



2025 Annual **REPORT**

COUNTY ENGINEERS ASSOCIATION
OF CALIFORNIA

Prepared by the California State
Association of Counties

CEAC'S Purpose SINCE 1914

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: SOQUEL DRIVE BIKE LANE, SANTA CRUZ COUNTY (TOP 1); CHARLES M. SCHULZ AIRPORT EXPANSION, SONOMA COUNTY (TOP 2); NORTH BEAL PIPE, YUBA COUNTY (LEFT); ALTADENA PHASE 2, LOS ANGELES COUNTY (BOTTOM 1); OROVILLE/QUINCY HWY BERRY CREEK, BUTTE COUNTY (BOTTOM 2).

PAGE 1 PHOTOS: THORTON WATER MAIN, SAN JOAQUIN COUNTY (BACKGROUND); SAN BERNARDINO COUNTY (LEFT); Sycamore Canyon Remote Flood Gaging Site, VENTURA COUNTY (INSET); SPORTS PARK, SAN BERNARDINO COUNTY (RIGHT).

CEAC Leadership 2025

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Member: **Jason Jurrens**, Consor
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Member: **Mike Leacox**, NCE

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Vice Chair: **Johannes Hoevertsz**, Sonoma County
Vice Chair: **Panos Kokkas**, Trinity County

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CSAC STAFF

- CEAC Executive Director **Merrin Gerety**
- Legislative Advocate, Housing, Land Use and Transportation (HLT) **Mark Neuburger**
- Legislative Advocate, Agriculture, Environment and Natural Resources (AENR) **Jordan Wells**
- Legislative Analyst, Agriculture, Environment and Natural Resources (AENR) **Caitlin Loventhal**

Message from the 2024-25 President of the County Engineers Association of California



HARBOR UCLA, LOS ANGELES COUNTY.

This message is delivered and addressed to some of my favorite people; the honorable CLODS, officers, CEAC members, affiliates, and sponsors. I for one am very curious to see what the CLODS have planned for the officer corps in 2026, as the CEAC vice president position is currently vacant. Congratulations to Joshua Pack, formerly of Butte County and now Chief Administrative Officer of Colusa County. Cost Esenwein is a lucky county engineer; he is going to have a fabulous boss who understands the struggles of smaller rural counties road and bridge systems.

My term as your CEAC President is ending and that is a good thing as I believe I am best in small doses! I can't help but reflect on the enduring strength of this association and the work it has accomplished since its inception in 1914. I first became active in CEAC in 2007 by participating in the San Joaquin Valley Road Commissioners (SJVRC) / San Joaquin Valley Region. During that time, and despite some significant challenges including the great recession, multiple funding dilemmas, wildfires, floods of 2017 and 2022 in the valley, floods elsewhere in the state, and the COVID-19 pandemic, CEAC stayed strong. Membership, staff, and affiliated partners make this organization incredibly resilient, regardless of the challenges we may face. I have been fortunate enough to learn and grow from true experts in their fields that have been, and continue to be, dedicated to serving the residents of our counties. Our partnership with CSAC is strong, and we must continue to maintain that

partnership by providing the legislative team with the necessary technical expertise to allow them to advocate on behalf of all 58-county public works agencies. I love local government, it is down to earth, practical, solution oriented and accessible to the average citizen.

I want to thank the CLODS for selecting me to be an officer, and the membership for supporting that selection. I also want to thank so many of the CLODS for their support, wisdom, and guidance over the course of this year, but also to when I first became active in CEAC. George Johnson, Matt Machado, and Patrick DeChellis deserve a special call out as I bugged them the most! Their individual wisdom and experiences are vital to the organization. I also want to thank the CEAC membership for their overwhelming support, engagement and sharing of ideas, opinions, and solutions. One of my goals this year was to reinvigorate engagement in CEAC. I'm extremely happy to report our membership is fully engaged. Thank you to the various policy committee chairs and vice chairs, to the Regional Directors, and the CEAC Board of Directors. Thank you to the wonderful CSAC staff; Mark Neuburger, Catherine Freeman (who recently retired), Jordan Wells, and Caitlin Lowenthal. They are all incredibly talented and have been supportive of our mission and vision. Our CEAC Executive Director, Merrin Gerety, continues to be our champion and strongest advocate. Merrin celebrated 17 years working with CEAC this year. Merrin's dedication and perseverance to our organization remains as strong as ever.



"CEAC's strength depends on everyone sharing the load — so it's not just a few carrying it, but all of us together."

For years, CEAC has championed initiatives and programs to deliver infrastructure projects and programs that improve our economy and quality of life. Many of these initiatives have taken years, but through hard work and dedication, we are seeing the fruits of these efforts. For many counties, the Off-System Toll Credit, 100% HBP funding is great. For example, Stanislaus County has Off-System bridges that are 100% funded with Federal and State dollars. Matt Machado, the NACE Western Region VP, and Howard Dashiell, the CEAC NACE Representative are working hard for us on the reauthorization bill to allow direct subventions to counties which we all received with the ARPA bill.

CEAC achieved several legislative, program, and policy successes during 2024-2025. Some of those are highlighted in the various policy sections of this Annual Report. With the assistance of CSAC legislative staff, CEAC will continue to work with our partners to advance county engineering, and effect change at a county, regional, state, and national level. We still have significant work left to do on several CEAC policy and legislative priorities, including working with FEMA on improved disaster response and funding, flood control and stormwater funding, homelessness, illegal dumping, and a host of other issues.

When I began my presidency almost a year ago, I wanted to get a few things done, namely, create a steady, future funding stream for the Local Streets and Roads (LSR) Needs Assessment. The LSR committee is currently working on a viable path forward for long-term funding, and specifically for the next cycle starting in 2029 for the 2032 report.

Mark Neuburger with CSAC, and Damon Conklin, League of California Cities, are working towards getting the Road Maintenance and Rehabilitation Account (RMRA) to make an "off the top" contribution to fund the report.

Let me close by saying once again how much I appreciate each of you for your continued involvement in CEAC. I know that every one of us faces unique challenges in our own counties - balancing responsibilities to our residents, boards of supervisors, and county administrators is not easy. It can be tough to juggle everything and still find time to contribute to organizations like CEAC.

I want you to take a moment and think about what things would look like without CEAC's coordinated and unified voice. When we speak as one, our impact is far greater. It is up to us to maintain our collective voice and stay focused on issues that matter to all 58 counties. CEAC's strength depends on everyone sharing the load — so it's not just a few carrying it, but all of us together.

Thank you for an incredible 2025 and I wish continued success to Johannes Hoeverts as the CEAC President in the coming year and look forward to the officer changes that the CLODS are working on. ▲

— David Leamon
2024-2025 CEAC President
Public Works Director
Stanislaus County





Reflecting on 2025

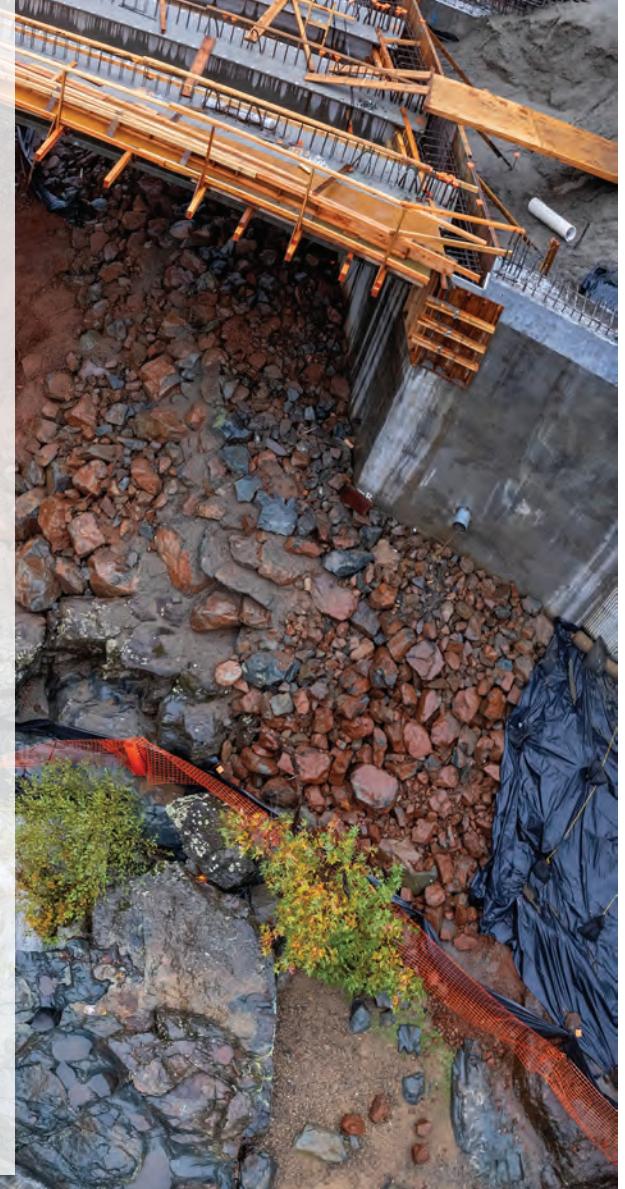
(Legislative Quote from CSAC End of Session)

As major league baseball star Yogi Berra famously quipped, “It ain’t over ‘til it’s over.”

This sentiment is particularly apt to capture the atmosphere of fast-paced change and uncertainty that drives the final two weeks of the legislative year—known as the “end of session”—the mad dash to determine the fate of pending legislation. After many late nights, we write to provide an update from Sacramento regarding final outcomes of the first year of the 2025-2026 Legislative Session.

The Legislature was required to conclude their business for the year by midnight on Friday, September 12. However, through the waiver of certain self-imposed rules, the Legislature extended their deadline to conclude their business on Saturday, September 13 and wrapped up that afternoon. Lawmakers and CSAC staff worked late into the evenings during the last two weeks approaching this final deadline to determine the fate of more than 850 bills, including 18 budget trailer bills introduced earlier that week.

Amidst some twists and turns on several CSAC priority bills in the final days, the CSAC advocacy team was able to achieve hard-fought positive outcomes for counties. Securing advanced funding for the special election, quicker distribution of homelessness funding, the defeat of bills with unfunded county mandates, and many other advocacy achievements required significant lobbying from the CSAC team, coordination with county partners, engagement from county leaders, and an aligned public affairs strategy. ▲



Legislative Advocacy Outcomes 2025

from the First Year of the 2025 Legislative Session

HOUSING, LAND USE, AND TRANSPORTATION (HLT) POLICY AREA

The HLT team tracked legislation in 2025 and took active positions on several bills. CSAC has been a key stakeholder in deliberations around housing, land use and transportation legislation.

Disaster Recovery and Rebuilding

AB 299 Gabriel (SUPPORT)

[Signed by the Governor \(Chapter 531, Statutes of 2025\)](#)

Existing law regulates tenancy terms and excludes hotel or motel occupants if their stay is 30 days or less. This bill allows residents in lodgings due to a disaster that made their previous homes uninhabitable to stay in a motel or hotel for at least 270 days. These provisions will be in effect until January 1, 2031.

AB 462 Lowenthal (SUPPORT)

[Signed by the Governor \(Chapter 491, Statutes of 2025\)](#)

Typically, an Accessory Dwelling Unit (ADU) cannot receive a certificate of occupancy before the primary dwelling does. This bill introduces an exception: in counties where a state of emergency is declared by the Governor on or after February 1, 2025, a local agency must issue an occupancy certificate for an ADU even if the main house lacks one, provided that certain conditions are met, such as damage due to the emergency. The bill also changes how permits for ADUs and coastal development are processed. Permitting agencies must approve or deny ADU permit applications within 60 days, with automatic approval if they fail to act. This can be delayed if the ADU is part of a dual application with a new primary dwelling. Similarly, under the California Coastal Act, a local government or the commission must decide on coastal development permits for ADUs within 60 days, unless they are part of a paired application with a new dwelling.

AB 818 Ávila-Farías (WATCH)

[Signed by the Governor \(Chapter 534, Statutes of 2025\)](#)

This bill requires a local government, when they have declared specific types of local emergencies, to approve or deny building permit applications within 10 business days for applicants applying to build structures intended for temporary use until property repairs are completed.

SB 625 Wahab (WATCH)

[Signed by the Governor \(Chapter 548, Statutes of 2025\)](#)

This bill creates a streamlined approval process for housing projects on sites where homes were destroyed or damaged by disasters, requiring local governments to approve these developments within 90 days if they meet specific standards. It also invalidates local ordinances that restrict temporary housing solutions like mobile homes post-disaster for three years. Finally, the bill expands CEQA exemptions for ministerial projects, allowing certain developments to bypass environmental review.

SB 676 Limón (WATCH)

[Signed by the Governor \(Chapter 550, Statutes of 2025\)](#)

This bill, beginning in January 2027, establishes expedited administrative and judicial review procedures under the California Environmental Quality Act (CEQA) for projects that maintain, repair, restore, demolish, or replace wildfire-damaged property or facilities located in an area for which the Governor declared a state of emergency on or after January 2023.

Development Fees

SB 358 Becker (WATCH)

[Signed by the Governor \(Chapter 515, Statutes of 2025\)](#)

This bill requires local agencies to reduce vehicle mitigation fees for housing developments near transit unless they make findings supported by substantial evidence in the record that projects are not expected to reduce automobile trips.

SB 499 Stern (NO POSITION)

[Signed by the Governor \(Chapter 543, Statutes of 2025\)](#)

This measure clarifies that local governments can collect utility service charges at the application stage for water, sewer, or wastewater services. Additionally, it revises provisions for early fee collection for services like fire, public safety, and emergency services, expanding these to include parkland and recreational facilities if identified for emergency purposes in the safety element or hazard mitigation plan of a local agency.



California Environmental Quality Act (CEQA)

AB 130 Committee on Budget (SUPPORT)

Signed by the Governor (Chapter 22, Statutes of 2025)

Among a variety of provisions, this budget trailer bill:

- Expands CEQA exemptions for housing developments that meet specific requirements.
- Establishes a voluntary vehicle miles traveled (VMT) mitigation bank that allows counties to direct their required transportation VMT mitigation funding, required by CEQA, to a program that funds infill affordable housing projects and related infrastructure projects in their region.
- Places a 6-year moratorium (October 2025 through June 2031) on the ability for state and local government to modify portions of building standards and codes on residential buildings.

AB 752 Ávila-Farías (WATCH)

Signed by the Governor (Chapter 164, Statutes of 2025)

This measure exempts daycare centers that meet specific requirements and when co-located with multifamily housing from CEQA requirements, therefore making these centers a use by right. Also, the bill prohibits a local jurisdiction from imposing a charge, tax, or fee for a business license, equivalent instrument, or permit for the privilege of operating a daycare center that is co-located with multifamily housing.

SB 71 Wiener (SUPPORT)

Signed by the Governor (Chapter 742, Statutes of 2025)

This bill expands and extends existing CEQA exemptions for transit projects from 2030 to 2040. Many of the projects covered by the existing exemption are relevant to county transit and transportation programs, including those that:

- Construct pedestrian and bicycle facilities, including new facilities.
- Consist of projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
- Are a public project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, trains, or ferries, as specified.
- Serve the maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with one of these projects.

Transportation

AB 978 Hoover (DROPPED OPP/NEUTRAL)

Signed by the Governor (Chapter 443, Statutes of 2025)

This bill increases the amount of recycled asphalt pavement (RAP) material's requirements that local agencies may use in their road projects. Additionally, if a local agency declines to use RAP in their road project due to feasibility concerns, bidders can request an explanation of why the material was not used from the local agency.

SB 78 SEYARTO (SUPPORT)

Signed by the Governor (Chapter 743, Statutes of 2025)

This measure requires the Department of Transportation (Caltrans) to prepare a report evaluating current strategies and potential improvements to streamline the processes for delivering highway safety enhancement projects by January 1, 2027.

SB 359 Niello (SUPPORT)

Signed by the Governor (Chapter 217, Statutes of 2025)

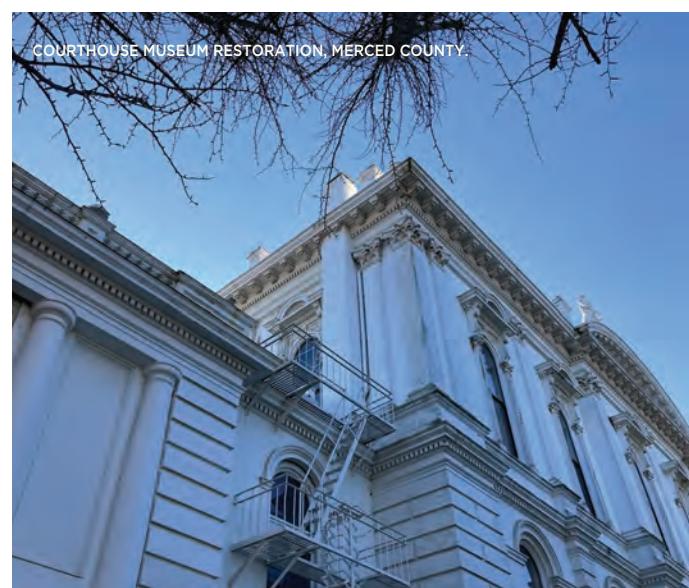
This bill clarifies that the current diesel fuel tax exemption for transit system operators applies to counties that operate local transit systems.

Aviation

AB 1150 Schultz (SUPPORT)

Signed by the Governor (Chapter 182, Statutes of 2025)

This bill modifies a how "customer facility charges" (CFC) that airports can require rental vehicle companies to collect can be used. Specifically, the bill raises the existing daily fee cap from \$9 to \$12, allows CFC's to be used to cover major maintenance costs, and clarifies the revenue from CFC's can be used for specified purposes.



Throughout the first year of the 2025-26 Legislative Session, the AENR Policy Committee staff advocated on behalf of counties in these subject areas.

Water

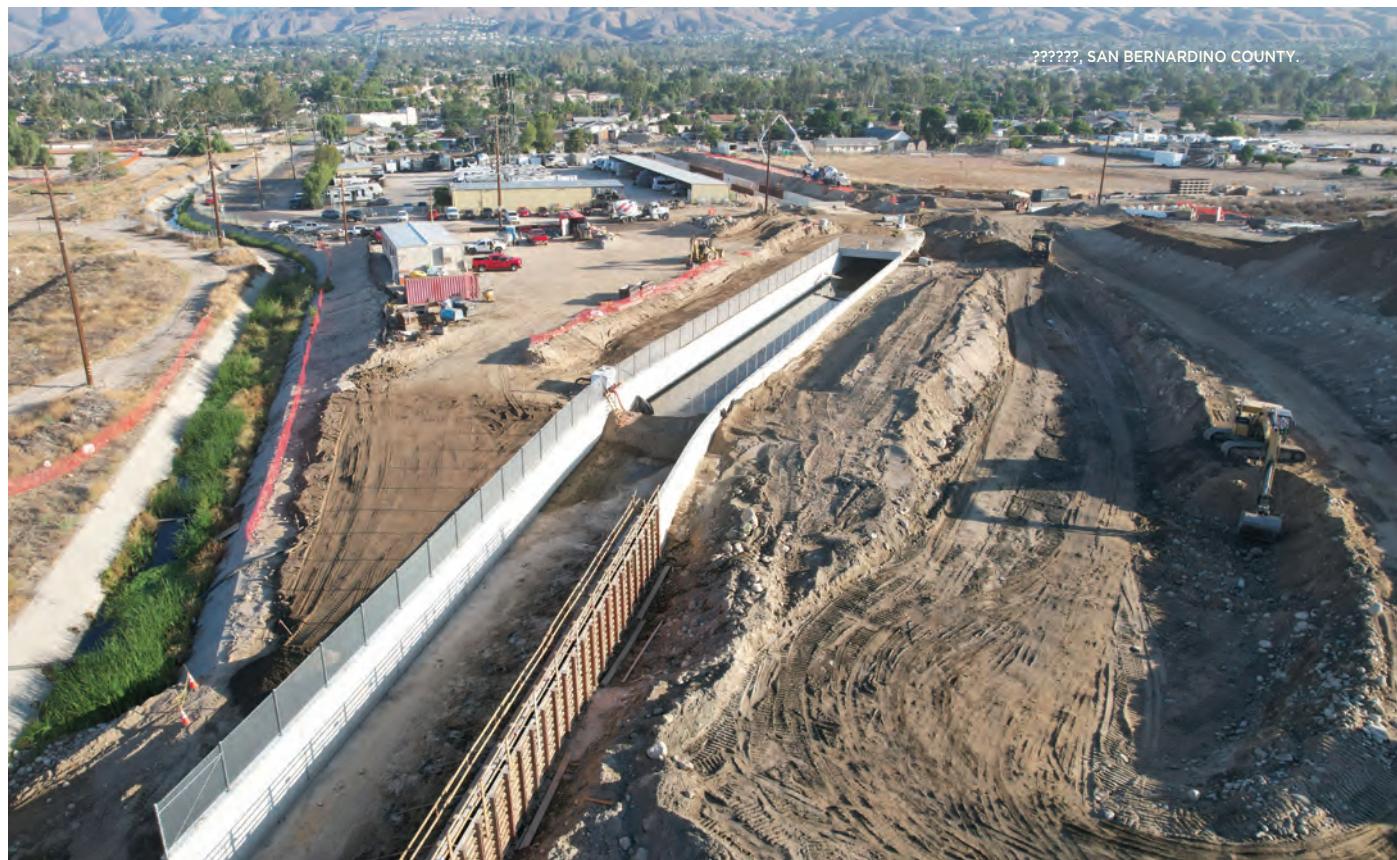
CSAC played a leading role in negotiations on several legislative proposals affecting water policy and served as a co-sponsor of SB 72 (Caballero) (Chapter 210, Statutes of 2025). A multiyear effort, SB 72 recasts the California Water Plan as a comprehensive, strategic plan for the sustainable management and stewardship of California's water resources and requires the plan to include long-term water supply targets and strategies to meet those targets. CSAC opposed legislative efforts to expand state authority over "nexus waters" through SB 601 (Allen) and to create a statewide commercial stormwater permit under AB 1313 (Papan). These policy discussions are expected to continue into the second year of the 2025–26 Legislative Session.

Organic and Solid Waste

One of CSAC's top legislative priorities remains addressing the significant challenges that counties face in meeting the state's organic waste diversion mandates established by SB

1383 (Lara) (Chapter 395, Statutes of 2016). CSAC continues to work collaboratively with other local government associations, environmental organizations, and industry partners to advocate for additional resources to support SB 1383 implementation, including through the Greenhouse Gas Reduction Fund (GGRF). CSAC's broader GGRF advocacy also prioritizes investments in flood prevention, sea level rise adaptation, and local clean transportation and transit initiatives.

CSAC engaged in stakeholder negotiations on AB 28 (Schiavo), a proposal related to solid waste landfill monitoring and supported measures to establish new Extended Producer Responsibility (EPR) programs including SB 501 (Allen) for household hazardous waste and SB 561 (Blakespear) for pyrotechnic distress flares. These negotiations are expected to continue during the second year of the 2025–26 Legislative Session. In addition, CSAC actively participated in the ongoing regulatory implementation of SB 54 (Allen) (Chapter 75, Statutes of 2022), California's Plastic Pollution Prevention and Packaging Producer Responsibility Act. ▲



Newly Enacted Legislation 2025

THE FOLLOWING ENACTED BILLS COVER WATER, AND ORGANIC AND SOLID WASTE

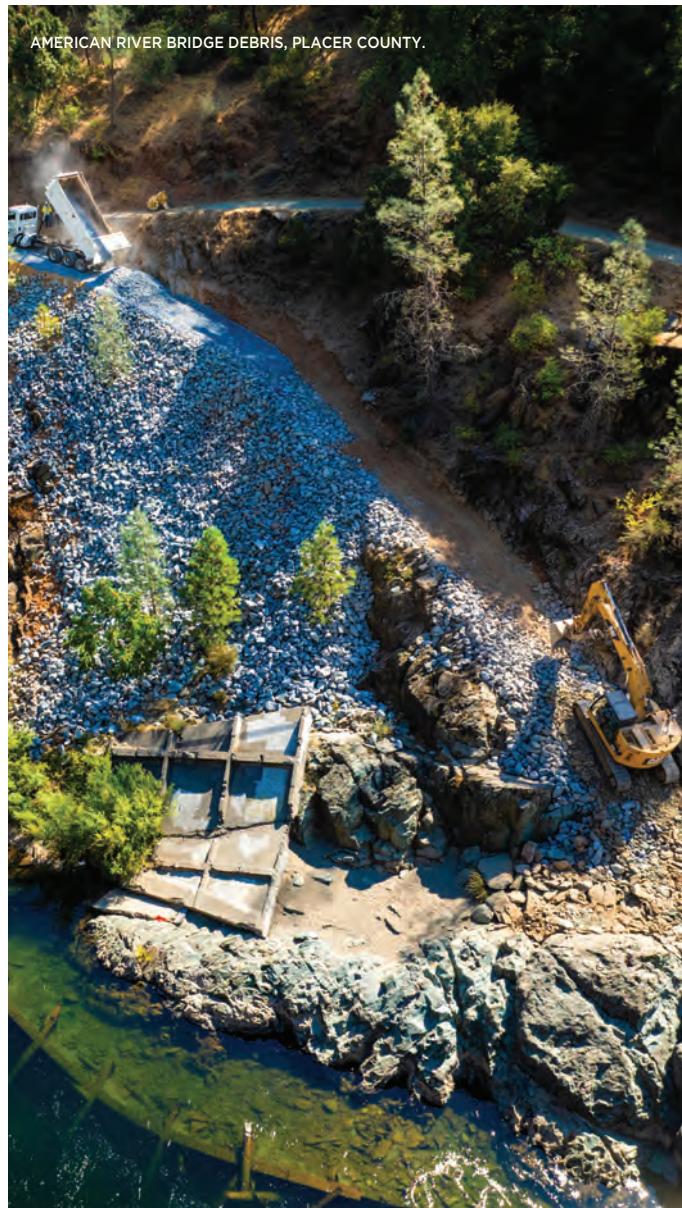
Water

SB 72 (Caballero) (Chapter 210, Statutes of 2025)

CO-SPONSOR

The California Water Plan: long-term supply targets.

This measure requires the Department of Water Resources (DWR) to develop a long-term water supply planning target for 2050, establishes an interim target to develop an additional nine million acre-feet of water by 2040, and requires the California Water Plan to include strategies to meet those targets.



Organic and Solid Waste

AB 70 (Aguiar-Curry) (Chapter 678, Statutes of 2025)

Solid waste: organic waste: diversion: biomethane.

This measure defines pyrolysis and requires the Department of Resources Recycling and Recovery (CalRecycle) to include pipeline biomethane converted from organic waste as eligible for procurement credit by local jurisdictions by January 1, 2027.

AB 411 (Papan) (Chapter 613, Statutes of 2025)

Livestock carcasses: disposal: composting.

This measure establishes the Caring About the Terrain, Livestock, and Ecosystems (CATTLE) Act, which permits livestock carcasses resulting from a routine livestock mortality event or on-farm processing to be composted under specified circumstances.

AB 1046 (Bains) (Chapter 719, Statutes of 2025)

Short-lived climate pollutants: recovered organic waste product: agricultural crop preparation service.

This measure exempts food processing establishments that have not historically disposed of organic waste in a landfill from specified organic waste management requirements.

SB 279 (McNerney) (Chapter 651, Statutes of 2025)

Short-lived climate pollutants: recovered organic waste product: agricultural crop preparation service.

This measure lowers the regulatory requirements for certain composting operations, including agricultural operations. ▲



Local Streets and Roads (LSR) 2025

Needs Assessment and Awards Program

Starting in 2014, the Outstanding Local Streets and Roads Project Awards Program was developed to recognize and raise awareness of the exceptional achievements made by California's cities and counties to preserve and protect the public's investment in the local street and road system.

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

Award Categories: Applicants can nominate projects in four specific categories that aid in the comprehensive improvement of the local network:



1) Efficient and Sustainable Road Maintenance, Construction and Reconstruction Projects

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



2) Efficient and Sustainable Bridge Maintenance, Construction and Reconstruction Projects

This category includes bridge and grade separation projects that use resources efficiently. These projects should employ emerging technologies and materials, progressive preservation programs that improve bridge conditions that are cost effective and/or creative in the planning, design, funding and/or implementation compared to traditional methods, that are sustainable from a financial and resource perspective, and/or reduce greenhouse gas emissions and are environmentally friendly.



3) Safety or Intelligent Transportation System Projects

This includes critical safety projects that help reduce fatalities and serious injuries on the local network and other projects that make local streets and roads safer, more coordinated and efficient.



4) Complete Streets Projects

This includes projects that accommodate all users of the local street and road system and provide access to safe multi-modal transportation options such as walking and biking.



HONEYDEW BRIDGE OVER MATTOLE RIVER, HUMBOLDT COUNTY.

LSR County Award Winners 2025



Overall Winner:

City of Elk Grove Surface Treatment Project, County of Sacramento

The City of Elk Grove's surface treatment project used an innovative, cost-effective, and staff led approach to road preservation. By applying optimal treatments—slurry seal, microsurfacing, cape seal, and overlay—the city maximized pavement longevity, safety, and public access. Dividing roads into 113 subzones minimized disruptions and reduced costs, ensuring more funds went directly to streets. Completed on time within a \$10.3 million budget, the project improved the Pavement Condition Index from 68 to 80, earning it the overall winner award.

Roads



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

Castaic-Hasley Hills South, County of Los Angeles

Los Angeles County Public Works completed the Castaic-Hasley Hills South Project which reconstructed 5.8 miles of deteriorated residential roads. The project used cold central plant recycling and cement stabilized pulverized base to reuse in-place materials instead of traditional reconstruction methods. This approach improved road quality while reducing costs by \$3.5 million, cutting landfill use by 135,000 cubic yards, and significantly lowering energy consumption.



WILLIAM MAN,
ASSISTANT DEPUTY
DIRECTOR, LOS
ANGELES COUNTY



HADEN HINKLE,
ENGINEER III,
MADERA COUNTY



Bridges: Efficient and Sustainable Bridge Maintenance, Construction and Reconstruction

Avenue 25 Bridge Replacement at Ash Slough, County of Madera

The Avenue 25 Bridge Replacement Project in Madera County replaced a structurally deficient 343-foot, 16-span bridge with a more durable 320-foot, 9-span reinforced concrete slab bridge. The \$4.5 million project, which received federal funding, used innovative techniques like pipe pin connectors, cast-in-drilled-hole piles, and fiber-reinforced concrete to enhance durability, reduce material use, and improve seismic resilience. Environmental sustainability was a primary focus for the project, and minimizing environmental impacts, flooding, and preserving water quality were all considered.



ADELTHA HUERTA,
DIVISION MANAGER,
CONTRA COSTA
COUNTY



Streets

Complete Streets

Danville Boulevard – Orchard Court Complete Streets Improvement Project, County of Contra Costa

The Danville Boulevard – Orchard Court Complete Streets Improvement Project enhanced safety and accessibility for all travel modes. This project transformed a wide arterial roadway into a pedestrian- and cyclist-friendly corridor with a landscaped round-about, new sidewalks, bike lanes, shorter crosswalks, and pedestrian refuge areas. Sustainability was a key focus with an emphasis on preserving roads in good condition, using recycled materials, and reutilizing materials in-place during construction. The project reduced vehicle emissions, improved water quality, and preserved mature oak trees. ▲

CEAC Program Update 2025

The CEAC Policy Conference continues to offer an inexpensive event for public works directors and junior staff to discuss critical policy issues.

Thank you to our 17 Annual Platinum Sponsors!

Conferences

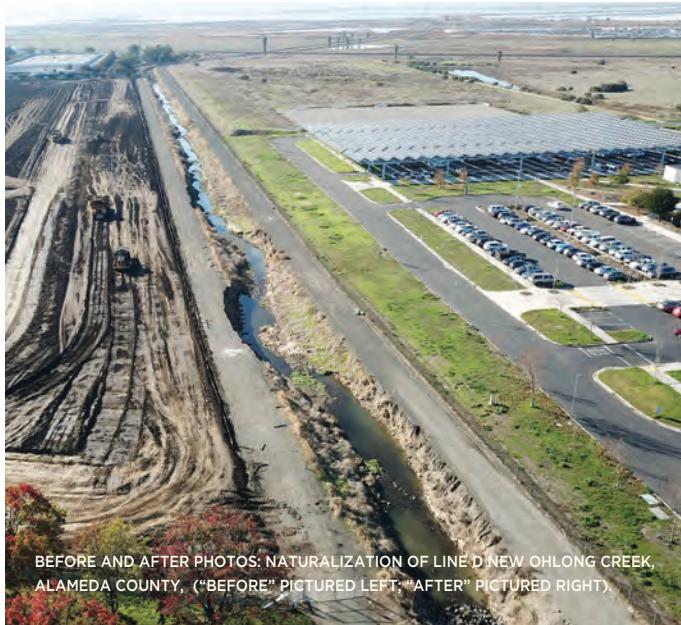
CEAC kicked off the 2025 conference season with the Spring Conference that was held in conjunction with the California Cities Public Works Officers Institute, March 19-21, 2025 at the Sheraton Universal City Hotel, Los Angeles County. We had record attendance covering relevant and current topics such as **Best Practices for the use of Recycled Materials in Asphalt Pavements** and **Training Opportunities from the CCPIC**, **Fleet and Electric Utility Partnerships for EV**, **Innovative Rubber Pavement Products Come to Rural and Remote California Implementation**, and a **Women in Public Works Roundtable**.



The Bedroll Conference continued at Camp Tehama in the Lassen National Forest, June 25-27, 2025. CEAC hosted the 20th Annual CEAC Policy Conference August 21-22, 2025. The Policy Conference continues to offer an inexpensive event for public works directors and junior staff to discuss critical policy issues, and included a fun CEAC cornhole tournament. The 131st CSAC Annual Meeting was held in Santa Clara County, seeing another year of record attendance, with close to 900 attendees and exhibitors. CEAC's current President, David Leamon, Stanislaus County, welcomed the National Association of County Engineers (NACE) NACE President, Jacob Thorius from Washington County, Iowa. CEAC had over 130 attendees and 17 Platinum Sponsors.



We would like to recognize our 17 Annual Platinum Sponsors; those affiliate companies that committed to sponsoring all 3 CEAC conferences at the platinum level in 2025. The affiliate companies are AECOM, Consor, CSG, Dewberry, Dokken Engineering, GHD, Ghirardelli Associates, Inc., Kimley-Horn and Associates, Inc., MGE Engineering, Inc., MNS, NCE, Psomas, Transtech Engineers, Inc., TRC Engineers, Unico Engineering, Inc., Willdan Engineering, and Wood Rodgers, Inc. We appreciate their continued affiliate support of CEAC!



BEFORE AND AFTER PHOTOS: NATURALIZATION OF LINE D NEW OHLONE CREEK, ALAMEDA COUNTY, ("BEFORE" PICTURED LEFT; "AFTER" PICTURED RIGHT).



Awards

Tom Mattson, Humboldt County, received the Engineer of the Year award, and **Robert Pachinger**, Calaveras County, received the Surveyor of the Year award. The Buddy Award was given to **Sandra Hoevertsz**, spouse of **Johannes Hoevertsz**, and **Matt Machado**, Santa Cruz County, received the CHICS Golden Egg award. The infamous Buffalo Bull Award was given to **David Leamon**, Stanislaus County for "doing various and sundry things to change CEAC's traditions that were not suitable for a CEAC President."

CEAC Scholarship Program

CEAC awarded two scholarships in 2025. **Isaac Yang**, University of the Pacific (seeking a BS in Civil Engineering), and **Peter Otoshi**, Cal Poly Pomona (seeking BS in Civil Engineering).



WESTSIDE, SONOMA COUNTY.

Membership

County public works agencies once again experienced several leadership changes in 2025. New Public Works Directors included **Micah Martin**, Calaveras County; **Colt Esenwein**, Colusa County; **Joshua Champlin**, Kern County (Joshua was appointed director in 2023); **Kevin Onuma**, Orange County; **Rob Thorman**, Plumas County, and **Marisa Barrie**, San Diego County.

Retirements

David Fleisch, Assistant Public Works Director, Ventura County, retired after 15 years of service.

In Memoriam

Harry W. Stone, former Director of the Los Angeles County Department of Public Works, passed away on April 20, 2025 at the age of 84.

Jon Michael "Mike" Walford passed away on June 27, 2025. Following graduation from UC Berkeley, Mike began working for Contra Costa County Public Works Department where he eventually became the Director for 19 years. Mike was President of CEAC 1990-91 and was the 1993 CEAC County Engineer of the Year.

Donald Joseph Labelle, Alameda County, passed away July 9, 2025. Don was the 2022 CEAC County Engineer of the Year, CEAC President 1999-2000, and then the CEAC Parliamentarian until he retired in 2006. ▲



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PHOTOS: SOLIDER PILE WALL INSTALLATION,
CONTRA COSTA COUNTY (TOP); EATON FIRE,
ALTADENA, LOS ANGELES COUNTY (INSET);
RIALTO CHANNEL PROJECT, SAN BERNARDINO
COUNTY (BOTTOM).

