

# CEAC Newsletter

**June 2017**

**Editor: Pat DeChellis**

## **PRESIDENT'S MESSAGE**

By **John Presleigh**, Director of Public Works  
Santa Cruz County



CALIFORNIA  
*Counties*

Can you say “**Job Well Done!**”??? Senate Bill 1 was approved; it is now time to start planning your future transportation improvements. SB1 funding couldn't have come at a better time with the amount of infrastructure needs we have in California, as well as the need to rebuild our damaged roads from this year's winter storms. SB1 funding allocations will grow sharply over the next several years, so start planning those much-needed improvement projects now. As you already know, CSAC was absolutely instrumental in getting SB1 over the finish line. Thank you CSAC - Matt, DeAnn, Kiana, and Chris - for your great work on SB1. It is also good to know, that our State Legislators and the Governor recognized that California roadways require help and were willing to step up and pass SB1. I imagine that the 2016 California Statewide Local Streets and Roads Needs Assessment Report was also a key factor in passage of SB1. I hope most contractors are looking forward to hiring new construction workers because it is going to get busy.

As I mentioned in the March 2017 Newsletter, it is time to make a push on a federal infrastructure funding measure. I reported that Scott McGolpin, Santa Barbara County, developed a *Resolution in Support of Direct Funding to Local Roads in America*. I believe a direct allocation of federal funding to local agencies is needed and we should strongly consider supporting the Resolution. The discussion of a new federal infrastructure measure in Washington D.C., is heating up and CSAC, CEAC, NACE and NACo should initiate a full advocacy effort on this proposal. As Public Works folks, please take a moment to educate your federal representatives on why California Counties need new federal funding to support



## President's Message (continued)

our roads and other infrastructure.

It has been a very busy Spring. I attended the Northern California CEAC Regional meeting on April 26 in Red Bluff and the Central Coast CEAC Regional meeting on May 12 in Santa Maria, where we discussed pertinent topics related to each Region. I greatly appreciate the invite from both of these Regions, especially for serving great lunches. The Central Coast meeting included a live demonstration of a drone. We are now seriously looking to add several drones to the Santa Cruz County Public Works Department simply because it could provide a new perspective on some of our projects. Additionally, I attended the Annual NACE Conference in Cincinnati, Ohio, April 8-13, and the Annual CSAC Legislative Conference in Sacramento, May 17 and 18. We had a very successful Snappy Tom Reception at the NACE Conference. Thanks to all who attended in helping set up for the Reception! Really awesome everyone. CEAC was well represented!

Regarding NACE, we should all congratulate Scott McGolpin on his election as the new Western Region Vice President replacing Julie Bueren, Contra Costa County, who recently stepped down from the position. Julie, you did an outstanding job; thank you for all your service to NACE! No doubt, Scott has some rather large shoes to fill. I had a chance to meet with the new NACE President, Brian Keierleber, from Independence, Iowa, and invited him to our Fall Conference in Sacramento, November 28 through December 1. Brian's wife, Beverly, will hopefully join us at the conference, and perhaps we will get them to join in on a game of golf. Brian is a great guy, and I am sure you will enjoy meeting him at the Fall Conference. Brian is best known for his innovative bridge construction methods in Iowa.

I can't believe we are mid-way through 2017. This year has flown by. We have several CEAC events coming up fast. The Bedroll Conference will be held August 16-18, at Camp Conery, Lake Almanor, and the CEAC 12<sup>th</sup> Annual Policy Conference will be held August 30-31, in Sacramento. I hope to see you all at both of these events.

I just want to thank you for entrusting me as your 2017 CEAC President. I certainly have the highest respect for this organization and everyone involved including our very distinguished CLODS, member County agencies, CSAC staff, and our affiliate sponsors.

**Let's have a great summer! - John**



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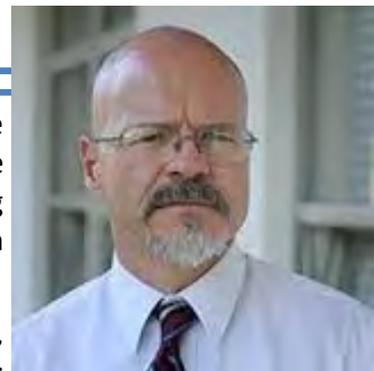


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## NACE Report – Summer 2017

By **Scott D. McGolpin**, NACE Western Region Vice President,  
Director of Public Works Santa Barbara County



I would like to take this opportunity to express my appreciation and gratitude for being elected the NACE Western Region Vice President replacing Julie Bueren. She recently stepped down from the position pending her upcoming retirement. (**Editor's Note:** See page 15 in this Newsletter for more information regarding Julie's upcoming retirement celebration.)

I know that I have some very large shoes to fill (the exact words our President, Mr. Presleigh, used in his Message describing this change.) (**Editor's Comment:** Julie, just how large are they?) We all know that Julie did an excellent job during her 3 years as the NACE Western Region Vice President representing California and the western States very well. She was very active and her input was sought out by the NACE Executive Committee and State Directors. I know that it will be very difficult to follow Julie as the next Region Vice President, but I am going to give it my best. I realize the time commitment is much, much greater than when I was the State Director and I am up to the commitment.

We had a great time at the Annual NACE Conference held in Cincinnati, OH, April 8-13. We had another good turnout of CEAC members and our Program Manager, Merrin Gerety, was able to get away from her family vacation in Tennessee to join us. It is always great when Merrin is able to participate in this conference.

I am looking forward to working with the new CEAC representative to NACE who will replace me as the California State Director. It wasn't that long ago (Fall Conference in Monterey, December 2015) that I was selected to replace Pat DeChellis who was set to retire in Spring 2016.

The 2017 NACE Western Region Conference is right around the corner—November 15-17, Laughlin, Nevada. Registration just opened— \$100 for public agency employees with rooms starting at \$42.99 per night at the Aquarius Resort and Hotel where the conference will be held. Go to <http://www.azace.org> for more information about this conference. Everyone I have talked with who has attended this conference has said that it was well worth their time to attend. The presentations are very informative and you can't beat the price.

Lastly, the 2018 Annual NACE Conference will be held April 22-26, 2018 at the Wisconsin Dells. Plan to attend. As soon as registration information is available I will ensure that it is sent out to all. For more information about this Conference, visit the NACE website at <http://www.countyengineers.org/>

See the next pages for highlights/pictures of the 2017 Annual NACE Conference. Have a great Summer!!!



# 2017 NACE Conference—Cincinnati, OH



Picture below—Installation of the NACE Officers for 2017-18 at the President’s Banquet April 12, 2017; **Scott McGolpin** is 3rd from the left.

NACE incoming President, **Brian Keierleber** (IA), 2nd from right.

NACE Immediate Past President, **Brian Stacy** (WA), 1st from right.



View of downtown Cincinnati as viewed from Covington, KY. 4 of the 5 bridge crossings of the Ohio River can be seen including the John A. Roebling Suspension Bridge which when opened in 1866 was the longest suspension bridge in the world. Also seen is the Great American Ball Park (home of the Cincinnati Reds), Paul Brown Stadium (home of the Cincinnati Bengals), and US Bank Arena.

## 2017 NACE Conference (continued)



**California Delegation** enjoying dinner Monday night in downtown Cincinnati



**Scott McGolpin** on tour of the Great American Ball Park



**California Delegation** on the Ohio River after leaving a tour of the Newport Aquarium in Covington, KY



Some of the **California Delegation** enjoying themselves before the President's Banquet



**California Delegation** at President's Banquet



# Droppings

*from out of the past*

BY

*Dave “Road Runner” Gravenkamp*

CEAC Historian

*The Horny Owl*

## *CEAC Awards*

*I was pleased to read in the March Newsletter that the Northern California Region has retained the Golden Grader Award. This safety trophy was “invented” by Bill McIntosh, Lassen County Director of Public Works, and served the northern most 9 counties excluding the coastal counties. Sometime later the Region was expanded to include Sierra and Colusa counties with the Golden Grader still used as their safety award. With further expansion of the Region to include almost half of the State (the northern most 15 counties including the coastal counties), I feared that the award would be dropped. In my opinion, the Golden Grader is an important element in the safety awareness for the Region.*

*Other awards which have continued over the years include the infamous Buffalo Bull, Buddy, and “The Picture” to name but a few. The Buffalo Bull Award was first presented in 1972 to Los Angeles County Road Commissioner Irv Mohar for “planting” plastic trees on Jefferson Boulevard which didn’t exactly meet with the public’s favor. Fortunately, the award has continued over the years with the nominees and eventual “winner” as determined by the Tres Pinos Committee.*

*The Buddy Award first appeared on the scene in 1983 when presented by San Diego County’s Rudy Massman. It is annually presented at the Fall Conference to a spouse of a County Engineer with but one exception—that being Barbara Hunter’s presentation to Verne Davis who sometimes cross-dressed at CEAC functions. It is the recipients responsibility to not only name the “winner” for the next year but to proudly display the trophy in a place of prominence in his/her home.*

*“The Picture” was first presented to San Luis Obispo’s George Protopapas on the occasion of his retirement by, I believe, the San Luis Obispo County Administrator. George quickly passed “The Picture” to Verne Davis and thus the saga continues to this day with Mike Crump the current “owner” receiving “The Picture” at the 2016 Fall Conference in Palm Springs (Riverside County). It has recently been associated with the retirement of a CLOD but has been passed to others for any reason, real or imaginary.*

*What about those awards that didn’t make it? I can think of a couple but there may be others. As mentioned, Northern California has its Golden Grader Safety Award and, for a very short time, it boasted a Rusty Grader Award. As I recall, this award was a Clay Castleberry “brainchild” and was presented bi-monthly to the county having the worst safety record. I believe that Siskiyou County was the only county to be publicly humiliated before the award was quickly dropped.*

*And, then there’s the Golden Pothole Award. All that I remember about this one is that it was Don Head’s, idea (Sonoma County Director) and was presented for who knows what. Again, this one didn’t make it off the “cutting room floor”.*

## Member Spotlight: Central Coast Region

**By Tom Fayram Regional Director, Deputy Director Public Works, Santa Barbara County**

The Central Coast Region consisting of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties met last Fall in Santa Cruz and more recently this Spring in Santa Maria. The Fall Meeting was held on October 21, 2016 and featured a tour of Santa Cruz County's Twin Lakes Improvement Project as well as discussion on Transportation Funding. (**Editor's Note:** The tour should have been of the Lode Street Wet Weather Basin Project for which President Presleigh earned the infamous Buffalo Bull Award at the Spring Conference. See the March Newsletter for more details on President Presleigh's dubious deeds. Those attending that tour would have learned what **NOT** to do when carrying out an important infrastructure improvement project.)

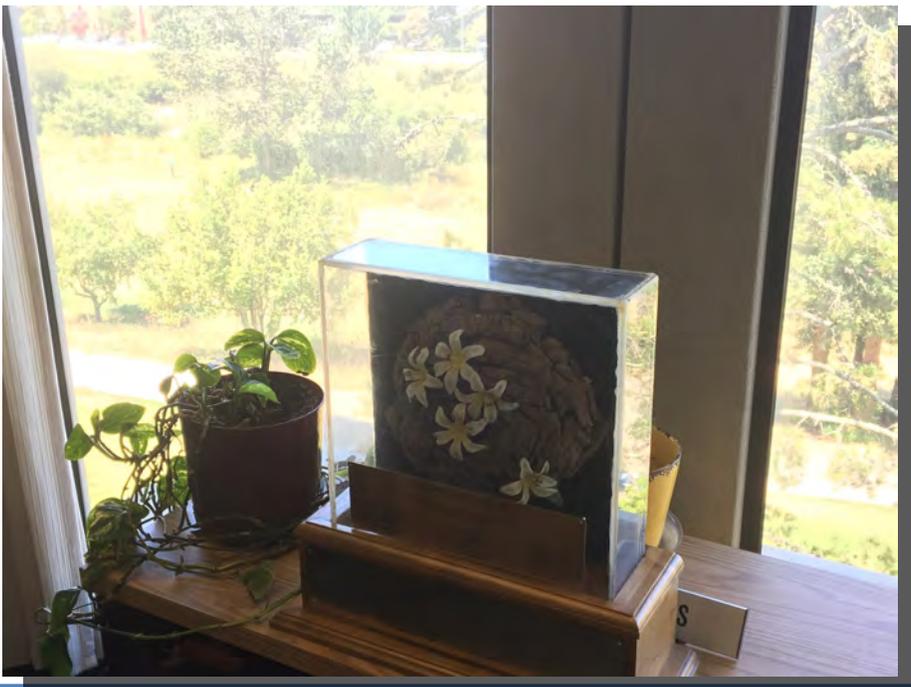


Updates on drought conditions and the Sustainable Groundwater Management Act (SGMA) were also provided at the Fall Meeting. All of the Region's counties were represented.

The Spring Meeting was held on May 12, 2017 and featured a discussion on the use of drones in Santa Barbara and San Luis Obispo counties including a demo drone flight by Seth Shank, Engineering Environmental Senior Planner, Santa Barbara County Flood Control District. President Presleigh attended this meeting and provided comments about the use of drones in his President's Message in this Newsletter.

While this winter provided some rainfall relief for the Central Coast, many of our local reservoirs still have yet to fill; meanwhile, local roads suffered serious damages in Santa Cruz County from the winter rains.

A Fall Meeting is planned for October 2017 at Lake Nacimiento. Dave Flynn, Deputy Director, San Luis Obispo County, will be succeeding me as the Central Coast Regional Director.



**Buffalo Bull Award  
prevalently on display in  
in President Presleigh's  
Office**

### Excerpts from the recent Newsletter of the California Pavement Preservation Center— June 2017

#### Big Transportation Bill Will Demand Results - Quickly!

By Russell Snyder, California Asphalt Pavement Association (CalAPA)

As expected, Governor Jerry Brown signed SB1 and related legislation into law in April that were part of the biggest transportation funding overhaul in State history, intended to reverse years of neglect to State and local roadways and other infrastructure.

The measures are expected to generate an estimated \$52 billion over 10 years through a variety of tax and fee increases including a 12-cent per gallon hike in pump prices. In all, the various tax and fee increases are expected to cost the average motorist about \$10 more per month.

For an industry battered by years of recession, there's no doubt the expected tide of funds to be generated will be welcome news to material producers, paving contractors, and others connected to the industry. Public agencies will also welcome the influx of funds to address a huge backlog of road repairs.

As with anything, one problem (not enough money to fix crumbling roads) will soon be replaced with another: getting needed funds converted to pavement repairs as quickly as possible. This will create enormous pressure on public agencies to get the money on the street quickly in a way that will be noticeable by motorists.

Those same motorists will be driving to the polls in November 2018 and any member of the Legislature who voted to increase their taxes will need to show that the money is being spent prudently. Already the drumbeat of anti-tax forces is echoing around the State and at least one recall election has been initiated against a member of the Assembly from a swing district in Southern California who voted for SB1. Expect to see more negative campaign ads.

Gearing up for all that road work will take time. Collecting the additional funds from the increase in fuel taxes will not begin until November 1, which means any increase in roadwork will not begin until well into 2018.

Pavement projects are the fastest and easiest to deliver so they should benefit from the first increases in funding. Further, they will also be the most conspicuous to the motorists who are paying for the work rather than off-highway programs that will also be funded by SB 1 such as transit, culvert repairs, research and other elements of the compromise bill.

Pivoting quickly to "road-repair" mode will also pose challenges for industry and the term "industry capacity" will no doubt return to vogue as it did during the Prop 1B infrastructure bond era of the Schwarzenegger administration and the 2009 Obama-era economic stimulus known as the American Reinvestment and Recovery Act, or ARRA.

Unlike previous road-building booms, however, the construction industry is much smaller than it used to be and workers who left the industry during the Great Recession are unlikely to return. This will place fresh pressure on the industry to recruit and train the next generation of workers and ensure that they work safely and efficiently in delivering road construction and maintenance projects.

Similarly, public agencies will need to design and advertise projects quickly and ensure that they are constructed properly which will create its own recruitment and training challenges.

Caltrans has lamented the "Silver Tsunami" of senior workers who are poised to retire. Caltrans State Pavement Engineer Jesse Bhullar told a meeting of the joint Caltrans-Industry Rock Products Committee last month that 20 percent of the civil servants in the pavement program could retire in the next two years and up to half could be gone in five years. *(continued, next page)*

## News Items—SB1 (continued)

### Big Transportation Bill Will Demand Results - Quickly! (continued)

The Democratic governor will be retiring next year and won't face voters over the big transportation bill. But scores of State Senators and members of the Assembly will, and they will be in no mood for excuses about bureaucratic hurdles or workforce challenges to fixing roads. They will want to show success, early and often, to demonstrate to their constituents that they chose action over gridlock and that it is returning tangible results. Their jobs, literally, will be on the line.

And then there's Washington, D.C. A new President has made bold pronouncements about infrastructure investment but so far Congress has produced nothing tangible. Desperate for a legislative win, could a big infrastructure bill be the bipartisan ticket out of the doldrums? California has clearly thrown down the gauntlet to Washington as if to say, "If we can do it, why can't you?"

Senate President Pro Tem Kevin De Leon minced no words with his statement after the Governor signed SB1: "While Washington can barely get its act together, in California we stepped up to address one of the most pressing concerns facing our residents. This plan is fiscally responsible and will improve the quality of life for all Californians while creating jobs. Our roads will be safer and our cities and towns will be better connected to each other finally bringing our transportation infrastructure into the 21st Century."

A good overview video discussion of SB1 has been prepared by the **California State Association of Counties (CSAC)** and is available at <https://www.youtube.com/watch?v=tHSEqB-roSc>

Information on this and other timely topics can be found on the CalAPA website:  
<http://www.calapa.net>

### It's Time for Accountability and Performance Tracking

By Sui Tan, Metropolitan Transportation Commission (MTC)

Cities and counties should give themselves a big pat on the back with the passage of SB1. This bill will provide \$5.2 billion a year of additional revenue for California's transportation infrastructure of which cities and counties will receive \$1.5 billion annually. Since 2008, cities and counties, through the "California Statewide Local Streets and Roads Needs Assessment" initiative ([www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)), have been documenting their needs for local streets and roads. The \$78 billion shortfall over the next decade, as cited in SB1, was a result of the needs assessment study. Unfortunately, SB1 only covers 20% of the shortfall.

**Performance, Accountability, and Transparency** SB1 holds Caltrans accountable for the efficient use of funding by requiring them to adopt a transportation asset management plan. But no such requirement is needed for cities and counties. However, this is not to say that asset management isn't important, nor that cities and counties can freely use the funding as they see fit. On the contrary...they are still accountable for the efficient use of funding in the form of their performance and transparency to the motoring public. So if your agency doesn't have a pavement management program as part of your transportation asset management, you should be making it a priority now.

**Performance Measures** For the majority that deploy a pavement management system, there are a few performance measures, or 'key performance indicators', that can help track the effectiveness of pavement preservation efforts from the use of SB1 funds. You start with finding out what is the recommended percentage for preventive maintenance when your network is in the 'state of good repair' (SGR PM%). This will be the ultimate goal of pavement managers - to be able to sustain their pavement asset perpetually.

You will need to develop at least 3 years of history, averaging them to arrive at a reasonable actual PM%. When you compare this value to the SGR PM%, you will get the effectiveness of your pavement maintenance and preservation effort, which is called the Pavement Preservation Index (PPI).

For more information, visit: <http://mtc.ca.gov/tools-resources/online-tools> or contact Sui Tan at: [mtan@mtc.ca.gov](mailto:mtan@mtc.ca.gov)

# CEAC 100 Years—Facts about CEAC Presidents and CLODS

by **Ken Miller**



The CLODS

## **James T. Pott - Santa Clara County**

CEAC President 1971-72

“Admiral Bird”

A.K.A. James Tea Pot

APWA Top Ten Public Works Leader 1976



James was born in Shanghai, China in 1927 and lived there until 1941 at which time he was asked to leave by the authorities. This problem with authorities would become a theme in his life and would serve him well in life and later make him popular with the CEAC crowd and, more particularly, the first CLODS. Of course growing up in China gave James the opportunity to become fluent in Chinese — an opportunity that he did not forgo. And it is obvious to anyone from whom the first CLODS eventually learned their considerable skills with the Chinese Language.

Upon his return to the United States, using the considerable purse and influence of his extended family, Stanford University was eventually convinced to accept James into their engineering program. After several years and several donations, James graduated from Stanford in 1949 with a Bachelor of Science in Civil Engineering and with a Masters in Structural Engineering in 1950. James freely admits that he taught himself hydrology and sewer engineering — which goes a long way in explaining the overhead sewer line that he and others once designed (circa 1966) and recommended as a standard to CEAC and the State of California building authorities — James believes that his overhead sewer proposal is still under review and consideration in Sacramento.

James served in the US Army during the Korean War and eventually ended up at Edwards Air Force Base as the Chief construction engineer. While at Edwards he and his team designed and constructed the launch pads used to this day. These launch pads were designed to withstand a million pounds of rocket motor thrust.

Upon his departure from the Army James entered the private sector and developed a broad portfolio of civil engineering projects. He worked for Kennedy/Jenks/Chilton in San Francisco eventually promoting to "client development director" (CDD) for the firm.

In 1960 Santa Clara County became a charter county and hence the county surveyor/engineer was no longer an elected office. The county engineer became a county CAO appointed position. The CAO of Santa Clara developed a test to determine the fitness of the applicants for the position of county engineer. As it turned out, James was the only applicant to pass the test. James accepted the offer to become the county engineer because he knew it would be more than just filling potholes. James is proud of the fact that under his leadership Santa Clara County was among the first to build a local highway system. James and his staff build 50 miles of limited-access highways to Caltrans Standards in a few short years. James served as the County Engineer from 1960 to 1977, the Director of Public Works from 1963 to 1973, the Director of Transportation from 1973 to 1977, and Assistant County Administrator in 1977 and 1978.

# CEAC 100 Years—Facts about CEAC Presidents and CLODS

by **Ken Miller**



The CLODS

## **James T. Pott (continued)**

James then left county government for the City of Long Beach, where he served as City Engineer and Director of Public Works until 1984. He moved back into private practice as Vice President of O'Brien-Kreitzberg in Encino, CA, from 1984 to 1987. Following this period, James performed engineering consultant work through his own firm, James Pott and Company until his retirement in 1994. During this period James served on the Board of Directors of the Rail Construction Corporation of Los Angeles County from 1990 to 1992.

Working for Santa Clara County gained James entry to CEAC where he became instantly popular with CEAC members. While in China James developed considerable card gaming skills. These skills allowed James to relieve many of his CEAC buddies of their discretionary ash reserves during the many poker games at the Annual Pelican Egg Stomp.

James was installed as the President of CEAC during the fall conference of 1971 in Monterey (Seaside). In celebration, a couple of CLODS shot some wild pigs in the dunes outside of the City of Seaside and they were barbecued in holes dug in the beach near Monterey. On a sad note, two CLODS, Bill Jones of Solano County and Howard Van Reyper of Yolo County, lost their lives near Half Moon Bay while sailing home that year. In response, James helped to develop the CEAC Memorial Scholarship Fund in their honor.

Although he made many contributions to CEAC during his tenure as a county engineer, he feels his most important contribution was serving as straight man to Hannah, McIntosh, and McClain. He knew he wasn't as funny as they were, but swears that he was among the most intelligent and was certainly the best looking of the early CLODS.

James earned his bird in 1997 after he took a trip to the North Pole. He was a passenger on a Russian icebreaker that sailed out of Murmansk. It was the largest icebreaker in the world with a displacement approaching 30,000 tons. James was a guest of the Stanford alumni association and the Smithsonian. While at the North Pole James swam in the arctic ocean and walked through twenty four time zones in 15-minutes. Upon his return to California, the CLODS awarded him the distinction of being named ADMIRAL BIRD.

James married Lois Jane Donaldson on July 16, 1955 and had a wonderful marriage until her passing in October 2013. Lois was also very active in social and community activities including CEAC. James has three daughters and seven grandchildren and his family nickname is "Honey Pott".

He currently resides in Aliso Viejo and is the "senior" CLOD as of this writing in December 2016. He continues to serve on the Montezuma County grand jury and has an application in for County Surveyor in Montezuma. He has many fond memories of his Tres Pinos visits with the early CLODS.

The above was compiled from information gleaned by Jeff Pratt, Ventura County, in a telephone conversation with James in November 2016 and from biographical information obtained from the internet at <http://prabook.com/web/person-view.html?profileID=405257>

# CEAC 100 Years—Facts about CEAC Presidents and CLODS

by **Ken Miller**



The CLODS

## Clay Castleberry - Butte County

CEAC President 1975-76

“Albatross”

AKA Circuit Rider



Clay Castleberry grew up in Monroe, Oregon. He attended and graduated from Monroe High School, where in addition to his studies, participated on both the football and baseball teams.

Clay attended Stanford University in 1944, but left to enter the Navy where he served until being discharged in late 1946. He then commenced studies in civil engineering at Oregon State University earning a Bachelor of Science Degree in 1950, after only 3.5 years.

Not long after college, he began work as the Deputy Director of Public Works in Butte County under Director Raymond "Pete" O'Neill (Fellow CLOD and CEAC President in 1959-60). He succeeded Mr. O'Neill as Director of Public Works in 1965 and then proceeded to serve as the Director until retirement in 1984.

In Butte County, Clay worked on many, many projects over the years, including the Oroville Dam, but is proudest of a campaign he initiated to rebuild the covered bridge at Oregon City. Using donated building materials and volunteer labor, Clay guided the effort to "create instant history."

During his long tenure in Butte County, Clay found time to dedicate many hours and expertise to CEAC, serving as President in 1975-76. His stature garnered him the bird name "albatross" by the CLODS and was also known far and wide as the "Circuit Rider" for his many job assignments after retirement from Butte County.

Clay has taken on over 65 interim jobs and assignments since his retirement in 1984. These include Interim Public Works Director, Interim City Engineer, Interim City Administrator/Manager, Road Commissioner, Director of Transportation, Manager, Management Consultant, Problem Solver, Expert Witness, Airport Manager, Facilitator, Mediator, Grant Writer to name a few. His work as "Circuit Rider" has taken him into many counties including Sutter, Trinity, Lassen, Tehema, Plumas, Mariposa, Alameda, Sonoma, Nevada, and San Benito and into cities including Santa Rosa, Hollister, Oroville, Elk Grove, Suisun City, Susanville, Menlo Park, Truckee, Cloverdale, Wheatland, Etna, and many more. He had multiple stints in both Oroville and Menlo Park.

In many of these assignments, Clay included provisions in his contracts for termination. In at least one City contract he had a one-half hour cancellation clause, available to both he and the agency. He said of all the jobs he had over the years the shortest lasted only three hours. He recalls, "I was hired at the beginning of a City Council meeting in the City of Orland, and was fired three hours later, before the meeting broke up, without saying one word."

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## by Ken Miller



The CLODS

### Clay Castleberry (continued)

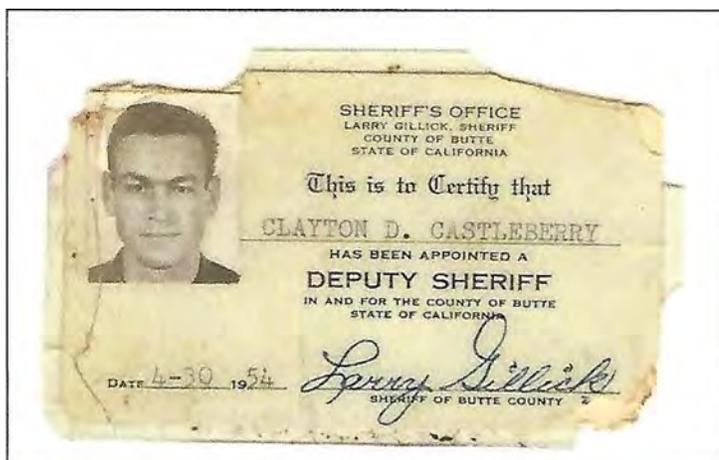
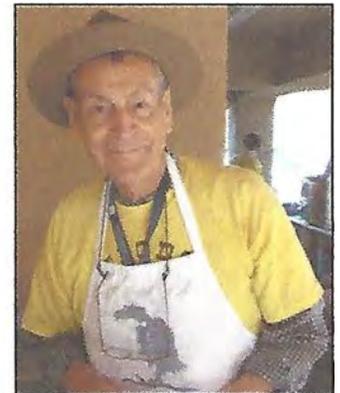
Clay continued to add to his formal education over the years with continuing education through courses at the University of California, the University of Maryland and Purdue University. Clay has California RCE license number 14224 and has a lifetime California Community College Credential. Also, he has a certificate to perform marriages and has done so in the past.

Clay has been involved in a myriad of community activities including the following: Served on Butte Community College Board of Education; Oroville Union High School Board; Butte County Board of Education; Member of the Oroville Chamber of Commerce; Member and Past President of the Oroville Rotary; Member of E Clampus Vitus; Member of the Philomath International Slide Rule Society; Member of the Oughtred Society of Slide Rule Collectors and Historians; Member of the International Slide Rule Group. Clay as well has an extensive collection of all types of slides rules with accompanying history.

Clay was married to his loving wife Donna for 59 years until her passing in October 2015. Clay and Donna have a son Steve (who retired as the Director of Public Works for Nevada County at the end 2016) and two grandchildren.



Donna and Clay



## News Items

### 32nd Annual Public Works Secretarial Seminar

By *Denae Davis* and *Keimi Espinoza*

Public Works is about building and maintaining infrastructure through innovation and collaboration for the betterment of the communities we serve. Every year, a different County Public Works hosts the Annual Public Works Secretarial Seminar (PWSS). At this seminar, participants gather from the many counties for an opportunity to network, make contacts, visit local businesses, and receive insightful training.

In late April, Stanislaus County and Merced County Public Works co-hosted the 32nd Annual PWSS in Modesto, which was the first for both of our counties. Our theme was **"Better Together"** emphasizing the strength and importance of working together. We had 52 attendees from as far south as Imperial County and as far north as Humboldt County.

Chairman of the Stanislaus County Board of Supervisors, Vito Chiesa, CSAC President 2014-15, gave affirmative opening remarks at our welcome dinner. It was a wonderful way to kick-off our seminar. We would like to recognize our executives who allowed us to take charge of our seminar; Matt Machado, Stanislaus County Public Works Director and County Surveyor, and Richard Schwarz, Merced County Assistant Director of Public Works. Our PWSS committee included Janet Resch and Kristie Williams from Merced County, and Denae Davis and Keimi Espinoza from Stanislaus County.

We had informative and timely topics such as:

Geographic Information Systems (GIS) - Aron Harris, Stanislaus County Strategic Business Technology

Continuity of Operations Planning (COOP) - Chief Dale Skiles, Stanislaus County Office of Emergency Services Fire Warden/Assistant Director

Security - Lieutenant Dennis Cordova, Stanislaus County Sheriff's Department and Ron Reid, Stanislaus County Office of Emergency Services

Transportation Funding - Matt Machado, PE, LS, Stanislaus County Public Works Director/Surveyor

Merced County's new Behavioral Health and Recovery Services construction - Richard Schwarz, Architect, LEED AP, Merced County Assistant Director of Public Works

Our seminar included a guided bus tour of Modesto. David Leamon, PE, Stanislaus County Public Works Deputy Director was our tour guide. Highlights of the tour were the Tuolumne Park and the historic 7th Street Bridge (also known as the Lion Bridge) which is over 100 years old. We also had a tour of Stanislaus County's Public Works new administration and roads/shop construction project. The optional Friday afternoon trip was to Castle Air Museum in Merced where we had a docent-led tour of a retired Air Force One used by five former Presidents!

We thank our many sponsors and local businesses for their support, and to our co-workers who helped behind the scenes



## News Items (continued)

### New County Public Works Director -

CEAC President, **John Presleigh**, welcomes one new Director to CEAC.

The Chief Executive Officer for San Bernardino County recently announced the appointment of Kevin Blakeslee as the new Director of Public Works. Kevin previously was the Deputy Director overseeing the operations of the San Bernardino County Flood Control District. He replaces Gerry Newcombe who retired after 5 years as the Director of Public Works and more than 35 years with the County.



**Retirements** - Just recently, Contra Costa County sent out the following announcement:

**SAVE THE DATE  
SEPTEMBER 22, 2017**



Join us for an evening event as we say “CONGRATULATIONS” and “THANK YOU” to **Julie Bueren** for 36 years of dedicated service to the citizens of Contra Costa County

Details coming soon

Questions? Contact Michele Wara at Michele.wara@pw.cccounty.us or (925) 313-2202

**(Editor’s Further Comment:** Is this when we find out just how big Julie’s shoes are???)

### Upcoming Events -

#### **Northern California Bedroll Conference**

August 16-18, 2017, Camp Conery, Lake Almanor, Plumas County

#### **CEAC 12th Annual Policy Conference**

August 30-31, 2017, Capitol Event Center, 1020 11th Street, 2nd Floor, Sacramento

#### **CEAC Fall Conference/CSAC 123rd Annual Meeting** (with California State Association of Counties/CSAC)

November 28-December 1, 2017, Sacramento Convention Center, Sacramento

#### **CEAC Spring Conference/Public Works Officers Institute** (with League of California Cities)

March 28-30, 2018, Hyatt Regency Monterey, Monterey County

# News Items (continued)

## Southern California Region Meeting

May 18, 2017

Hosted by Ventura County

Saticoy Yard



Agenda included presentations by:

- 1) Riverside County
  - Countywide OES Grant
  - Accident Pin Map Tool
  - Safe Roads Initiative
- 2) Ventura County
  - Water Issues
  - Update on Public Outreach and Image
- 3) Transportation Update
  - Discussion of SB1

See the following chart prepared by CalCOG on SB1 funding distribution

