Engineers and CEAC affiliates.

The Conference will provide networking opportunities with other County Engineers, Caltrans, FHWA, consultants and other agencies. The conference will provide an opportunity to discuss and learn of some current issues facing County Engineers. Many important issues affecting Public Works will be addressed. There will be considerable opportunity for an exchange of information and ideas.

More detailed information and registration packets are available. If need registration information, have any questions or if you wish to have an issue addressed and know of an expert to discuss it during this conference, give **Howard Dashiell of Mendocino County** a call at (707) 463-4366.



WHAT DO YOU KNOW?



Katrina "Unmasked"

Finally, after three attempts, a successful answer was submitted for a Newsletter quiz.

Dave "Roadrunner" Gravenkamp, CEAC Historian, was the first response correctly identifying Katrina Thompson in the rain slicker. He further identified the photo location as the 37th CLODS BBQ on December 1, 2005 at Vasona Lake County Park in Los Gatos. Dave wins a CEAC polo shirt, size ##.

Honorable mention goes to Tom Bolich, Santa Cruz Co., who's correct response was submitted just a few days after Dave's.

Quiz No. 4 - June 2007

Part 1: In which California Counties would you most likely encounter a "woodchuck"?

Part 2: How much wood could a woodchuck chuck if a woodchuck could chuck wood? Answers must be completed in 50 words or less.

Best response receives a CEAC polo shirt.

Send your responses to the Newsletter Editor anytime before August 1, 2007.

"It has always been my conviction that any man who pits his intelligence against a fish and loses has it coming."

~ John Steinbeck

THIS AND THAT....



Mark, a loving husband, was in trouble. He forgot their anniversary and his wife was really ticked off at him. She told him, "Tomorrow morning, I expect to find a gift in the driveway that goes from 0 to 200 in 6 seconds and IT BETTER BE THERE."

The next morning, Mark got up really early. When his wife woke up a couple of hours later, she looked out the window, and sure enough, there was a small gift-wrapped box sitting in the middle of the driveway.

She opened it and found a brand new bathroom scale.

Mark is still not well enough to have visitors.

A 98-year old Mother Superior from Ireland was dying. The nuns gathered around her bed trying to make her last moments comfortable. They gave her some warm milk, but she refused to drink.

Then one of the nuns took the glass back to the kitchen. Remembering a bottle of Irish whiskey she had received as a gift, she opened it and poured a generous amount into the milk.

Back at Mother Superior's bed she held the glass to her lips. Mother Superior drank a little, then a little more and before long had finished the milk to the last drop.

Mother Superior, the nuns asked, "Please give us some wisdom before you die."

Mother Superior raised herself up in bed and with a pious look on her face said, "Don't sell that cow!"

Last month, a world-wide survey was conducted by the U.N. asking the question "Would you please give your honest opinion about solutions to the food shortage in the rest of the world?"

The survey was a huge failure because

In Africa they didn't know what "food" means.

In Eastern Europe they didn't know what "honest" means.

In Western Europe they didn't know what "shortage" means.

In China they didn't know what "opinion" means.

In the Middle East they didn't know what "solution" means.

In South America they didn't know what "please" means.

In the USA they didn't know what "the rest of the world" means.

A lady was picking through the frozen turkeys at the grocery store, but couldn't find one big enough to feed her family.

She asked the stock boy, "Do these turkeys get any bigger?"

The stock boy replied, "No ma'am they're dead!"

