

2017



ANNUAL REPORT

COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA

PREPARED BY THE CALIFORNIA STATE ASSOCIATION OF COUNTIES





HAUSER BRIDGE REPLACEMENT, SONOMA COUNTY

CEAC'S PURPOSE



The County Engineers Association of California (CEAC), formed in 1914, is comprised of county engineers, public works directors, county road commissioners, and professional personnel throughout California's 58 counties. Its purpose is "To advance county engineering and management by providing a forum for the exchange of ideas and information aimed at improving service to the public."

Furthermore, the objective of CEAC is "To accomplish the advancement of engineering methods and ethical practice through networking efforts of all 58 counties in the state." 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."

Throughout CEAC's history, it has maintained a close relationship with the California State Association of Counties (CSAC) to lend support in policy development and advocacy efforts, thus benefiting counties and their ability to serve their residents.

FRONT COVER PHOTOS (LEFT TO RIGHT, TOP TO BOTTOM):
 COLUMN 1: MOORPARK RECYCLED WATER SYSTEM, VENTURA COUNTY.
 COLUMN 2: ESTUDILLO CANAL TIDE GATE REPAIRS, ALAMEDA COUNTY; DAYTON HIGHWAY CHANNELIZATION, BUTTE COUNTY; LEVEE REPAIR, SANTA CRUZ COUNTY; CONIFER WAY, MARIN COUNTY; MAYBERT ROAD BRIDGE REPLACEMENT, NEVADA COUNTY; CAJON AIR CENTER, SAN DIEGO COUNTY; WOODSIDE AVE., SAN DIEGO COUNTY.
 COLUMN 3: PALOMARES SLIP OUT, ALAMEDA COUNTY; LAUNCH, SANTA CRUZ COUNTY; AIRPORT, SAN LUIS OBISPO COUNTY.
 COLUMN 4: HAUSER BRIDGE REPLACEMENT, SONOMA COUNTY.

PAGE 1 INSET PHOTOS:
 LOWER SACRAMENTO ROAD IMPROVEMENT, SAN JOAQUIN COUNTY; BOLLEA ROAD CROSSING, SAN JOAQUIN COUNTY.

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MESSAGE FROM THE 2016-2017 PRESIDENT OF THE COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA



SESPE CREEK LEVEE IMPROVEMENT, VENTURA COUNTY.

It has been such an honor to serve as the 2016-2017 County Engineers Association of California (CEAC) President. I became President of CEAC on December 2, 2016, at the Fall Conference in Palm Springs, Riverside County. As President, it was clear that the CEAC membership has a level of commitment like no other, and it is an organization that we should all be proud of. It certainly has been an absolute pleasure to engage with the CEAC membership and CSAC staff, and I thank you all for your continued support over this past year. Each of our agencies, big or small, has so many unique challenges to deal with, and yet, we are so similar in many ways.

As we all know, this year California took a significant step forward in supporting new transportation funding for cities, counties and the state. There are many different individuals and associations to thank for this endeavor. First off, we need to acknowledge the leadership of two key state representatives – Senator Jim Beall and Assembly Member Jim Frazier – who both worked tirelessly over the past several years to promote new funding for transportation in California. Secondly, the CSAC staff (Matt Cate, DeAnn Baker, Kiana Valentine, and Chris Lee), the League of California Cities, and the CEAC membership were all instrumental in their advocacy efforts for a new transportation funding bill. Thirdly, there was a broad

spectrum of business groups and other advocacy groups that were willing to personally engage with the California State Legislature and Governor on supporting the passage of a transportation funding bill. And finally, I also want to recognize two former CEAC presidents, Mike Penrose and Matt Machado, for their past efforts in supporting a new transportation funding bill. With Governor Brown's signing of the Road Repair and Accountability Act (SB 1) in late April 2017, there will now be an investment of \$52.4 billion of new funding over the next decade for transportation infrastructure. Wow, what an achievement this is! This is the first major piece of legislation for investment in California's transportation system since 1994, and it is expected to greatly improve the quality of California's roadway system. In particular, the new transportation funds will allow many of us to catch up on our deferred maintenance with a level of confidence that there is permanent funding source for California's roads.

The second critical legislative item that was signed by Governor Brown in October 2017 was Senate Bill 231 (SB 231). SB 231 will allow Counties to charge fees to finance projects to capture storm water in the same way that agencies charge fees for sewer, water and solid waste projects. We have Senator Robert Hertzberg to thank for this legislation, with tremendous advocacy by CSAC staff.



HIGH FRICTION SURFACE PROJECT, NEVADA COUNTY.

SB 231 also provides for the clarification of sewer service so projects designed to capture and clean storm water could be financed through local agencies and user fees. SB 231 is a great first step, but not a silver bullet to the storm water funding problem. The Senator, supporters and legal experts all see the need for the courts to weigh in on SB 231 before it can be reliably used to fund our storm water projects. Let's hope that SB 231 will give us the ability to manage our storm water in the future while providing for the possibility of a new water source in California.

As many of you are aware, the intense storms of December 2016 that continued through March 2017 did a considerable amount of damage to many county roadways and other infrastructure. I want to acknowledge the Federal Highway Administration (FHWA) and Caltrans for making it possible for so many of us to reopen our federal aid routes through a design/build process. Without FHWA's support, many of our roadways would still be in the design or permitting stages of work. I also wanted to acknowledge those counties that were hard hit by fires this summer and into the winter. We are a resilient group, and the CEAC membership wishes you the best in your recovery efforts.

In looking back on this year, many thanks go to the California's Loyal Order of Dedicated Servants (CLODS) for selecting me as the 2016-2017 President of CEAC. The CLODS are an incredible group, and their continuing guidance throughout my term has been great. I would like to acknowledge the outstanding commitment of the CEAC Board of Directors, the Regional Directors, and the Chairs and Vice Chairs of the various committees. I also would like to thank CSAC staff once again, Matt, DeAnn, Kiana, Cara, Chris and Nick for their assistance and leadership in making our counties stronger.

I particularly want to acknowledge Merrin Gerety for all the support that she provides to the CEAC Board, the CEAC membership, and to me. Merrin is truly an exceptional individual, and I thank her for keeping me up to speed on all the programs this year. Lastly, we could not do what we do without the support of our sponsors and affiliates. Thank you sponsors and affiliates for your great service to us all!

Please join me in welcoming our incoming 2017-2018 President, Jeff Pratt, from Ventura County. Let's give him our strongest support over this upcoming year. I expect Jeff to do great things for the CEAC membership.

Thank you all for a great year!

John Presleigh
Public Works Director
Santa Cruz County
2016 - 2017 CEAC President

AS WE ALL KNOW, THIS YEAR CALIFORNIA TOOK A SIGNIFICANT STEP FORWARD IN SUPPORTING NEW TRANSPORTATION FUNDING FOR CITIES, COUNTIES AND THE STATE. THERE ARE MANY DIFFERENT INDIVIDUALS AND ASSOCIATIONS TO THANK FOR THIS ENDEAVOR.



CHEROKEE & NEWTON SLURRY SEAL, SAN JOAQUIN COUNTY.

REFLECTING ON 2017



The 2017 Legislative Session was one of the most productive in recent history. There were major policy debates and achievements on transportation, housing, cannabis, climate change, water and parks, just to name a few. However, there were also a number of challenges to counties, including one of the most significant cost shifts in recent years with a proposal to shift In Home Supportive Services (IHSS) collective bargaining and \$600 million in service costs from the state to counties. From reducing the IHSS cost shift, to the victory of stabilizing ongoing transportation funding, CSAC played a key role throughout the legislative session in crafting budget and policy solutions on behalf of all 58 counties.

CSAC also successfully played defense against two significant legislative proposals that threatened to disrupt local decision-making and severely limit California's counties' ability to provide services to residents. Specifically, SB 649 would have stripped counties of authority over siting small cell antennas and supporting equipment on public and private property and AB 1250 would have effectively banned counties from contracting with private and nonprofit entities for the delivery of critical local and state services.

Transportation had its banner year – finally! CSAC, along with the Fix Our Roads Coalition, achieved passage of a long-sought robust and multi-modal transportation funding deal. SB 1, the Road Repair and Accountability Act of 2017, will generate approximately \$5.2 billion annually at full implementation for state highways, local streets and roads, bridges, mass transit, freight, and active transportation infrastructure. Counties will see new formula funds worth more than \$750 million annually for county roads and bridges at full implementation.



PUBLIC WORKS EMPLOYEES WHO SAVED A LIFE DURING STORMS, SANTA CRUZ COUNTY



The Legislature was expected to be out of two-thirds votes for the year after transportation, but they were able to pass an affordable housing package, an extension of California's cap and trade program, and a \$4 billion water and parks bond with additional super-majority votes. With the state facing an affordable housing crisis, the Legislature approved a package of bills including a permanent source of funding for affordable housing programs, a \$4 billion affordable housing and veterans mortgage bond for the November 2018 ballot, and several bills aimed at streamlining the local development review process. The Governor's focus centered on the extension of California's landmark cap and trade program, which required significant political muscle to get across the finish line. AB 398, by Assembly Member Eduardo Garcia, passed the required two-thirds threshold with bi-partisan support, extending the California Air Resources Board's (CARB) authority to use a market mechanism to curb the state's greenhouse gas (GHG) emissions. Finally, the Legislature passed a \$4 billion water and parks bond for the June 2018 ballot and an important stormwater bill, SB 231, that could give cities, counties and local water agencies broader authority to finance local projects that put stormwater to use. In the end, 2017 proved to be a challenging but successful year for counties and for California. ●

HEADLINE INSET PHOTOS (L TO R) : ALPINE MEADOWS ROAD OVER TRUCKEE RIVER, PLACER COUNTY; FLEET OPERATIONS, SANTA CRUZ COUNTY.



LINCOLN BLVD. SIDEWALK IMPROVEMENT, BUTTE COUNTY.



GV WEBER, EL DORADO COUNTY.



AIRPORT TERMINAL, SAN LUIS OBISPO COUNTY.



NORTH COUNTY LANDFILL, SAN JOAQUIN COUNTY.



ALHAMBRA VALLEY ROAD WASHOUT, CONTRA COSTA COUNTY.

TRANSPORTATION



Transportation Funding

California counties will soon see a significant influx of new revenue to invest in the local street and road system from the Road Repair and Accountability Act of 2017 (SB 1 Beall), the landmark transportation funding bill that was signed by Governor Brown on April 28, 2017. ACA 5 (Frazier) is the complementary constitutional amendment to extend Article XIX protections to the new SB 1 revenues that are not already protected from diversion. The deal was in response to California's significant funding shortfall to maintain the state's multimodal transportation network, which is the backbone of the economy and critical to the quality of life in the Golden State. It was also the result of a sustained, multi-year advocacy effort, which included CSAC and a broad coalition of transportation stakeholders.

CSAC, counties, and our local and regional government partners built momentum and consensus around the need for a transportation funding fix through the development and biennial update of the Local Streets and Roads Needs Assessment, starting in 2008. The Needs Assessment emphasized a fix-it-first approach that was ultimately the focus of SB 1. SB 1 and ACA 5 represent the first new permanent transportation funding package passed by the Legislature in nearly three decades.

SB 1 increases several taxes and fees to raise over \$5 billion annually in new transportation revenues. Moreover, SB 1 makes adjustments for inflation every year, so the purchasing power of the revenues does not diminish as it has in the past. SB 1 prioritizes funding for maintenance, rehabilitation and safety improvements on state highways, local streets and roads, and bridges, and for improvements to the state's trade corridors, transit systems, and active transportation facilities.

The revenues will be phased-in over several years as follows:

- The fuel tax increases began on November 1, 2017,
- The value-based transportation improvement fee on vehicle registrations begins on January 1, 2018,
- The price-based excise tax will be reset on July 1, 2019, and
- The new zero emissions vehicle fee will begin on July 1, 2020.

Once fully implemented, approximately \$1.5 billion per year in new revenue is earmarked for local streets and roads maintenance and rehabilitation and other eligible uses, including complete streets projects, traffic signals, and drainage improvements. California's counties will share about \$750 million annually, and cities will receive the same amount.

HEADLINE INSET PHOTOS (L TO R) : CREEK BRIDGE, TULARE COUNTY; GOLETA BEACH CONCRETE TEXTURES, SANTA BARBARA COUNTY.



ALPINE MEADOWS ROAD OVER THE TRUCKEE RIVER, PLACER COUNTY.

In addition to formula funds, counties will be eligible to compete for additional funding for active transportation and complete streets projects, congested corridor projects, goods movement improvements, and additional state matching funds for self-help counties that pass special taxes or impose comprehensive development fees to fund transportation. This funding package is a huge step forward for every Californian who relies on our transportation system.

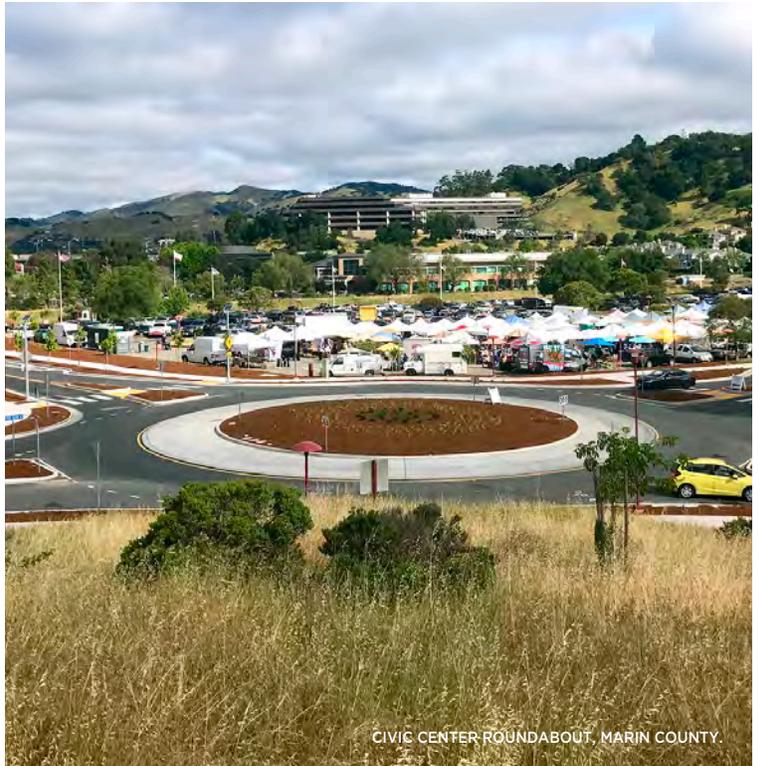
Federal Transportation Funding

Despite discussion of a potential \$1 trillion federal infrastructure package during the 2016 presidential campaign, infrastructure funding never rose to the top of the 2017 legislative agenda for the Trump Administration and Congress. Members of the administration have floated proposals for a federal fuel tax increase – the first since 1993 – but other policy ideas in Washington have focused heavily on public-private partnerships, which have limited applicability to county transportation infrastructure, or deferring to the states to invest.

CSAC and CEAC worked with the National Association of County Engineers to successfully advance a resolution advocating for direct transportation funding subventions to local government through the National Association of Counties policymaking process. CSAC will continue to monitor developments on federal infrastructure funding and advocate for county priorities, including environmental streamlining, direct subventions, and adequate funding for bridge and safety programs as opportunities present themselves. ●



PASEO GRANDE PEDESTRIAN, ALAMEDA COUNTY.



CIVIC CENTER ROUNDABOUT, MARIN COUNTY.

MEMBERS OF THE ADMINISTRATION HAVE FLOATED PROPOSALS FOR A FEDERAL FUEL TAX INCREASE – THE FIRST SINCE 1993 – BUT OTHER POLICY IDEAS IN WASHINGTON HAVE FOCUSED HEAVILY ON PUBLIC-PRIVATE PARTNERSHIPS ...

SURVEYING & LAND USE



Surveying

The CEAC Surveying Committee engaged on a number of issues this year. The transportation deal, the affordable housing package and other larger legislative issue have an impact on surveying, and the Committee provided input and stayed abreast of pressing legislative issues. The Committee also used its email list serve as an important tool to interact with one another, posing questions on everything from lot line adjustments for new cannabis ordinances to corner records and SB 1 implementation to electronic map submittal issues.

Land Use

CSAC worked with a broad coalition of housing, labor, environmental and social justice groups to successfully support two measures aimed at providing much-needed funding for the development of affordable housing units and related local planning. Governor Brown signed SB 2 (Atkins), which imposes a \$75 to \$225 per transaction document recording fee and SB 3 (Beall), which will ask the voters to authorize \$4 billion in bonds for affordable housing and veteran homeownership programs on the November 2018 ballot.

CSAC was successful in advocating for additional resources to help reduce greenhouse gas (GHG) emissions at the local level with both the Administration and Legislature. The scope of the cap and trade allocation plan, which came together in the last days of the legislative session, was broadened this year due in part to the passage of AB 398 (E. Garcia), which extended the program beyond 2020 and included an updated list of funding priorities. The bill was also passed with a two-thirds vote of the Legislature, which enables cap and trade dollars to extend beyond pure GHG-reducing purposes. This benefits local governments by making funding available to programs such as the forest health program, which includes actions to avoid GHG emissions in addition to GHG mitigation. In total, the Legislature and Governor allocated \$1.5 billion, and funded a number of CSAC priorities, including waste diversion, forest health, tree mortality, and local government action.

CSAC staff continued to engage on the regulatory side of land use policy in 2017. The Governor's Office of Planning and Research (OPR) released the long-awaited rules to implement SB 743 (Steinberg, 2013), which required an analysis of potential replacement metrics for Level of Service (LOS) in the context of CEQA review of the transportation impacts of projects. OPR elected to replace LOS with Vehicle Miles Travelled as the metric for analyzing transportation impacts of land use projects statewide. CSAC staff are still reviewing the rules, which were released during the Annual Meeting, and may advocate for changes.

CSAC is also coordinating with the California Association of Councils of Government to ensure that the target-setting process the California Air Resources Board is undertaking to outline emissions reductions from the transportation sector to comply with SB 375 (Steinberg, 2008) and statewide GHG reduction goals results in targets that are implementable. The land use strategies outlined in CARB scoping plan must also rely on land use actions that are statutorily-sound and which recognize broader state goals to increase housing production and affordability. ●





SURVEYING & LAND USE (CONTINUED)

EL SEGUNDO BOULEVARD RECYCLING PROJECT, LOS ANGELES COUNTY.



New Land Use and Transportation Planning Funding

Sustainable Planning: SB 1 included \$25 million in transportation planning grants aimed at updating or adopting transportation-focused plans to align with statewide goals to reduce greenhouse gas emissions and vehicle miles travelled. Counties are eligible for this new, permanent source of funding.

Climate Change Adaptation Planning: SB 1 also included \$20 million to be allocated by Caltrans over the next two fiscal years for climate change adaptation planning grants for transportation infrastructure. Counties have already been awarded grants for their adaption efforts in 2017's initial funding round.

Land Use Plans to Support Housing: The new document recording tax to provide a source of funding for building affordable homes, SB 2, allocates half of the first year's funding to local planning activities designed to promote housing development. As much as \$125 million is expected to be available for local land use planning grants as early as summer 2018. ●



BEAR VALLEY PARKWAY, SAN DIEGO COUNTY.



MAYBERT ROAD BRIDGE REPLACEMENT PROJECT, NEVADA COUNTY.

FLOOD CONTROL AND WATER RESOURCES MANAGEMENT



After six years of drought, California experienced one of the wettest winters in the last 100 years. Record rainfall and storm events caused significant damage in a number of counties across the state and also resulted in the evacuation of 188,000 people living near the Oroville dam after the main spillway was damaged by heavy flows. As a result, the focus of the Legislature quickly shifted from the drought and conservation issues to storm damage, water capture, storage, and water quality concerns. In a surprising end of session push, the Legislature was also able to come to agreement on a \$4 billion water and parks bond that will be on the June 2018 ballot.

Stormwater

Stormwater issues remained a top priority this year despite previous unsuccessful attempts to propose a stormwater ballot measure to amend Proposition 218. However, CSAC was able to move the ball forward through other legislative avenues, including the passage of SB 231 (Hertzberg), which helps to create a badly needed funding solution for local storm water projects. SB 231 amends the Proposition 218 Omnibus Act, clarifying the definition of “sewer” to include stormwater. CSAC staff advocated for this important measure throughout the legislative session, and its passage came down to critical final floor vote where CSAC staff provided critical lobbying support. Several members of CEAC Flood Control and Water Resources Committee were able to lend their support as well, working with CSAC to educate key members of the legislature on the importance of stormwater and how additional funding tools are necessary.



REDWOOD ROAD FAILURE, ALAMEDA COUNTY.



ROAD FAILURE, CONTRA COSTA COUNTY.

To place additional focus on stormwater issues, the CEAC Flood Control and Water Resources Policy Committee established a Stormwater Subcommittee that met several times throughout the year to outline a path forward. The Subcommittee developed a survey on critical stormwater issues, with the goal of highlighting funding challenges by region. In addition, the Subcommittee is focused on outreach and education efforts to inform the public of the necessary function that stormwater plays, and its critical importance to an effective flood control system and healthy ecosystem. The Subcommittee also began a partnership with the State Water Resources Control Board (SWRCB) Strategy to Optimize Resource Management of Storm Water Committee, or STORMS. The STORMS committee is an interagency group focused on storm water regulatory and funding challenges.



Groundwater

The Sustainable Groundwater Management Act (SGMA) reached one of its first milestones this year with the June 30th deadline requiring the establishment of all Groundwater Sustainability Agencies (GSAs). CEAC members remained actively engaged in the ongoing dialogue with the Department of Water Resources (DWR) regarding SGMA implementation and provided valuable technical input to CSAC staff on the proposed regulations affecting groundwater basin boundary adjustments and the development of Groundwater Sustainability Plans.

In addition, CSAC continued to represent county interests on legislation amending SGMA, particularly bills that attempted to undermine our hard won local control provisions. Most noteworthy was our work on SB 252, by Senator Dodd. This bill would have required cities and counties within high to medium priority basins, to establish a new and more onerous process for the issuance of new groundwater well permits, changing the ministerial process for local well permits. CSAC staff was successful in obtaining amendments to this bill that retained our ability to issue permits through a ministerial process.



Waters of the State (WOTS)

The CEAC Water Resources and Flood Control Committee remained focused on the State's Proposed Dredge and Fill Policy, or "Waters of the State" (WOTS), as the SWRCB is nearing the end of more than a decade-long policy development process that would create a statewide definition of wetlands for the purposes of determining what bodies of water are considered to be protected "Waters of the State." Included in this proposed policy are both the new definition of wetlands and procedures for discharges of dredged or fill material to WOTS. This proposed policy has been drafted in part to include more wetlands under State jurisdiction. The proposed definition and procedures will be used in both 401 State Water Quality Certifications as required under the Federal Clean Water Act and in the issuance of Water Discharge Requirements under California's Porter-Cologne Water Quality Control Act.

Given the potential impact to county flood control and road work, CSAC continued to express concerns about WOTS and signed onto a joint letter regarding several elements of the proposed policy. CSAC has been working with dozens of other private, non-profit, and public works groups to express concerns with the proposed policy. Work will continue on this critical issue as the policy is expected to come up for a vote of adoption by the State Water Board this winter.



FLOOD CONTROL AND WATER RESOURCES MANAGEMENT (CONTINUED)

SB 5 - Water and Parks Bond

The Legislature was successful in securing the passage a water and parks bond measure. SB 5 will place a \$4 billion bond on the June 2018 ballot. This measure provides significant funding for parks, water, and wildlife conservation in areas across the State. SB 5 was a top legislative priority of State Senate President Pro Tempore Kevin de León and includes funding for the creation and expansion of parks in park-deficient communities and for programs to improve access to California's outdoor recreational opportunities. The measure also contains significant funding for water quality improvement projects and wildlife protection. Of particular importance to CEAC, the measure also provides up to \$200 million in available funds for flood protection and repair that can be used for stormwater projects. CSAC will take up this measure for consideration at the Agriculture, Environment and Natural Resources Policy Committee next year. ●



SANTA ANA RIVER SAND MANAGEMENT, ORANGE COUNTY.

RESOURCE RECOVERY AND WASTE MANAGEMENT

After a brief revival, the Legislature suspended their efforts to seek an increase to the state's solid waste disposal fee (tipping fee) this year as focus turned to increasing the amount of organic material diverted from our landfills and the reduction of methane gas a short-lived climate pollutant. This issue will remain critical, as will the need for increased resources to fund additional infrastructure to manage the organics portion of the waste stream. CSAC was successful in advocating for \$40 million in funding for organics waste diversion infrastructure from the cap and trade program.

Short-Lived Climate Pollutants

The connection between climate change and waste management became more prevalent this year with the Legislature's focus on reducing Short-Lived Climate Pollutants (SLCP), which includes black carbon (soot), fluorinated gases, and methane. SLCPs remain in the atmosphere for a relatively short period of time, but have a much higher global warming potential than CO₂, and are estimated to be responsible for about 40 percent of current net "climate forcing," or climate change.

SB 1383 established targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

CSAC is working closely with our local government and industry partners to advocate for reasonable and achievable goals for the waste sector.

CalRecycle held several workshops throughout the fall on this topic and is expected to release draft regulations in the new year. CSAC staff relies on the technical input from the CEAC Resource Recovery and Waste Management Committee and will be working closely together on this issue when draft regulations are released.

CEAC Members were also able to educate the Legislature directly at an Informational hearing on this topic during the Legislative Recess. CEAC Resource Recovery and Waste Management Committee Chair, Mark Schleich, presented to the Select Committee on Waste Reduction on Santa Barbara's Tajiguas Resource Recovery Project, highlighting local challenges with our state's organic diversion goals.

Climate Change

CSAC was successful in advocating for additional resources to help reduce greenhouse gas (GHG) emissions at the local level with both the Administration and Legislature. The scope of the cap and trade allocation plan, which came together in the last days of the legislative session, was broadened this year due in part to the passage of AB 398 (E. Garcia), which extended the program beyond 2020 and included an updated list of funding priorities. The bill was also passed with a two-thirds vote of the Legislature, which enables cap and trade dollars to extend beyond pure GHG reductions. This benefits local governments by making funding available to programs such as the forest health program, which includes actions to avoid GHG emissions in addition to GHG mitigation. In total, the Legislature and Governor allocated \$1.5 billion, and funded a number of CSAC priorities, including waste diversion, forest health and tree mortality, and local government action. ●



NEAL ROAD WASTE AND RECYCLING CENTER, BUTTE COUNTY.

FEDERAL ADVOCACY

CSAC's federal advocates, Waterman and Associates, describe below, the status of federal issues of importance to CEAC.

There was no business-as-usual in Washington this year with the election of Donald Trump as the 45th President of the United States of America. The CSAC team employed our adaptability as we worked with our federal team, Waterman and Associates, to build relationships with the new administration and chart a policy course for California's counties. CSAC strongly opposed the House and Senate majority measures to repeal the Affordable Care Act, and opposed the elimination of the State and Local Tax (SALT) deduction in the tax reform package. We continue to advocate on critical energy, forest health, tribal gaming, infrastructure and social services policy issues.

CSAC HAS CONTINUED TO ADVOCATE FOR RESPONSIBLE REFORMS TO FEDERAL LAND MANAGEMENT, INCLUDING REFORMS THAT PROMOTE HEALTHY FORESTS, PROTECT ENDANGERED SPECIES HABITAT, SAFEGUARD DOWNSTREAM WATER QUALITY, IMPROVE CALIFORNIA'S WATER SUPPLY, AND REDUCE THE RISK OF WILDFIRES.

Secure Rural Schools Act Reauthorization/Federal Land Management Reform

CSAC continued efforts throughout 2017 aimed at securing a multi-year reauthorization of the Secure Rural Schools (SRS) program. A potential extension of funding could be included as part of a larger legislative package that moves later in the year. Additionally, CSAC has continued to advocate for responsible reforms to federal land management, including reforms that promote healthy forests, protect endangered species habitat, safeguard downstream water quality, improve California's water supply, and reduce the risk of wildfires. As of this writing, SRS program reauthorization bills and legislation providing for federal land management reforms were pending in both the House and Senate.

CSAC continues to monitor federal legislative proposals that would make changes to California's water management practices, including various bills that are designed to make the state more drought resistant. CSAC also has remained engaged in discussions related to efforts to replace the Obama administration's "Waters of the U.S." (WOTUS) regulation. While the Trump administration has effectively rescinded the WOTUS rule, the Environmental Protection Agency and U.S. Army Corps of Engineers have yet to offer a comprehensive, long-term replacement rule governing which waterways will be subject to regulation under the Clean Water Act. ●



ACKLEY ROAD OVER MANNING CREEK, LAKE COUNTY

CEAC PROGRAM UPDATE

WILDWOOD ROAD BRIDGE, SAN JOAQUIN COUNTY.

2017 was another successful year for members and affiliates of CEAC. **John Presleigh**, Public works Director for Santa Cruz County and the 2016-2017 CEAC President, did an excellent job leading the association and providing significant professional input to CSAC on legislative and regulatory issues, particularly in the areas of transportation and storm water funding alternatives.

Conferences

Held in conjunction with the League of California Cities Public Works Officers Institute, CEAC's Spring Conference held in San Diego County, March 22 - 24, was attended by almost 170 public works officials, private sector engineers and guests. The Northern California Regional conference held August 17 - 18 at the PG&E Camp Conery, Lake Almanor, Plumas County was again at capacity with over 60 people in attendance. The 12th Annual CEAC Policy Conference held at the Capitol Event Center in Sacramento, August 30 - 31 was well attended by California's Counties, with over 115 registrants and 11 sponsors in attendance at the two-day meeting. Over 100 CEAC registrants and 11 sponsors took part in the 123rd CSAC Annual Meeting hosted by Sacramento County at the Sacramento Convention Center and Hyatt Regency Sacramento. We were fortunate to have the 2017 NACE President, **Brian Keierleber** from Iowa in attendance.

Awards

Jeff Pratt (Ventura County) was presented with the esteemed Buffalo Bull award for his "SHEAR Removal Plan for Matilija Dam" at the Spring Conference, while **Rick Tippett** (Trinity County) was presented the CEAC Engineer of the Year award during the CSAC Annual Meeting, and **Warren Smith** (San Joaquin County) earned the CEAC Surveyor of the Year Award. **Maren Presleigh**, spouse of John Presleigh (Santa Cruz County) received the Buddy Award. For the first time in many years, CEAC awarded the Bill McIntosh Lifetime Achievement Award to a very deserving **Mehdi Sadjadi** for his unrelenting dedication to CEAC and CLODS for over thirty years! Coordinated by CEAC and the League of Cities, we celebrated our fourth year of recognizing California's cities and counties with the Outstanding Local Streets and Roads Project Awards. County award winners included Imperial and Los Angeles counties, with Imperial taking the Overall Winner Award.

Membership

There were several retirements and leadership changes to County Public Works in 2017. Long time public works servants, **Susan Klassen**, **Julie Bueren** and **Rick Marshall** retired from Sonoma, Contra Costa and Napa counties respectively. **Johannes J. Hovertsz** was promoted to Director, Transportation and Public Works, Sonoma County; **Michael Penrose** was promoted to Deputy County Executive, Public Works & Infrastructure Agency for Sacramento County; **Wade Horton** was unanimously named the new County Administrative Officer for San Luis Obispo County; **Rafael Martinez** joined El Dorado County as their new Director, Department of Transportation; **Kevin Blakeslee** joined San Bernardino as their new Director of Public Works; **Reed Schenke** became the new Resources Management Agency Director for Tulare County, and **John Guertin** was named the Resource Management Agency Director for San Benito County.

Outreach

CEAC continues utilizing social media to get their message out to the public via CEAC's Facebook page, Twitter feed and CSAC's social media outlets. CEAC is also continuing to work with CSAC to create various webinars highlighting transportation funding, storm water funding and various other public works related issues.

Scholarships

The CEAC Scholarship committee comprised of **Scott DeLeon**, Lake County; **Steve Wiesner**, Santa Cruz County, and **Wade Horton**, San Luis Obispo County received 11 applications this year. CEAC awarded two \$2,000 scholarships each to **Alexander Chen**, a civil engineering graduate of University California San Diego who is planning to graduate with a Master of Science degree in structural engineering from UC Berkeley in May 2018, and **Matthew Weaver**, a civil engineering major at California State University Fresno. ●

ON THE HORIZON IN 2018



As we look forward to next year, the political environment is likely to get more divisive and challenging as congressional mid-term elections are set for November 2018 and California will need to elect Governor Brown's replacement. The Trump Administration will be looking for victories to help congressional Republicans maintain a majority in both the House and Senate, and congressional Democrats are already gearing up to take on incumbent Republicans in swing districts. The 2018 gubernatorial election will also likely be unique under the new top-two primary system where it's already being predicted that two Democrats could appear on the ballot in the General Election.

SB 1 is already the target of two repeal efforts that could appear on the November 2018 ballot, one of which is being spearheaded by California's congressional Republicans in the hopes of increasing Republican turnout. The Fix Our Roads Coalition has already undertaken efforts to dissuade repeal proponents from pursuing various ballot initiatives, but should one or more move forward, the transportation industry is sure to mount a well-funded and aggressive campaign to protect the long-overdue funding bill. Early polling indicates that a majority of Californians oppose repealing SB 1, as it would also mean elimination of billions of dollars' worth of transportation improvements slated for their communities.

CSAC staff also anticipates that the affordable housing debate will return in 2018. While CSAC was successful in stopping "streamlining" proposals that sought to impose fees on local governments where developers weren't building enough housing, or which would have made it impossible to charge appropriate impact fees on new development, many housing-related bills approved this year will require additional local planning and reporting that will not directly contribute to additional affordable housing development. CSAC will be engaged in implementation of these bills and will continue to advocate for streamlined approach to local planning, as well as development itself.



SHARE THE ROAD SIGNAGE, ALAMEDA COUNTY.

Implementation will also be a focus of 2018 in other policy areas, with a number of laws going through the regulatory process and coming into effect. Commercial licensing under California's cannabis laws begins January 1, 2018. Counties that choose to regulate the medical and/or adult- use of cannabis will begin a dual-licensing system next year, with both state and local authorization needed to operate a cannabis business in California. CSAC will continue to be a vocal advocate for protecting the ability of local government to make its own decisions on local cannabis policy, and for integrating local regulatory programs within a larger state licensing system.

Finally, with the fire storms that raged through California this fall, CSAC will join with the Legislature and the Administration to help aid in the recovery and rebuilding process. The loss of life was unconscionable and the rebuilding efforts and long-term impacts on communities are vast and varied.

CSAC as an organization is committed to working with counties to achieve policy changes to aid in the rebuilding process and to help prevent future disasters. California's counties and the communities you serve are resilient and we are proud to get to work with such dedicated public servants. ●

CALIFORNIA'S COUNTIES AND THE COMMUNITIES YOU SERVE
ARE RESILIENT AND WE ARE PROUD TO GET TO WORK WITH
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HEADLINE INSET PHOTOS (L TO R): SODA BAY ROAD, LAKE COUNTY; ORWOOD ROAD BRIDGE
CONTRA COSTA COUNTY.



MID VALLEY LANDFILL, SAN BERNARDINO COUNTY.



REDWOOD ROAD STORM SLIP OUT, ALAMEDA COUNTY.



WOODSIDE AVE., SAN DIEGO COUNTY.



SANITATION PUMP TRUCK, SANTA CRUZ COUNTY.



RAMSHORN ROAD OVER MUMBO CREEK BRIDGE, TRINITY COUNTY.



*Coming together is a beginning; keeping together
is progress; working together is success.*

– Henry Ford



TWIN LAKES, SANTA CRUZ COUNTY

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