



NACE ANNUAL STATE REPORT 2023

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State Annual Meeting/Conferences held at:

- 2023 CEAC Spring Conference with Cal Cities Public Works Officers - March 8- 10, 2023, Universal City, Los Angeles County, CA
- 18th Annual CEAC Policy Conference - August 24-25, 2023, Capital Event Center, City of Sacramento, Sacramento County, CA
- CSAC 129th Annual Meeting - November 14-16, 2023, City of Oakland, Alameda County, CA

Other significant meetings held during the year: CEAC Oversight Committee (subcommittee of the CEAC Board of Directors) meet 8 times throughout the year. Two (2) special CEAC Board of Directors meetings were held in addition to the regularly scheduled CEAC Board of Directors meetings that take place at each conference event. These meetings were scheduled to discuss time sensitive, critical matters to the CEAC membership.

Notable achievements of State Association and/or Individual members:

1. State Association County Engineer of the Year was awarded to Scott McGolpin, Public Works Director, Santa Barbara County.
2. State Association Surveyor of the Year was awarded to Ian Wilson, Alameda County Surveyor.
3. The CHICS Golden Egg was awarded to Fritz Buchman, San Joaquin County.
4. Matt Machado, Santa Cruz County elevated his role in the National Association of County Engineers (NACE) by becoming the new NACE Western Region Vice President.
5. Howard Dashiell, Mendocino County, became the NACE Representative for CEAC.
6. Awarded three \$2,000 scholarships to California Engineering college students.
7. State Association 2022 Outstanding Local Streets and Roads Project Awards were awarded to Stanislaus County for their Hickman Road project, Fresno County for their Lincoln Avenue Cold Central Plan Recycling project, and Tehama County for their Jellys Ferry Road at Sacramento River Bridge Replacement project.

Important Events in which State Association participated during year:

1. Actively worked with the California State Association of Counties (CSAC), local County Supervisors, and State Assembly and Senate members on infrastructure funding, including the Infrastructure Investment and Jobs Act (IDA) and state investments.
2. Six (6) Regional meetings were held throughout the various regions including Bay Area, Central Coast, Northern California, Sacramento Mother Lode, San Joaquin Valley and Southern California regions. These meetings are held throughout the year to discuss regional opportunities and challenges for the counties in the region and often provide appropriate items to be taken up during our statewide conferences.

3. *Continued member participation in multiple state and nationwide committees and programs including:*

- o *Active Transportation Program-Technical Advisory Committee (ATP-TAC)*
- o *California Traffic Control Devices Committee (CTCDC)*
- o *California Statewide Local Streets & Roads (LSR) Needs Assessment Oversight Committee*
- o *Federal Lands Access Program (FLAP) Programming Decisions Committee*
- o *Highway Bridge Program (HBP)*
- o *Highway Safety Improvement Program (HSIP)*
- o *National Association of Counties (NACo) Transportation Steering Committee*
- o *California Uniform Construction Cost Accounting Commission (CUCCAC)*
- o *Strategic Highway Safety Plan (SHSP)*
- o *Transportation Development Act (TDA) Working Group*
- o *Traffic Records Coordinating Committee (TRCC)*

4 While they are events responded to rather than events attended, California continues to respond to climate change events and other challenges facing county engineers and our society in general. CEAC members throughout the state continued response to drought, wildfires, flooding and general disaster response and impacts to our infrastructure. Depending on location in the state, we have members responding to one or more of these events in any given year and the frequency and intensity of these events is increasing.

Issues and topics of particular importance for which action and efforts of State Association were directed during the year:

State Issues

1. Worked with CSAC on SB 125 continues COVID-19 relief programs previously authorized by the Legislature and creates a task force to examine the ways to improve transit and increase ridership in the long term, including reforming the transportation development act.
2. Worked with CSAC on SB 125 limits the California Department of Transportation (Caltrans) from charging self-help counties with countywide sales tax measures dedicated to transportation improvements more than 10 percent for administration indirect cost recovery.
3. Worked with multiple partners commenting on the California Air Resources Board (CARB) regulations for implementation of car, light and medium duty trucks Zero Emission Vehicles (ZEV's). We must develop long-term sustainable implementation of ZEV's for the general public and public agencies fleets.
4. Continued work with CSAC, CAPUC and PG&E related to Rule 20A Undergrounding Tariff Program to find long-term sustainable approach to undergrounding utilities throughout the state.
5. Continued work with multiple partners, including CSAC, Legislative members, and Cal Recycle on implementation of SB 1383 as part of resource recovery and waste management efforts.
6. Worked with CSAC on AB 400, which allows local governments to continue the utilization of existing state law which allows them to use the Design-Build (DB) procurement process for qualifying public works contracts more than \$1 million using either a low bid or best value process. This bill achieves this by extending the existing January 1, 2025 sunset date to January 1, 2031 on the statutory DB authority. The Governor signed this bill into law.
7. Worked with CSAC and other partners on a variety of housing, ADU and transportation legislation to reduce greenhouse gas emissions, provide additional housing and combat homelessness throughout the state.

Issues and topics of particular importance for which action and efforts of the State Association were directed during the year (CONTINUED):

National Issues

1. CEAC, working with CSAC was instrumental in setting formula transportation dollars from the IDA in the state.
2. Engaged CSAC in a series of working groups with key stakeholders for IDA funding held by the California State Transportation Agency (CalSTA). The working group met approximately every three weeks and formed sub-working groups for more detailed in-depth discussions on specific policy areas.
3. Working with our CSAC partners and others on Federal advocacy in several areas important to counties across the state and our nation, including:
 - The Infrastructure Investment and Jobs Act (IIJA) and the American Rescue Plan Act (ARPA) developing strategies to using these funds and maximizing successes from these funds.
 - State, Local, Tribal, and Territorial Fiscal Recovery, Infrastructure, and Disaster Flexibility Act (S.3011/HR.5735) allowing recovery fund recipients to spend funding more effectively.
 - FEMA reform legislation with legislation such as the Fire Suppression Improvement Act (S.4328) and the Post Fire Flooding and Debris Flow Act (S.4327). These bills will help counties address challenges associated with responding to disaster impacts.
 - Housing issues to help deal with homelessness with the Housing for All Act (S.3788) to develop more comprehensive housing solutions in response to homelessness issues throughout the state and nation.
4. CEAC remains a 100% participation state organization with NACE, further showing our state's dedication to partnership and advocacy at a state and national level.
5. CEAC NACE Planning Committee has been meeting to plan an incredibly successful event for the scheduled NACE 2024 Conference taking place in Palm Springs, Riverside County, California April 15-18, 2024.

Ideas/concerns to share with other NACE Members:

1. Disaster Response through FEMA and other agencies before, during and after disaster strikes is an incredibly important issue nationwide. Climate change and the more severe impacts of disasters severely impact our communities and our state and local agencies ability to respond and fund response, repair and recovery efforts.
2. Efficient and effective implementation of IDA is critical to demonstrate to our citizens that we can rebuild our infrastructure and keep our nation competitive in the world economy.
3. Continued political division, most pronounced at the Federal level, makes the likelihood of major federal legislation minimal. Our continued advocacy through our state organizations and NACE is critical to getting issues heard and understood.

Report Submitted by: Panos Kokkas
2023 - 2024 President
County Engineers Association of California (CEAC)
Director of Transportation
Trinity County, California
March 21, 2024