



COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA

# 2014 ANNUAL REPORT



PREPARED BY THE CALIFORNIA STATE ASSOCIATION OF COUNTIES





## 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 citizens.

COVER PHOTOS PICTURED L TO R AND TOP TO BOTTOM: PUBLIC WORKS STAFF, IMPERIAL COUNTY; FLORISTON ROAD BRIDGE OVER TRUCKEE RIVER, NEVADA COUNTY; HIGH DESERT REGIONAL HEALTH CENTER, LOS ANGELES COUNTY; GABION WALL, 8-MILE BRIDGE OVER HAYFORK CREEK, TRINITY COUNTY; WILBUR SPRINGS BRIDGE ON BEAR VALLEY ROAD, COLUSA COUNTY; AND KINGS ROAD BRIDGE, TULARE COUNTY.

1 PHOTO ABOVE: ROUNDABOUT, SAN JOAQUIN COUNTY.



# 2014

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[www.ceaccounties.org](http://www.ceaccounties.org)



# MESSAGE FROM THE 101ST PRESIDENT

## OF THE COUNTY ENGINEERS ASSOCIATION OF CALIFORNIA

As we celebrated this outstanding organization's centennial this year, it was humbling to note how many counties recognized the contributions CEAC has made to public works with resolutions from Board of Supervisors around state.

My oh my, how time flies. This time last year I was preparing to become your CEAC president, as 100 previous presidents had done before me. I cannot believe that our 100th year of CEAC's service to the citizens of the state of California is drawing to a close. It certainly has been a great year! As we celebrated this outstanding organization's centennial this year, it was humbling to note how many counties recognized CEAC's contributions to public works with resolutions from Board of Supervisors around state. My own senator, Hannah-Beth Jackson also sponsored a senate resolution to mark this historic event (the Senator was also instrumental in the \$100 million early repayment of the loan from HUTA to counties and cities for local road maintenance within the FY 2014-15 state budget). I hope you provided each of your board members with a CEAC pocket protector! At the NACE Annual Conference in Baton Rouge, and again at the NACE/AACE Western Regional Conference, CEAC shared the centennial message by showing our centennial video to all attendees. It was obvious to me that CEAC has garnered respect not only in California, but across America. Your active participation in CEAC is the basis of our outstanding reputation. Thank you for your continued support!

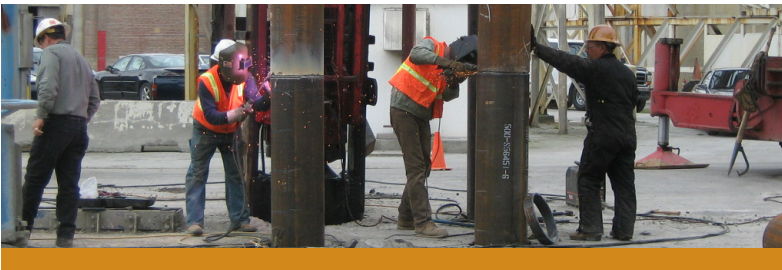
As we all know, the lack of adequate funding for transportation has been an issue for many years. We started this year hoping that a potential solution may be on the horizon to help us close our funding gap. At the 2013 fall conference in San Jose, we heard Transportation California's proposal for increasing revenue options. While their proposal did not go forward to the general election, it did prompt a larger discussion in California for alternatives to the state gas tax. With the increasing number of alternative fuel vehicles in California and elsewhere, we continue to see our primary transportation funding source diminish. The conversation to replace gas taxes will commence in earnest at the fall conference in Orange County. Each one of us must engage in the conversation in order to develop a sustainable alternative transportation funding source in the future. In addition, the federal transportation funding bill, known as MAP 21, is scheduled to be re-authorized in 2015. The continued partnership with CSAC, the League of California Cities and the National Association of County Engineers is critical to insuring that our federal delegation knows what California's counties and cities need from Washington D.C. and the federal transportation bill.

CSAC and Los Angeles County led a successful legislative proposal to amend the state's biomass definition in 2014. The revised definition now includes "non-combustion thermal" technologies, thus providing conversion technology the same regulatory certainty and incentives currently provided to "controlled combustion biomass." This is the future of solid waste management in California, and once again, CEAC is taking a leadership role not only in California, but across the country, to develop resource recovery and alternative disposal methods for municipal solid waste material. To more accurately reflect this role, the CEAC Solid Waste Committee was renamed in 2014 as the "Resource Recovery and Waste Management" Committee.

This past summer we each had the opportunity to review and comment on a fact sheet developed by the Governor's Office of Emergency Services. The fact sheet outlined California's Disaster Proclamation Process and the California Disaster Assistance Act (CDAA) funding process. Thanks in part to our input, the Governor's proclamations of a state of emergency since the March 2011 tsunami has included state contributions to local government emergency or disaster related costs,

PICTURED ABOVE:  
CLEAR LAKE SUNSET,  
LAKE COUNTY.





in eight of forty-six declared events. These actions by the state, coupled with FEMA’s continued denial of a road commissioners’ authority contained within state law, must be addressed in order to protect each of our respective transportation infrastructure systems during disasters. We must work with our state delegations now to protect our future ability to obtain gubernatorial proclamations of a state emergency with access to CDAA proceeds. The CEAC board of directors commissioned a white paper this year to assist us when federal disasters strike, and FEMA funding is pursued. In addition, a strategy was developed to create a potential funding source for storm water services. If successful, we will no longer have to rob “Peter to pay Paul” to accomplish this mandated work.

If someone asked you a decade ago, “have you tweeted today,” how would you have answered that question? In today’s world, it seems that if you are not Tweeting or Facebooking on a frequent basis, then your organization is probably behind the curve in communicating with your customers. Elected officials have already embraced social media – have you? Twitter has approximately 65 million monthly active users in our nation. For CEAC to remain relevant and influential, we must be present where the people are. We must adapt, or face declining relevance. This will be a challenge for us in the future. In addition, CEAC as an organization must continue to look for all opportunities that provide diversity in our leadership. Through our scholarship program we must encourage diversity in our candidates to insure our public works organizations, and ultimately CEAC, reflect the communities we serve.

In closing, there are so many people I need to thank. First, I am honored that the CLODS selected me to guide CEAC in 2014. It has been an experience of a lifetime and I cannot thank them enough for this opportunity. Thank you to the Board of Directors for providing their strong leadership and direction; many thanks to each of our members that take an active role in the CEAC regional activities and policy committees; and thank you to our affiliates whose tremendous support makes all of our activities a reality. Lastly, on behalf of CEAC, a very big thank you to our CSAC partners - Merrin, DeAnn, Kiana, Cara, Karen and Chris. From their advocacy efforts this past year on numerous legislative issues, to staffing and conducting our conferences, we are all extremely fortunate to have the opportunity to work with this team. Their efforts have once again been outstanding!

Please join me in welcoming our 2015 president, Mike Penrose from Sacramento County. May we all provide him the support needed to continue to move CEAC into the next century. The next hundred years will provide tremendous opportunities for CEAC, and while we must learn from our past, it is our responsibility today to insure we have positioned CEAC to take advantage of every future opportunity. Thank you for your public service and for all of your support this past year. ●

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PICTURED ABOVE L TO R:  
PORT OF STOCKTON CEMENT TANK,  
SAN JOAQUIN COUNTY.

ARNOLD DRIVE ROUNDABOUT,  
SONOMA COUNTY.

Scott McGolpin, Public Works Director  
Santa Barbara County  
2014 CEAC President





## REFLECTING ON 2014

Whether it was before the legislative budget committees advocating for a greater share of the transportation loan repayment for counties or ensuring street and road maintenance was an eligible use for a portion of the cap and trade auction proceeds, CSAC continued the fight for more revenues for the transportation infrastructure we all rely on in our daily lives.

California is in the midst of the most severe drought ever recorded in the state. Rightfully so, the Legislature and Governor focused much of their attention on water policy in 2014. CSAC played an active role in statewide water policy development on several fronts that included successfully representing county interests during high-level negotiations over the landmark groundwater legislation; conducting and participating in educational forums and briefings related to the drought; and advocating for passage of Proposition 1 – the voter approved \$7.545 billion water bond.

Addressing critical water issues was a positive achievement for the state and for counties. Other infrastructure priorities, however, did not rank high on the state’s agenda. Transportation California did not move forward with a ballot initiative for the 2014 November General Election. Despite numerous legislative proposals, truck weight fee revenue is still paying for transportation bond debt service. However, 2014 did produce some important outcomes that will help counties build upon to propel transportation infrastructure in the spotlight in the coming year.

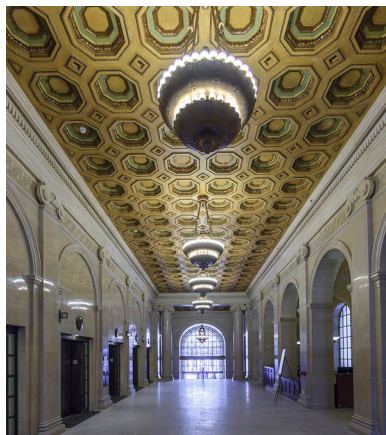
CSAC continued its self-appointed role as watchdog over implementation of the 2010 Transportation Tax Swap to ensure counties are receiving accurate apportionments. This effort continues to pay off as we recovered additional revenues in 2014 that had been misallocated since the Tax Swap took effect. We also maximized opportunities to underscore the importance of the local street and road system in the state, its role in the safe and efficient multi-modal transportation of goods and people, and the maintenance and preservation challenges counties are facing. Whether it was before the legislative budget committees advocating for a greater share of the transportation loan repayment for counties or ensuring street and road maintenance was an eligible use for a portion of the cap and trade auction proceeds, CSAC continued the fight for more revenues for the transportation infrastructure we all rely on in our daily lives.

Finally, perseverance paid off this year with a win on our sponsored bill related to solid waste conversion technology, SB 498 by Senator Lara. With the Governor’s veto of SB 804 last year, CSAC staff, working closely with CEAC and Los Angeles County, was able put forth a consensus measure this year focusing on our ultimate objective of advancing alternatives to landfills through the use of conversion technology. ●

PICTURED ABOVE:  
RUMSEY BRIDGE OVER CACHE CREEK,  
YOLO COUNTY.

PICTURED BELOW L TO R:  
HALL OF JUSTICE, LOS ANGELES COUNTY.

OREGON CREEK COVERED BRIDGE  
REPLACEMENT, YUBA COUNTY.







At the time of this writing, CSAC and CEAC are getting ready to release the 2014 California Statewide Local Streets and Roads Needs Assessment Report. Once again, this important study confirms the tremendous needs on the local street and road network. Without an influx of new, sustainable revenues in short order, twenty-five percent of the local system will be in a “failed” condition by 2024. Inaction will have significant consequences for counties and the communities you serve. The following highlights some of the most important wins in 2014 and should be viewed in tandem with the reports CSAC provided throughout the year on specific legislation of interest to county public works and engineering departments and the CSAC Budget Action Bulletin.

The FY 2014-15 State Budget provided \$100 million to counties and cities for local street and road maintenance from the early repayment of a \$337 million loan from the Highway User Tax Account (HUTA). These monies are in addition to annual revenue counties receive from the base 18-cent gas tax and the Tax Swap increment of excise tax. CSAC also helped recover \$71 million in Tax Swap revenues that had been misallocated since implementation began in 2010.

Counties have a better understanding of Tax Swap implementation as CSAC worked with the Board of Equalization to gather additional data on fuel consumption and pricing and to suggest methods for increased information sharing in the future. CSAC has continued to engage with the Board of Equalization to ensure that counties are able to plan and budget for anticipated revenue changes related to the gas tax swap, including an expected decrease in the FY 2015-16 budget due to over-collection in FY 2013-14.

The FY 2014-15 State Budget included \$130 million in cap and trade auction revenues for a new grant and loan program for affordable housing and sustainable communities. CSAC was successful in our efforts to ensure that complete streets and other local transportation projects were an eligible use. Successful applications that include this eligible activity must demonstrate verifiable greenhouse gas emissions reductions and support alternative modes of transportation and affordable housing projects.

#### **AB 2471 (Frazier) – Opposed Failed Passage**

AB 2471, by Assembly Member Jim Frazier, failed passage in 2014 due in large part to CSAC’s efforts and the technical policy input provided by CEAC. This measure would have put burdensome restrictions of the public contract change order process and resulted in a loss of local agency control to ensure taxpayer dollars were being spent efficiently.

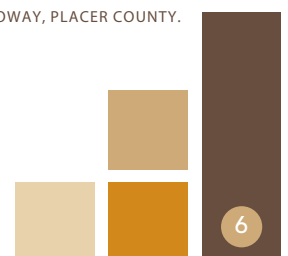
#### **SB 785 (Wolk) – Support Chapter 931, Statutes of 2014**

SB784, by Senator Lois Wolk, provides counties with the authority to use the design-build contracting method for construction of buildings and improvements directly related to the construction of buildings, county sanitation wastewater treatment facilities, park recreational facilities, regional and local wastewater treatment facilities, regional and local solid waste facilities, regional and local water recycling facilities until January 1, 2025. Moreover, the project cost threshold was reduced from \$2.5 million to \$1 million so counties can use this proven method on a greater number projects moving forward.



PICTURED ABOVE:  
KELSEY CREEK BRIDGE ON MERRIT ROAD,  
LAKE COUNTY.

SIDEBAR PICTURE:  
INAUGURAL LOCAL STREETS AND ROADS  
PROJECT AWARD WINNERS L TO R:  
CEAC PRESIDENT SCOTT MCGOLPIN;  
GREG KELLEY, LOS ANGELES COUNTY;  
SCOTT HIGHTOWER, BUTTE COUNTY; AND  
RICHARD MORELAND AND STEPHANIE  
HOLLOWAY, PLACER COUNTY.







## TRANSPORTATION (CON'T)

CEAC's role as technical and policy advisors on land use issues to CSAC was critical in 2014 as the Governor's Office of Planning and Research began implementation of SB 743 (Chapter No. 386, Statutes of 2013).

CSAC worked with the Construction Industry Force Account Council (CIFAC) to successfully sponsor technical clean-up to AB 720 (Chapter No. 683, Statutes of 2011). State law now includes the language exempting force account work in support of a private contract from the thirty percent cap, provides three ways in which counties can declare use of force account on projects, and gives the SCO until March 1 to publish the Annual Streets and Roads Report for purposes of counties determining their cap.

Development and release of the next biennial assessment of the local transportation system. In the last quarter of 2014, CSAC will use the report to continue to educate and raise awareness regarding the importance of the local system and the dire needs facing counties and cities.

### LAND USE

Land use policy continues to be a major focus of conversations within the Capitol, administration, and state agencies, addressing GHG emissions from the transportation sector is more a land use challenge than a transportation infrastructure issue. The Affordable Housing and Sustainable Communities cap and trade program provides revenue for transportation investments that support sustainable land use strategies and plans.

CEAC's role as technical and policy advisors on land use issues to CSAC was critical in 2014 as the Governor's Office of Planning and Research began implementation of SB 743 (Chapter No. 386, Statutes of 2013). The law requires OPR to propose revisions to the CEQA Guidelines to establish new, non-LOS criteria for determining the significance of transportation impacts of projects within "transit priority areas (TPAs)." SB 743 allows OPR to revise the criteria outside of TPAs, but does not mandate it.

OPR's preliminary discussion draft would mandate a vehicle miles traveled (VMT) analysis for transportation impacts statewide by January 1, 2016. CSAC was, and continues to be, a strong voice for delayed statewide implementation. We will continue advocacy efforts to only mandate the VMT analysis in TPAs and then in three years support a process to evaluate the practical impacts from a VMT analysis before determining whether statewide implementation is appropriate, feasible, and effective in achieving state policy goals to promote infill development and a diversity of land uses. ●

PICTURED ABOVE:  
EAST FORK ROAD RETAINING WALL,  
TRINITY COUNTY.

PICTURED BELOW:  
ELVERTA ROAD/HIGHWAY 99 INTERCHANGE  
BRIDGE REBAR INSTALLATION,  
SACRAMENTO COUNTY.







This year, CSAC staff continued to advance the theme of forging new and improved relationships between CEAC Flood Control and Water Resources Committee (Committee) members and state regulators. At their Spring conference, committee members were able to interact with State Water Resources Control Board (Board) member, Steven Moore, on a wide range of subjects including Proposition 218 reform and the Board's proposed policies regarding trash and wetlands.

Later in the year, CSAC staff arranged a meeting between the committee's leadership and officials from the Department of Water Resources (DWR) and the Department of Fish and Wildlife (DFW). The meeting with DWR was particularly promising as specific issues of mutual concern were identified including the immediate need for investment in flood protection infrastructure statewide; and, the regulatory hurdles experienced by both DWR and counties when seeking permits for operation and maintenance of flood protection infrastructure. DWR committed to ensuring CEAC and CSAC's involvement in any future discussions concerning these two areas of mutual interest.

### Stormwater Funding Strategy

This year, CEAC Flood Control and Water Resources Policy Committee (Committee) and CEAC Board of Directors (Board) approved a Stormwater Funding Strategy (Strategy) to develop a funding source for storm water/drainage infrastructure. This action can be attributed to the increasing difficulty cities and counties are experiencing with raising revenue to support flood protection infrastructure and compliance with new water quality requirements, given the vote threshold requirements under Proposition 218. The Committee and Board actions included the formation of a Stormwater Funding Subcommittee and the approval of a contract with Watershed Resources Consulting to assist with the Strategy's implementation. CSAC staff has also been significantly involved in this effort, providing staff support to the Board, Committee and Subcommittee, in addition to participating in meetings and conference calls with the consultant, Stormwater Funding Coalition, CSAC counsel and other stakeholders.

The goal of the strategy is to obtain an amendment to the California Constitution to allow fees and charges for stormwater to be modified, the same process as fees and charges for water and wastewater. This will require the introduction of legislation next year that would place the proposed constitutional amendment before the voters in 2016, or a future year. In addition, CSAC, with technical support from CEAC, is participating in a Stormwater Funding Coalition comprised of public and private stakeholders and the environmental community. This is a collaborative effort that shares CSAC and CEAC's interest in amending Proposition 218.

### Regulatory Issues

CSAC continued to engage in the regulatory process on a number of different fronts with particular focus on rulemakings before the State Water Resources Control Board (Water Board), the Department of Fish and Wildlife and the U.S. EPA. CSAC staff worked closely with the County Engineers Association of California (CEAC) in drafting comments on DFW's draft Bird Nesting regulations and the U.S. EPA and Army Corp. of Engineers' Waters of the U.S. (WOUS) Rulemaking.

Early in the year, CEAC Flood Control and Water Resources Policy Committee (Committee) and CEAC Board of Directors (Board) approved a Stormwater Funding Strategy (Strategy) to develop a funding source for storm water/drainage infrastructure.

PICTURED ABOVE:  
SAN GABRIEL DAM VALVE REPLACEMENT,  
LOS ANGELES COUNTY.





Regarding state storm water requirements, CSAC was invited to become a member of the Water Quality Task Force (task force) of the California Council for Environmental and Economic Balance.

Regarding the CSAC comment letter on the WOUS rulemaking, the technical input provided by members of CEAC's WOUS Working Group proved invaluable. The comments conveyed were substantive and clearly cited specific examples of how the proposed regulations would result in significant costs increases for all levels of government; discourage the development of green Infrastructure projects; and delay maintenance of public works projects and facilities. CSAC's federal advocates are relying on the comment letter in communicating California county concerns to the California Congressional Delegation. While the comment period closed on November 14, it is likely that we won't know until next year to what extent the EPA and Corp are influenced by the public comments.

Early in the year, CSAC joined with other private and public stakeholders in expressing concern with the Water Board's Revised Preliminary Draft Wetland Area Protection Policy. Of particular concern to counties are the proposed requirements that would cause more delays in the permitting and maintenance of public projects, and potentially conflict with local land use decisions. Whether the Water Board is responding to the concerns raised is unknown at this time as they have yet to release a public draft.

Regarding state storm water requirements, CSAC was invited to become a member of the Water Quality Task Force (task force) of the California Council for Environmental and Economic Balance. The task force, which is comprised of private sector entities and individual cities and counties, is providing direct feedback to Water Board members and staff regarding the State's Storm Water Strategy Initiative. CSAC staff will continue to rely on the CEAC Flood Control and Water Resources Committee members for technical support on components of the strategy of interest to counties.

## STATE LEGISLATION

The following is a brief summary of other flood control/water legislation that staff worked on this year.

### Groundwater Management

**SB 1168 (Pavley) – Removed Opposition/Neutral**  
**Chapter 346, Statutes of 2014**

**SB 1319 (Pavley) – Neutral**  
**Chaptered 348, Statutes of 2014**

**AB 1739 (Dickinson) – Removed Opposition/Neutral**  
**Chapter 347, Statutes of 2014**

PICTURED ABOVE:  
30-MILE TRACT BRIDGE OVER THE  
AMERICAN RIVER, EL DORADO COUNTY.







The sustainable groundwater management bills, SB 1168 and SB 1319, by Senator Fran Pavley, and AB 1739, by Assembly Member Roger Dickinson, were signed by the Governor on September 16. Together these measures include provisions requiring the establishment of groundwater sustainability agencies (GSAs) and adoption of groundwater sustainability plans (GSPs) in specified areas, and provides for implementation tools and enforcement authorities at the state and local levels.

**Water Bond**

**AB 1471 (Rendon) – Support  
Chapter 188, Statutes of 2014**

AB 1471, by Assembly Member Anthony Rendon, replaces the 2009 \$11.1 billion bond measure that was slated for the November ballot with the “Water Quality, Supply, and Infrastructure Improvement Act”, a \$7.54 billion bond measure. The new bond, Proposition 1 on the November 2014 ballot, provides funding for regional water reliability, groundwater management and cleanup, water recycling, watershed protection, water conservation, flood management and funding to enhance local, regional and state water quality and supply.

**Proposition 218 – Water**

**AB 2403 (Rendon) – Support  
Chapter 78, Statutes of 2014**

AB 2403, by Assembly Member Anthony Rendon, was signed by the Governor on June 28. The Proposition 218 Omnibus Implementation Act (the Act) currently defines “water” to mean “any system of public improvement intended to provide for the production, storage, supply, treatment, or distribution of water.” AB 2403 clarifies that the Act’s current definition of “water” includes improvements for producing, storing, supplying, treating, or distributing of water from “any source.”

**Flood Protection/Land Use**

**AB 2108 (Eggman) – Support  
Failed Passage**

AB 2108, by Assembly Member Susan Eggman, would have addressed an outstanding issue concerning the implementation of the current prohibition on a city or county approving projects in an area that does not meet the 200-year level of flood protection. ●

CSAC staff will continue to rely on the CEAC Flood Control and Water Resources Committee members for technical support on components of the strategy of interest to counties.

PICTURED ABOVE:  
SAN ANTONIO CREEK JACK & BORE,  
VENTURA COUNTY.

PICTURED BELOW L TO R:  
WINTER STORM RESPONSE,  
LOS ANGELES COUNTY.

VOLUNTEERS PLANTING NATIVE  
VEGETATION AT THE UPPER SAND CREEK  
BASIN RESTORATION PROJECT,  
CONTRA COSTA COUNTY.





In addition to legislative efforts to support alternatives to landfills, CSAC staff also spent the year advocating for funding for such projects through the budget process and the State's investment of Cap and Trade dollars.

Solid waste issues continued to be a focus this year as efforts to move the CSAC/ Los Angeles County co-sponsored a bill on solid waste conversion technology continued in the second year of the session. In addition, legislation focusing on the management of organic materials commanded center stage and legislation regarding plastic bags made its way through the legislative process this year. CSAC had the opportunity to work in close collaboration with CEAC and other stakeholders to achieve successful advocacy efforts.

### Solid Waste Conversion Technologies – SB 498

Building off momentum achieved through SB 804 (Lara), CSAC and Los Angeles County co-sponsored a follow-up measure on biomass and conversion technology this year. SB 498, by Senator Lara is the product of consensus among stakeholders and the Administration taking heed from the Governor's veto message of SB 804 in 2013. The bill, which was signed by the Governor earlier this fall, lays out a clear permitting pathway for these facilities and will help to develop alternatives to landfills in California. Specifically, this bill would include non-combustion thermal CTs to the biomass definition, allowing for cleaner and more efficient technologies to be used in the biomass process, placing both combustion and non-combustion facilities on the same playing field. SB 498 also includes oversight of these facilities, ensuring that the appropriate feedstock is utilized.

In addition to legislative efforts to support alternatives to landfills, CSAC staff spent the year advocating for funding for such projects through the budget process and the State's investment of Cap and Trade dollars. The FY 2014-15 Cap and Trade Investment Plan includes \$25 million for Waste Diversion programs that support greenhouse gas reduction efforts.

### STATE LEGISLATION

CSAC actively engaged in a number of other bills related to solid waste this year. The following are highlights of the most significant legislative measures:

#### AB 1826 (Chesbro) – Support Chapter 727, Statutes of 2014

CSAC was successful in negotiating amendments to AB 1826, by Assembly Member Chesbro, which establishes a commercial organics recycling program in California. California disposes an estimated 35 million tons of waste in landfills each year, of which roughly 32 percent – more than 11 million tons per year – is organic materials. With the state's focus on renewable energy, our 75% solid waste diversion goal and our AB 32 climate goals, counties supported alternatives to landfills for organic materials, including the use of conversion technology for this portion of the waste stream. While supportive of the overall goal, CSAC staff, working with our local government partners, negotiated a phased-in approach recognizing the challenges jurisdictions will face with the bill's implementation and the current shortage of organics processing facilities. We were also successful in ensuring that that generators/local government are not penalized when organics recycling infrastructure simply does not exist and allows the Department of Resources, Recycling and Recovery to take local circumstances into consideration when reviewing local organics management programs.

PICTURED ABOVE:  
LANDFILL, STOCK IMAGE.





## AB 1594 (Williams)

### Chapter 719, Statutes of 2014

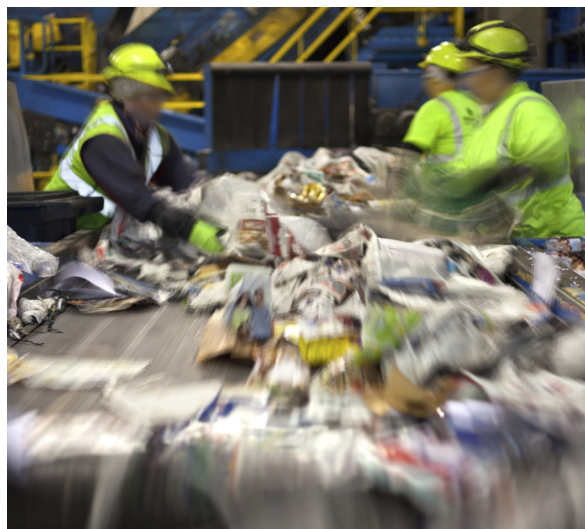
CSAC, working in close collaboration with CEAC, was also successful in negotiating amendments to AB 1594, by Assembly Member Das Williams. This bill eliminates the solid waste diversion credit for green waste used as Alternative Daily Cover (ADC) at landfills. CEAC and CSAC have had longstanding policy to oppose any legislation that eliminates this credit. However, we were able to revisit this policy this year and retool our stance based on the fact that no county will actually need this credit to achieve its AB 939 waste diversion requirements when the bill takes effect in 2020. CSAC staff, working closely with CEAC, was also able to negotiate an amendment that exempts green waste used as ADC from the state solid waste tipping fee. Based on this amendment, we were ultimately able to take a neutral position on the bill.

## SB 270 (Padilla)

### Chapter 850, Statutes of 2014

SB 270, by Senator Padilla was signed by the Governor this fall and marks the nation's first state-wide ban on single-use plastic bags. The bill, which was not without controversy and was opposed by many business groups, prohibits grocery stores from distributing lightweight, single-use plastic bags after January 2015. SB 270 also establishes requirements for reusable bags and prohibits stores from distributing reusable and recycled paper bags for less than \$0.10 per bag. Eighty-seven cities and counties throughout California have adopted ordinances banning plastic bags, including San Francisco, San Jose, Long Beach, Los Angeles County, Santa Clara County, and Alameda County. Many of these local governments also require stores to charge a fee for a paper carryout bag, and a few have banned both single-use plastic and paper carryout bags. This bill does not pre-empt existing ordinances; however, it does provide uniformity moving forward by pre-empting any local ordinance adopted after September 1, 2014. ●

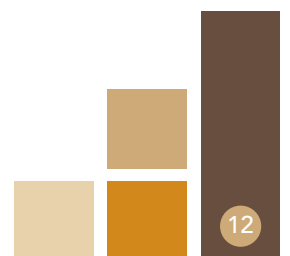
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PICTURED ABOVE:  
COLBY FIRE CLEANUP,  
LOS ANGELES COUNTY.

PICTURED BELOW L TO R:  
WINDSTORM RESPONSE TEAM MEMBER,  
RICHARD OLGUIN, LOS ANGELES COUNTY.

RECYCLING CENTER, STOCK IMAGE.





It should be noted that 39 rural counties in California received a total of \$32.7 million in SRS funding.

### Army Corps of Engineers’ Levee Vegetation Removal Policy

In a huge win for CSAC and CEAC, the U.S. Army Corps of Engineers (Corps) announced earlier this year that local flood control agencies will no longer be required to remove trees and other vegetation from levees in order to qualify for federal disaster assistance. Given the enormous cost and implementation challenges associated with the policy, reversing the Agency’s one-size-fits-all directive was a key administrative objective for CSAC at the federal level.

While the Corps ultimately agreed to shelve its policy following intense pressure from CSAC and key members of Congress, lawmakers approved and President Obama signed into law subsequent legislation (HR 3080; PL 113-121) that requires the Corps to undertake a comprehensive reexamination of its levee vegetation guidelines. The requirement, enacted as part of the Water Resources Reform and Development Act, ensures that the Corps not only suspends its policy but takes into account key cost and compliance issues as part of any future policy development process.

### Secure Rural Schools

CSAC continued to advocate for an additional year of funding for the Secure Rural Schools and Community Self-Determination Act (SRS). The Helium Stewardship Act of 2013 (PL 113-40) extended SRS through fiscal year 2013, with final payments under the program distributed to counties earlier this year. It should be noted that 39 rural counties in California received a total of \$32.7 million in SRS funding. These funds are being used to maintain local roads and schools, operate search and rescue missions, and provide many other essential local services. CSAC has urged the California Congressional delegation to secure an additional year of funding

Unfortunately, the Fiscal Year 2015 Omnibus Appropriations Bill sent to the President did not include an extension of funding for the Secure Rural School (SRS) program. However, counties should not lose hope as Representative Greg Walden (R-OR) issued a statement indicating that Speaker John Boehner (R-OH) has committed the House to working on an extension of SRS in the first quarter of 2015. CSAC will continue to work closely with our delegation in both legislative bodies to reauthorize this critical program. ●

PICTURED ABOVE:  
2014 SNOW PLOW RODEO,  
TRINITY COUNTY.

PICTURED BELOW:  
ELVERTA ROAD/HIGHWAY 99 INTERCHANGE,  
SACRAMENTO COUNTY.







Senator Hannah Jackson kicked off the year with a Senate proclamation recognizing CEAC's one hundredth year as an association. CEAC officers Matt Machado, Tom Mattson, Mike Penrose, and Scott McGolpin were presented with the proclamation on the Senate floor during the spring conference. CEAC continued the celebration throughout the year, all the while providing professional input to CSAC on legislative and regulatory issues, and offering valuable networking and educational events for its members and affiliates.

## Conferences

Held in conjunction with the League of California Cities' Public Works Officers Institute, CEAC's spring conference held in Sacramento County, garnered over 200 public works officials, private sector engineers and guests for their March 26-28 meeting. Participation was at a six year high; a testament to the value of Cities and Counties coming together to discuss joint issues. The Northern California Regional conference held July 23-25 at the PG&E Camp Conery, Lake Almanor, Plumas County continued to provide California's Northern Counties with a venue to discuss issues pertinent to their region. CEAC's 9th Annual Policy Conference held at the CSAC Conference Center, Sacramento County, September 17-18 also received record attendance this year. Over 140 people attended the two-day event that focused on setting CEAC's legislative priorities for the next two-year legislative cycle. Over 100 CEAC registrants and seven sponsors took part in the 120th CSAC Annual Meeting hosted by Orange County at the Disneyland Hotel. In addition to a slate of excellent workshops, we were honored to have NACE President Ramon D. Gavarrete, County Engineer for Highlands County Board of County Commissioners, Florida join us at this year's Annual Meeting.

## Awards

Julie Bueren (Contra Costa County) was presented the CEAC Engineer of the Year award during the CSAC Annual Meeting, while Greg Jones, Santa Cruz County Surveyor earned the CEAC Surveyor of the Year Award. Mike Penrose (Sacramento County) earned the esteemed Buffalo Bull award for his exemplary performance at the CLODS BBQ held in San Jose. Ken Miller (San Bernardino County, retired) received the CHICS award. 2014 marked the year of the inaugural Streets and Roads Project Awards, coordinated by CEAC and the League of Cities. County award winners included Los Angeles County, Butte County and Placer County.



PICTURED ABOVE L TO R:  
2014 CEAC SCHOLARSHIP RECIPIENT, ELIZABETH JACHENS, CHICO STATE UNIVERSITY WITH SCOTT DELEON, LAKE COUNTY; MIKE CRUMP, BUTTE COUNTY; AND CURT HASELTON AND STEWART OAKLEY, CHICO STATE UNIVERSITY.

WHITE ROCK ROAD RIBBON CUTTING, SACRAMENTO COUNTY.

SIDEBAR PICTURE:  
SENATOR HANNAH BETH JACKSON AND CEAC EXECUTIVE COMMITTEE.

PICTURED BELOW:  
CEAC CENTENNIAL RESOLUTION, CALIFORNIA STATE CAPITOL, SACRAMENTO.





Two California county public works directors were recognized as American Public Works Association's "Top Ten Public Works Leaders" in 2014...

### Membership

Raul Rojas replaced the retiring Bob Beaumont as Public Works Director, Marin County and Wade Horton joined San Luis Obispo County after Paavo Ogren left to join a local community services district. Two California county public works directors were recognized as American Public Works Association's "Top Ten Public Works Leaders" in 2014; Kudos to Ken Grehm, Director of Public Works, Placer County and Daniel Woldesenbet, Director of Public Works, Alameda County.

### Outreach

CEAC continued to recognize their Centennial by showing the Centennial video at the Spring Conference, Public Works Secretarial Seminar and the NACE Western Region Conference held in Laughlin, Nevada. The CEAC Facebook page and Twitter feed provided members with an excellent resource for receiving up-to-the minute updates on current events.

### Scholarships

The CEAC Scholarship committee comprised of Steve Kowalewski, Contra Costa County; Scott DeLeon, Lake County; and Vincent Gin, Orange County received 17 scholarship applications. CEAC awarded three \$2,000 scholarships to Elizabeth Jenkins, Chico State University, and Kiana Norgoro and Marco Castanada, both from Fresno State University. ●

PICTURED ABOVE:  
MARTIN LUTHER KING JR. OUTPATIENT  
CENTER, LOS ANGELES COUNTY.

PICTURED BELOW L TO R:  
RAMON GAVARETTE, 2014 NACE PRESIDENT  
ATTENDING CEAC'S FALL CONFERENCE.

MEDICAL CENTER SITE EXCAVATION,  
VENTURA COUNTY.

ARI DECHELLIS AND PUBLIC WORKS STAFF,  
LOS ANGELES COUNTY.







## ON THE HORIZON IN 2015

Under new leadership, it is difficult to make predictions about the 2015 Legislative Session. Assembly Speaker Toni Atkins, from San Diego, is a strong advocate for affordable housing, sustainable communities and addressing poverty among other “human infrastructure” issues such as education and workforce development. Senate President pro Tempore Kevin DeLeon from Los Angeles is also a strong proponent and advocate for higher education as well as a champion on environmental issues, including climate change and its impacts on disadvantaged communities. There is no doubt that water will continue to be at the forefront of the Administration and Legislature’s 2015 agenda as we enter into year four of the drought. We’ll likely see additional Executive Orders from the Governor and a wide array of legislation aimed at modifying and/or restricting behavior and past practices relative to water use across the state. This will be in addition to actions related to allocation of the water bond monies and groundwater legislation clean-up and implementation. CSAC will be actively engaged in these processes.

As for stormwater funding, we are optimistic that legislation to amend Proposition 218 will be introduced to allow fees and charges for stormwater and flood control to be modified the same as fees and charges for water and wastewater. CSAC, relying on technical support from CEAC, will work closely with other interested stakeholders in advocating for the passage of such legislation. In the transportation arena, there have also been legislative policy and budget committee leadership changes. Assembly Member Jim Frazier (D-Oakley) will lead the Assembly Transportation Committee and Senator Jim Beall (D-San Jose) will take the gavel of the Senate Transportation and Housing Committee. Given the laws allowing members of the class of 2012 and future legislators term limits of up to twelve years in a single house, these next leaders could potentially provide longevity that the Capitol hasn’t seen in a couple of decades.

CSAC and CEAC have a monumental challenge ahead in educating a new class of legislators, building relationships with critical transportation decision-makers, and moving transportation infrastructure toward the top of the agenda. CSAC will work with the Legislature, Administration and the California Transportation Commission (also undergoing new leadership as Will Kempton takes over as Executive Director in January 2015) on the exploration of a replacement revenue source for the unsustainable gasoline excise tax. Any replacement is years away, however, so we must also address funding shortfalls with an interim strategy; whether it be an increase in the gas tax, another bond measure, or a surcharge on vehicle registration.

CSAC and CEAC have a monumental challenge ahead in educating a new class of legislators, building relationships with critical transportation decision-makers, and moving transportation infrastructure toward the top of the agenda.

PICTURED ABOVE:  
ELLIS STREET/HIGHWAY 99 OVERCROSSING,  
MADERA COUNTY.

PICTURED BELOW:  
SACRAMENTO INTERNATIONAL AIRPORT  
JET FUEL FACILITY, SACRAMENTO COUNTY.





## ON THE HORIZON IN 2015 (CON'T)

CSAC will continue to advocate for local government eligibility for the other 40-percent of revenues that have been secured for natural resource investments in future budget years, upon annual appropriation of the Legislature.

A significant majority of cap and trade auction revenues were continuously appropriated in the FY 2014-15 state budget, including 20-percent of all future cap and trade auction proceeds for affordable housing and sustainable communities. With the fuels coming under the cap in 2015, auction revenues are expected to grow significantly into the future. CSAC will continue to work with the Strategic Growth Council (charged with implementing the AHSC program) and other state agencies and departments to ensure all counties are eligible to apply for grants and loans under the program and that eligible projects include improvements to the local street and road network that have greenhouse gas (GHG) emissions reductions benefits and provide the right-of-way for active transportation and mass transit. In addition, CSAC will continue to advocate for local government eligibility for the other 40-percent of revenues that have been secured for natural resource investments in future budget years, upon annual appropriation of the Legislature.

Regarding resource recovery and waste management, CEAC will continue to advocate for incentives and opportunities for alternatives to landfills either through the use of conversion technologies or the implementation of Extended Producers Responsibility Programs. In addition, focus will shift from legislative efforts to those concerning the implementation of recent bills signed by the Governor, including the State Organics Management Program. CSAC will continue to engage the Resource Recovery and Waste Management Committee for technical input and expertise. ●

PICTURED ABOVE:  
HIGHWAY 96 ROADCUT,  
SISKIYOU COUNTY.

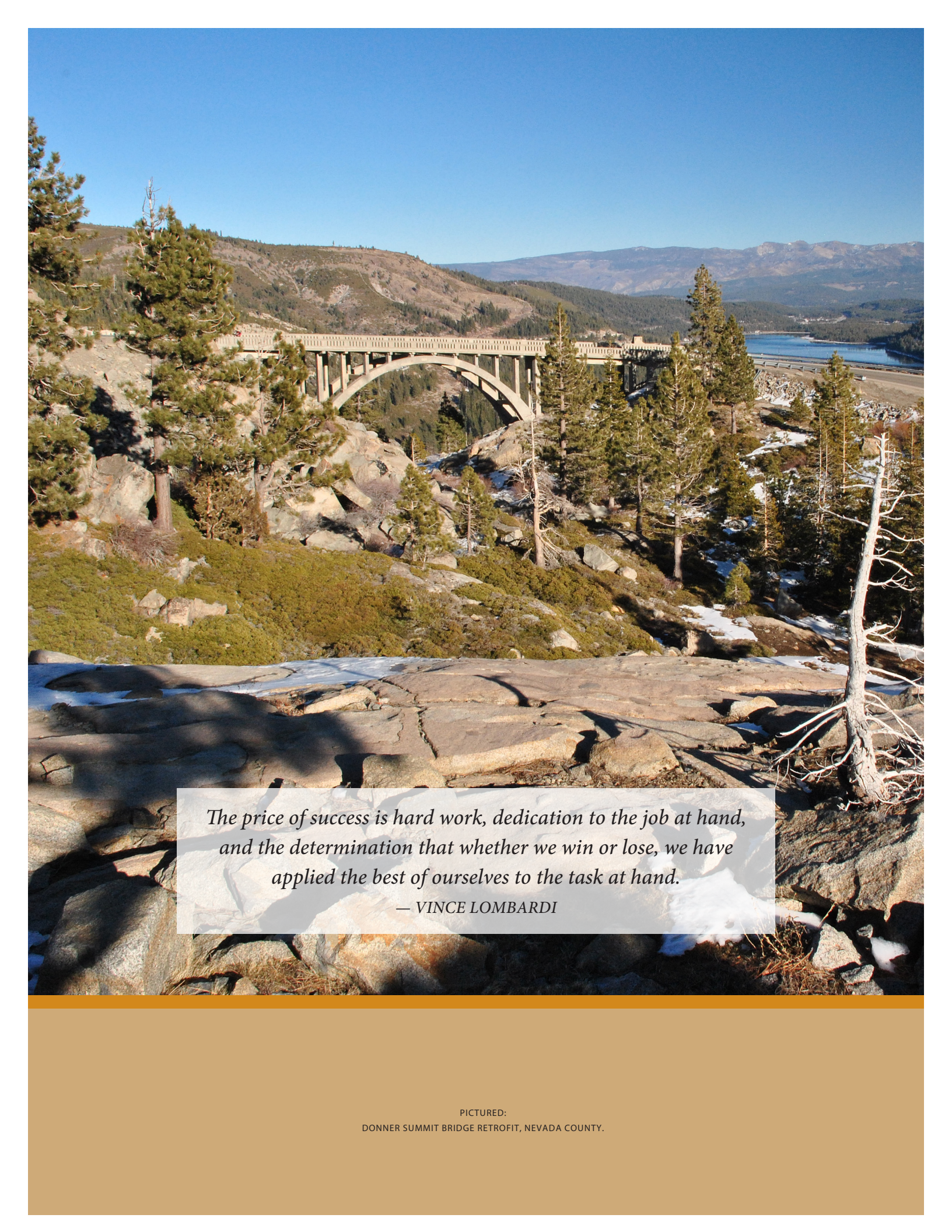
PICTURED BELOW L TO R:  
INAUGURAL AIRSHOW,  
LOS ANGELES COUNTY.

COLBY FIRE CLEANUP,  
LOS ANGELES COUNTY.

POURING PERVIOUS CONCRETE  
AT GOVERNMENT CENTER,  
LOS ANGELES COUNTY.







*The price of success is hard work, dedication to the job at hand,  
and the determination that whether we win or lose, we have  
applied the best of ourselves to the task at hand.*

— VINCE LOMBARDI

PICTURED:  
DONNER SUMMIT BRIDGE RETROFIT, NEVADA COUNTY.





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PICTURED TOP L TO R: SLOPE REPAIR AT MATILLIJA CANYON ROAD, VENTURA COUNTY; PARTRICK ROAD BAILEY BRIDGE CONSTRUCTED AFTER AUGUST EARTHQUAKE, NAPA COUNTY.  
PICTURED BOTTOM: TRINIDAD PIER, HUMBOLDT COUNTY.