



MAY 2023

May 1, 2023

May 8, 2023

May 15, 2023

May 22, 2023

May 30, 2023

May 1, 2023

The **VOICE** of Construction

INDUSTRY NEWS

May the Fourth (vacancy be filled)

By Dustin Steiner, Vice President Government & Industry Relations

Tomorrow, the San Diego County Board of Supervisors will be considering options for filling the vacancy of the Fourth District Supervisor. As you know, **Supervisor Nathan Fletcher** announced his resignation from the Board of Supervisors effective at 5:00 pm on May 15, 2023. Per the Charter, the remaining Supervisors can appoint, call for a special election, or do both. With a 2-2 split (Dem, Rep) on the Board, it seems highly unlikely there will be an appointment, but the Clerk establishes parameters either way.

According to the [Board Letter](#), a Special Election would be held on Tuesday, August 15, 2023, with a run-off to be held on Tuesday, November 7, 2023, should no candidate receive a majority (50% +1 vote) in August. With at least three candidates announced or likely to announce, it is highly improbable a single candidate will receive a majority, so you can probably mark your calendar for November. The Board has been operating with four votes for several weeks already and while many County decisions are perfunctory and pass unanimously, there are certain budgetary votes that require three or sometimes four votes, meaning there is certainly a strong reason to have five sitting Supervisors. Additionally, as mentioned above, the Board is split along partisan lines, so anything "controversial" will have a difficult time passing.

If history is any indication, it seems likely we are heading for option 3, which would be to appoint a successor until one is determined by special election. In 2022, Sheriff Bill Gore stepped down early and the Board appointed an interim Sheriff until the election of now Sheriff Kelly Martinez. At the time, the Board decided not to consider candidates for the seat for the interim position. I would expect to see a similar decision here.

Last week, **San Diego City Councilmember Monica Montgomery-Steppe** announced her intention to seek the seat by appointment or special election. **Janessa Goldbeck**, who most recently finished fourth in the 2020 primary election for the 53rd Congressional District (now represented by Sara Jacobs), had announced her plans to seek the Fourth District Supervisorial seat at the beginning of the year in anticipation of Supervisor Fletcher leaving early to pursue the State Senate. Even though she is not elected, she

comes in with several high-profile endorsements including San Diego-based Congressmen Levin, Peters, Vargas, and State Senate President Pro Tempore Toni Atkins. It is widely expected that 2022 Republican challenger **Amy Reichert** will also be running.

As for costs, according to the board letter, “If the Board chooses to call a special election to fill the vacancy, anticipated costs could range from \$1.5 million to \$2.6 million per election, for a total cost range of \$3.0 million to \$5.2 million if both a primary and general special election are required. Total costs will depend upon whether the board chooses a Vote Center model (ranging from \$2.1 million to \$2.6 million per election) or all vote-by-mail election (ranging from \$1.5 million to \$2.0 million per election).

The Fourth District includes the communities of Lemon Grove, La Mesa, North Clairemont, Hillcrest, Balboa Park, North Park, Bankers Hill, Old Town, Mission Hills, Normal Heights, University Heights, Oak Park, Webster, Valencia Park, Encanto, Bay Terraces, Paradise Hills, Skyline, Kearny Mesa, Clairemont Mesa, Linda Vista, Birdland, Serra Mesa, Civita, portions of Grantville, City Heights, Rolando, Azalea Park, Chollas Creek, Rolando Park, Kensington, Talmadge, Mid-City, Montezuma Mesa, SDSU Mission Valley, Crest-Dehesa, Spring Valley, Casa de Oro, Mt. Helix, and Rancho San Diego.”

One last thing of note, even though Supervisor Fletcher has announced his intention to resign, he has not actually done so yet. Should he decide, post-rehab, not to resign, the only recourse would be to stage a recall, which is a tedious and expensive process. Neither the Board nor the voters have the ability to force an immediate resignation.

America’s “Infrastructure Decade”

By Mike McManus, Director of Engineering Construction & Industry Relations

Between the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA), the 117th Congress invested \$1.25 trillion across the transportation, energy, water resources, and broadband sectors for the next five to 10 years. It’s now the Biden administration’s responsibility to get that historic amount of money out the door—yet the bulk of it still sits in federal coffers or unrealized tax credits on the balance sheet.

Nor will implementation outside Washington be easy. Leaders in state and local governments, utilities, and qualifying industries will confront a range of challenging economic conditions to put all that federal money to work. Significant price inflation in the construction sector, the growing cost of municipal debt, a tight labor market, and a general downturn in state and local government revenues could all limit how many projects move from planning to physical construction. Communities and companies may need to right-size their infrastructure ambitions for those volatile economic realities.

Unsurprisingly, the energy sector is the IRA’s biggest beneficiary. It is estimated that energy-focused programs will receive \$276 billion over 10 years under the law, with most funding delivered via tax credits the Congressional Budget Office (CBO) scores at \$221 billion. The IRA intends to clean up our energy systems by investing across the entire value chain, including the construction of clean energy facilities and manufacturing of similar equipment (\$114.5 billion); the generation of clean electricity, and research into cleaner fuels (\$105.5 billion); and incentivizing more energy efficiency through building retrofits (\$51.4 billion).

The other major winners are environmental programs that don't fit neatly into traditional infrastructure categories but still focus on emissions reductions or environmental resilience. The largest example is the \$27 billion appropriated to the Environmental Protection Agency (EPA) to launch a Greenhouse Gas Reduction Fund, which includes two financing pots and a competitive grant program that intends to catalyze investments in qualifying emissions-reduction technologies.

The bulk of the transportation program, however, is more climate-agnostic. Most spending is on roads and thus continues to incentivize driving—particularly the \$240 billion Federal-Aid Highway Program and a \$27 billion formula program for bridges. Both programs give states and some localities wide latitude to determine how they invest in highways and local-serving roads.

It took decades for Congress to deliver a comprehensive infrastructure bill and a robust response to climate change. Yet in a twist of fate, both landed during one of the most unusual macroeconomic environments in recent history, with historically low unemployment combined with high inflation. Now, all levels of government and the private sector must confront a set of industrial, fiscal, and labor market challenges that threaten the impact of the new laws.

First, the construction sector is dealing with eye-popping price inflation, especially for input goods. Two infrastructure-specific commodity indexes within the Producer Price Index (PPI)—which count material inputs in the roadway industry and the energy and communications industries—are both up about 25% from January 2021 to December 2022. Higher-priced projects thus threaten to devour—or significantly offset—the intended impact of the major funding increases Congress approved in these new laws.

Meanwhile, higher interest rates are making debt—a major source of infrastructure investment—more expensive, restricting one path to adjusting for higher project costs and sagging public revenues. The basics are simple: As the Federal Reserve raises the federal funds rate to respond to inflation, borrowing costs rise for entities issuing almost all kinds of debt, including bonds to finance infrastructure.

Finally, among the key economic challenges, there's a tight labor market and a missing talent pipeline of new workers—including the hundreds of thousands of people needed to replace those expected to leave the infrastructure workforce.

There isn't a ready supply of qualified workers to handle a major increase in infrastructure projects.

When it comes to infrastructure, the era of big government isn't over—it's just getting started.

Most of the \$1.25 trillion in infrastructure spending approved by Congress and signed into law by President Biden is still sitting in the federal government's bank account, waiting to strengthen and modernize the country's economy and communities. Yet even at this early stage, governments and their industry partners have precious little time to implement their infrastructure plans. And achieving their goals won't be easy—any one of multiple challenging economic conditions could limit the number of projects that get completed.

President Biden has framed the next 10 years as [America's "infrastructure decade."](#) The chances of it being remembered that way may well be decided in the coming year, and there's no time to lose.

MEMBER NEWS & EVENTS



Join us on June 15 for a San Diego Padres Game!

300 tickets are now SOLD! Are you in?

AGC invites members to [REGISTER NOW](#) for the Annual Baseball Bash!

We'll be back on the rooftop of the Western Metal Building. Join us at this amazing venue, with views of downtown San Diego and Petco Park and plenty of space to mix/mingle and party.

RAFFLE PRIZES NEEDED - The "Baseball Bash" Committee is looking for some fun raffle prize donations. Information is available on the registration form

On June 15, the San Diego Padres will play the Cleveland Guardians, game starts at 5:40 p.m.

We are pleased to welcome back our All-Star Title Sponsors for this fun event:



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Registration includes your ticket to the game, food, ballpark snacks, and cold beverages.

- Gates open at 4:10 p.m.
- Registration begins at 4:15 p.m.
- Game time is 5:40 p.m.
- Food served 4:40 p.m. – 6:40 p.m.



- Ballpark snacks will be served in the 3rd inning. Drinks from 4:40 p.m. until the bottom of the 7th inning.
- *Cash bar in our area for those that want to order wine or cocktails.*

Pre-order Raffle Tickets for an Opportunity to Throw out the First Pitch!

An opportunity to throw out the first pitch of the ballgame is back! Imagine yourself on the mound of this great ballpark, winding up, and letting loose your best fastball. To get in on this rare opportunity, you have to pre-order your raffle tickets online or the registration form linked below.

Your registration and raffle ticket order has to be completed by May 15 to be eligible. The winner of the first pitch drawing will be notified by May 31.

Also, we must note that everyone can order raffle tickets, *but participants in the "First Pitch Drawing" must be physically able to perform the act of throwing out the first pitch.* It doesn't have to be perfect, but the winner will be notified of how best to prepare themselves for this great opportunity.

REGISTER NOW

This is a members-only event!

Contact Rae Krushensky at raek@agcsd.org with any questions.

GIVING BACK



THIS SATURDAY! There is still time to register for Walk for Animals on May 6

Join AGC members and their families in this fun, family, dog event to support the programs and efforts of the San Diego Humane Society.

[REGISTRATION](#)



Senior Smoke Alarm Project - Volunteers Needed - Saturday, June 24

AGC has partnered with the **Burn Institute** to install smoke alarms and carbon monoxide detectors at a senior mobile home park in Escondido, Saturday, June 24 from 8:30 AM to 1:00 PM.

[FLYER](#)



ANNOUNCING....AGC CONSTRUCTION INDUSTRY-WIDE BLOOD DRIVE - JULY 11-14

Since 2011, AGC has hosted a construction industry-wide summer Blood Drive to replenish the low blood supply during this crucial time of year.

AGC member hosts, throughout the County, partake in the Blood Drive and we are **NOW** calling all **blood donor to schedule their appointments today.**

[FLYER](#)
[AGC WEBSITE with more info](#)

Please roll up your sleeves to donate blood to help save a life!



SOLD OUT! AGC/EGCC Golf Classic- June 5 at The Heights Golf Club

Golf foursomes are sold out...please contact [Rae Krushensky](#) if you would like to be added to a waiting list.

Thank you to our Title Sponsors: **RDO Equipment Company** and **Vulcan Materials Company.**



Thank you [Ferguson Waterworks](#), as the Cart Sponsor, and thank you to [Finch, Thornton & Baird, LLP](#) for sponsoring the Hodad's Lunch.

SPONSORSHIP OPPORTUNITIES STILL AVAILABLE

[CLICK HERE](#) for Sponsor Form with more information on all the opportunities.

Please contact Rae Krushensky at the AGC with any questions: raek@agcsd.org



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11:30AM - 1:00PM

Mark Your Calendars

UPCOMING EVENTS



- May 6, 2023 - [Walk for Animals](#) - Liberty Station
- June 5, 2023 - [AGC/EGCC Spring Golf Classic](#) - The Heights Golf Club
- July 11-14, 2023 - [AGC Blood Drive](#) - Member Hosts' Locations
- Sept. TBD 2023 - **Meet Your GC Corn Hole Tournament**
- Nov. 14, 2023 - **Build San Diego Awards Luncheon** ("*Call for Entries*" due - August 31)

COMMITTEE MEETINGS

MAY COMMITTEE MEETINGS

- May 3 - 7:00 AM - **Safety Committee** @ Lakeside
- May 17 - 7:30 AM - **Build & Serve Charitable Alliance** @ Foley & Lardner
- May 18 - NOON - **Meetings & Events** @ Lakeside
- May 19 - 11:00 AM - **Technology Committee** @ Lakeside
- May 22 - 10:15 AM - **NAVFAC** @ Lakeside
- May 23 - NOON - **Affiliate Council** @ Lakeside
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[Committee Meeting
Calendar](#)

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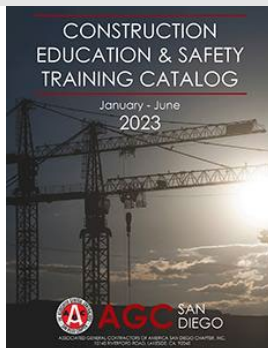
EDUCATION / SAFETY TRAINING

Classes are held at our **Ferris Square** location in Sorrento Valley, or our **Lakeside** location, in addition to **online** or **offsite**, as noted below.

MAY CLASSES

- May 2 - **Stormwater Online QSP Forum** (Online)
- May 3 - **Bluebeam Basics Software Training** (Lakeside)
- May 4 - **CPR First Aid Training** (Lakeside)
- May 4 - **MS Project 2016 Intro** (online)
- May 8 - **12 NAVFAC Fall Protection 40-Hour CPT** (Ferris)
- May 8 - **Fall Protection Competent Person Retraining** (Ferris)
- May 10 & 11 - **CQM-C Certification** (online)
- May 11 - **Silica CPT** (Lakeside)
- May 12 - **Traffic Control Technician & Flagger Training** (Lakeside)
- May 12 - **MS Excel Beginner** (Offsite Computer Lab)
- May 15 - **17 Fall Protection 24-Hour CPT** (Ferris)
- May 16 - **Construction Law: Warranty Defects, and Property Damage**(Lakeside)
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[Becca Schaffer](#), 619-592-4533

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Please contact [Eddie Sprecco](#) or [Dustin Steiner](#) with your comments, or with information that should be conveyed to the industry through this service. Well over 3,000 individuals employed by AGC member firms are part of this system.

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May 8, 2023

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INDUSTRY NEWS



AGC Goes to Sacramento

By Dustin Steiner, Vice President Government & Industry Relations

Last week, dozens of AGC California and AGC San Diego members flew into the state capital to meet with legislators, collaborate with colleagues, and make our voices heard at the highest level of California government.

The Capitol Building is under construction (yay!), so the legislators and their staff have all moved to what is affectionately called the swing space. It is a brand-new building about a block from the Capitol itself, which aside from the majesty of being in the actual Capitol, is much more befitting of the legislature. Aside from actually “fitting” lawmakers and staff (the Capitol Building is notoriously small, especially if you make the Speaker mad), there are plenty of open shared spaces where staff can meet and mingle, which is far better than the hallway meetings of years past. At some point, they are supposed to return to the Capitol, but there was definitely a generational gap here with the younger staffers preferring this new space, and the older ones sticking with the traditional model.

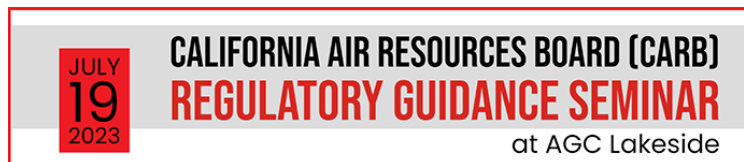
Our San Diego group met with staff from (new) State Senator Steve Padilla, Assemblymember Chris Ward, and Assemblymember David Alvarez. We highlighted the importance of protecting infrastructure funding in light of the dearth of gas tax revenue with the push to electric cars, expanding collaborative delivery methods such as progressive

design-bid-build, and roadway safety. We also discussed our concerns with just about everything coming out of the California Air Resources Board (CARB). All-in-all, AGC members met with over 30 different legislative offices. We also had the unique opportunity to visit the Assembly Floor and hear some of the history while sitting at the 150-year-old desks!

Earlier this year, AGC members met with our legislative advocate, Felipe Fuentes, to establish our industry priorities and this was our opportunity to share those with our lawmakers. In the Fall, we will do a retrospective meeting and see what we accomplished, either by helping to pass, amending, or defeating. There is always work to be done with those in power and I encourage you to join us by getting involved with the Government Relations Committee and/or the Political Action Committee (PAC).

Speaking of the PAC, we officially have a Special Election in the Fourth Supervisorial District, as the Board of Supervisors rejected the appointment option unanimously. *Your* AGC PAC will soon be holding interviews with those interested in the seat. The election is set for August 15, with a run-off in November if no candidate receives a majority of the votes.

To view our legislative priorities one-pager, [click here](#).



SAVE THE DATE: CARB Regulatory Guidance Seminar in July

By Mike McManus, Director of Engineering Construction & Industry Relations

After seven hours of public comment on Thursday, April 29, and two and a half hours of board deliberations on the next day, Friday, April 30, the California Air Resources Board (CARB) approved the Advanced Clean Fleets rule. This rule applies to companies with \$50 million in annual gross revenue and one truck, OR companies with 50 or more trucks. Or companies that dispatch fleets. It applies to diesel trucks with a Gross Vehicle Weight Rating of 8500 pounds or greater.

It will affect many construction companies, but also a vast swath of our economy as almost all goods are carried by truck. The Construction Industry Air Quality Coalition working with other business associations stopped CARB from lowering the truck threshold from 50 to 10 trucks. In addition, there are some provisions added to allow for exemptions for specialty trucks. There are also provisions for extensions of time if the local utility cannot provide the power infrastructure for charging stations or in cases of unavailability of an equivalent zero-emission truck.

There are two compliance pathway options. One begins as early as January 1, 2024. The second begins in 2027.

CARB also noted that there are many uncertainties about the availability of trucks, the availability of public charging stations, and the early timelines set for compliance. They have asked staff to report back regularly on the progress of implementation and to bring back a thorough review of the rule in 2028. A requirement that the construction industry pushed vigorously for.

CARB staff will also begin preparing a new rule for the 1.2 million trucks, in fleets under 50 vehicles unaffected by this fleet rule.

AGC San Diego will be hosting a seminar on July 19 covering what you need to know about the Advanced Clean Fleets Rule and the updated Offroad in Use Diesel Regulations. **Sean Edgar** of **Clean Fleets** will be facilitating this Seminar / Forum. Clean Fleets is an environmental engineering company from Sacramento with proven results for diesel equipment and truck owners.

The seminar will include information on:

Off-Road Diesel Regulations

- History of regulations over the last ten years
- Compliance record for the industry
- Industry cost estimates to this point
- Useful life definition
- Timelines for operational bans of Tier 0,1,2,3 and 4 interim
 - Large / Medium Fleets
 - Small Fleets
- Carryover credits
- Other industries where older engines will still be allowed.
- Final Fleet Average
- Ban on new purchases of Tier 3 and Tier 4 interim.
- Tier 5 availability
- Low Use changes
- Mandatory Renewable Fuel
- Mandate to require certificates of compliance from subcontractors on all projects.
- Compliance resources
- Exemptions/time extensions

On-Road / Advanced Clean Fleets

- History of on-road regulations
- Costs of compliance to date
- High-priority and Federal fleets/regulated vehicles
- Minimum useful life/mileage threshold for Internal Combustion Engines
- ZEV Fleet Milestones (High Priority and Federal Fleets)
- Exemptions and delay extensions
- Site electrification Requirements
- Exempt Vehicles / Fleets
- Compliance Resources
- Reporting Requirements

Time of Event: 9:30 a.m. – 3:00 p.m.

- Lunch Provided

Cost: AGC Members \$50.00 | Non-Members \$150

[REGISTER](#)

MEMBER NEWS & EVENTS



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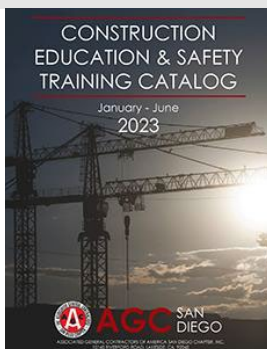
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INDUSTRY NEWS

NAVFAC and FedCon

By Dustin Steiner, Vice President Government & Industry Relations

Calling all federal contractors! One week from today, Monday, May 22, at 10:15 a.m., please join us for a lively discussion with NAVFAC Southwest Commanding Officer Captain Laurie Scott and his team. We have several topics of interest raised by *you the contractor*, including President Biden's recent Executive Order 14063 mandating discriminatory Project Labor Agreements on Federal projects and material price escalation and supply chain disruptions. This meeting is *in-person* at AGC Headquarters in Lakeside. You do not want to miss it! Please RSVP by clicking [here](#).

Also, it's not too late to register for AGC of America's Federal Contractors Conference or FedCon. This marquee event features prominent speakers from the federal agencies you work with – NAVFAC, Army Corps, General Services Administration, and more. There will also be a special reception at the AGC Capitol Hill Townhouse! To view the full agenda, click [here](#). To register or see additional information, click [here](#).

Hope to see you next Monday in Lakeside and in June in D.C.!

How's Buy America Going?

By Mike McManus, Director of Engineering Construction & Industry Relations

AGC and the American Road and Transportation Building Association (ARTBA) have teamed up on a Buy America survey we hope you—a transportation construction industry member—will complete to help the Biden administration understand the impacts of the expanded Buy America requirements.

AGC of America and ARTBA are collaborating on a [survey](#) to address ongoing issues with new Buy America requirements and implementation. We need your input to ensure that the new rules do not create burdensome requirements that increase costs, delay projects, and create more liabilities for contractors working to improve America's infrastructure.

As federal officials continue requesting any available information and data on the potential impacts of new Buy America rules, your responses to this survey will help shape how and when future regulations are implemented.

Please take a few minutes to answer the 15-question survey by clicking [HERE](#). Your responses to this survey will be confidential (unless you choose to identify yourself) and included in AGC's communication with federal agencies.

The survey will close on Thursday, May 18 at 5 P.M. Eastern.

If you would like to learn more about Buy America requirements, along with the recently proposed guidance, click [HERE](#) to view a document highlighting the changes.

MEMBER NEWS & EVENTS



Baseball Bash Now Sold Out!

RAFFLE PRIZES NEEDED... Get your company's name out in front... the "Baseball Bash" Committee is looking for some fun raffle prize donations.

We are pleased to welcome back our All-Star Title Sponsors for this fun event:



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Contact Rae Krushensky at raek@agcsd.org with any questions.

WELCOME NEW MEMBERS

The AGC Board of Directors and AGC staff would like to welcome the following new members to the association:

[AI Construction & Engineering](#) - General Contractor

[Arce Custom Cabinets, Inc.](#) - Contractor

[Nu-CraftTech Solutions](#) - Specialty

[Vicalic Company](#) - Affiliate

AGC's Motto: *"It's Good Business to do Business with AGC Members."*

GIVING BACK



Senior Smoke Alarm Project - Volunteers Needed - Saturday, June 24

AGC has partnered with the **Burn Institute** to install smoke alarms and carbon monoxide detectors at a senior mobile home park in Escondido, Saturday, June 24 from 8:30 AM to 1:00 PM.

For more information, please contact [Marcy Knopman](#) (619) 592-4537.

[FLYER](#)



AGC CONSTRUCTION INDUSTRY BLOOD DRIVE - JULY 11-14

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ONE PINT = 3 LIVES SAVED!

[FLYER](#)

[AGC WEBSITE with more info](#)



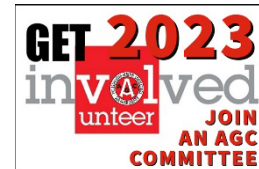


June 5, 2023 - **AGC/EGCC Spring Golf Classic** - The Heights Golf Club **SOLD OUT!**
June 15, 2023 - **Baseball Bash** - **SOLD OUT!**
July 11-14, 2023 - **AGC Blood Drive** - Members' Locations throughout the County
Sept. TBD 2023 - **Meet Your GC Cornhole Tournament**
Nov. 14, 2023 - **Build San Diego Awards Luncheon** ("*Call for Entries*" due - August 31)

COMMITTEE MEETINGS

MAY COMMITTEE MEETINGS

May 17 - 7:30 AM - **Build & Serve Charitable Alliance** - Virtual
May 18 - NOON – **Meetings & Events @ Lakeside**
May 19 - 11:00 AM - **Technology Committee** - Virtual
May 22 - 10:15 AM – **NAVFAC @ Lakeside**
May 23 - NOON - **Affiliate Council @ Lakeside**
May 25 - 9:00 AM – **Union Signatory Contractors Committee @ Lakeside**



[Committee Meeting Calendar](#)

[Get Involved - Join a Committee](#)

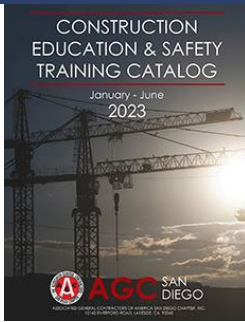
EDUCATION / SAFETY TRAINING

Classes are held at our **Ferris Square** location in Sorrento Valley, or our **Lakeside** location, in addition to **online** or **offsite**, as noted below.

MAY CLASSES

May 16 - **MS Project 2016 Advanced** (online training)
May 17- **Project Engineer Bootcamp** (Lakeside)
May 17- **Quickbooks for Beginners** (Offsite Computer Lab)
May 19 - **MS Excel Intermediate** (Offsite Computer Lab)
May 22 - **25 OSHA 30 Hour for Construction** (Lakeside)
May 22 - **Qualified Rigger & Signal Person** (Lakeside)
May 22 & 23 - **CQM-C Certification**(Online)
May 23 - 25 **NAVFAC Confined Space 24-Hour CPT** (Ferris)
May 24 - **Quickbooks Advanced** (Offsite Computer Lab)
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2023 schedule for **AGC EDGE** Virtual Courses. Make sure to mark AGC San Diego for referral chapter.



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January 2023 - June 2023
Education & Safety Training Catalog

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[Becca Schaffer](mailto:Becca.Schaffer@agcsd.org), 619-592-4533

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10140 Riverford Road
Lakeside, CA 92040
(858) 558-7444
[DIRECTIONS](#)



AGC Government Affairs Office & Fall Protection Training Campus
6212 Ferris Square
San Diego, CA 92121
2nd floor
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Please contact [Eddie Sprecco](mailto:Eddie.Sprecco@agcsd.org) or [Dustin Steiner](mailto:Dustin.Steiner@agcsd.org) with your comments, or with information that should be conveyed to the industry through this service. Well over 3,000 individuals employed by AGC member firms are part of this system.

[Visit agcsd.org](http://www.agcsd.org)

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10140 Riverford Road, Lakeside, CA 92040

May 22, 2023

The **VOICE** of Construction

INDUSTRY NEWS

Go Fourth and Make an ImPACT

By Dustin Steiner, Vice President Government & Industry Relations

Last Monday, after six weeks largely spent out of the public eye, former Assemblyman turned Supervisor **Nathan Fletcher** officially resigned from the San Diego County Board of Supervisors. Earlier this month, the remaining Supervisors called for a Special Election to be held on Tuesday, August 15, 2023, with a run-off on Tuesday, November 7, 2023, should no candidate receive a majority (50% +1 vote) in August. With at least three candidates announced, it is highly improbable a single candidate will receive a majority, so you can probably mark your calendar for November.

Our **Political Action Committee** (PAC) has invited (and confirmed) **ALL THREE** announced candidates to interview and share their vision for the County of San Diego and Fourth District. Please join us on **May 31** at noon for lunch and to meet and hear from the candidates themselves. You must be a PAC member in good standing to vote on PAC matters and RSVPs will be strictly enforced to ensure the integrity of our process. Please [e-mail Robin](#) to RSVP, to join the PAC, or inquire about your current status.

Janessa Goldbeck was the first out of the gates and has been running since the beginning of the year (previously banking on Fletcher vacating the seat for higher office). Even though she has never been elected, she comes in with several high-profile endorsements including San Diego-based Congressmen Levin, Peters, and Vargas and State Senate President Pro Tem Toni Atkins. San Diego City Councilmember **Monica Montgomery Steppe** announced her plans to run a few weeks ago, shortly before the Board voted on a Special. The endorsement section on her webpage is still under construction. Last week, 2022 Republican challenger **Amy Reichert** officially launched her anticipated campaign. Her campaign page is largely unchanged since the fall and does not currently list endorsers.

For more information on the candidates and their campaigns, please see below:

Janessa Goldbeck

<https://www.janessagoldbeck.com>

San Diego Council President Pro Tem Monica Montgomery Steppe

<https://www.monica4sandiego.com>

Amy Reichert

City Project Streamlining - Making a Difference?

By Mike McManus, Director of Engineering Construction & Industry Relations

Last fall it was said, at the San Diego City Council, that infrastructure projects in San Diego would be built several months faster, and cost a bit less, under a proposed package of reforms that aimed to streamline projects by eliminating bureaucratic approvals and softening restrictions on consultants and contractors.

The cost of a project is now much higher for City Council approval to be required, far fewer cost increases for projects would require council approval, and consultants could work on more projects and accumulate more fees without an okay from the council. The package of changes, approved last fall, would also boost transparency by providing the public with more information about which firms complete city work and how much they receive cumulatively. The changes would also require city officials to provide nearby residents with more information about upcoming projects, including more precise timelines and potential impacts on local noise and traffic.

City officials estimated that a typical project would be completed four to six months faster under the package of reforms. The cost would also be lower because city staff could spend less time preparing proposals for council approval, freeing them up to work on other projects. Is that happening? According to AGC members, it is too early to tell, but there are some modest improvements they are seeing.

The streamlining effort by the city comes with San Diego's spending on infrastructure projects sharply on the rise — and expected to keep rising in coming years with a large influx of federal money anticipated under the \$1 trillion infrastructure law President Biden approved in late 2021.

The city also faces a \$4 billion backlog of crucial infrastructure projects, partly because much of the infrastructure built during a city growth spurt in the 1950s and 1960s is reaching the end of its expected lifespan. And the backlog — the gap between estimated infrastructure needs over the next five years and the funding available for them — excludes possible expansion of the waterfront convention center and revamping facilities that might be vulnerable to sea-level rise.

San Diego's annual spending on infrastructure has risen from \$363 million in the fiscal year 2012 to \$542.5 million in the fiscal year 2022, which ended June 30. Partly because of the construction of the city's Pure Water sewage purification system, infrastructure spending over the next five years is expected to be \$4.12 billion. And Mayor Todd Gloria's staff said annual spending could surpass \$1 billion with more federal dollars.

AGC believes it's important for San Diego to be nimble and adapt well to the increased infrastructure spending. The proposed changes, which are long overdue, will help make that happen. Delivering the quality infrastructure improvements that our communities deserve is a top priority for AGC and the construction industry. The city hasn't updated, since 2012, the cost thresholds for project approvals and consulting contracts that require approval from the council.

The staff proposed for construction contracts; to increase the mayor's authority to approve change orders up to 1 million for large contracts, authorize the mayor to award utility undergrounding contracts, increase the mayor's authority to add work to job order

contracts, and allow the mayor to execute Caltrans cooperative agreements. The proposal would also raise the threshold for council approval of a consulting contract from \$1 million to \$3 million. City staff says that increase makes sense because the average cost of a consulting contract has risen from \$650,000 in 2015 to \$2.5 million today.

Other changes include raising the cumulative limit on fees a consultant can receive in a particular year, without council approval, from \$1 million to \$5 million.

AGC members are in discussions with City staff to accelerate the delivery of paving projects and to find ways to increase the actual participation of small and local businesses in the construction of City projects. Since relatively few certified small and local businesses provide key subcontractor services, for most prime contractors, those small firms tend to affect the critical path and therefore the completion of City projects.

MEMBER NEWS & EVENTS



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[AGC WEBSITE with more info](#)

Upcoming Projects: Save the Dates:

[Coastal Cleanup Day - Sept. 23](#) Registrations open Sept 1, 2023.

Join the 39th Annual Coastal Cleanup Day on Saturday, September 23 from 9 AM - 12 PM and help us protect our oceans from litter and debris!

October - Electronics Drive benefitting Computers 2 Kids

The advertisement shows a mechanic in a black shirt and a customer in a white shirt at a service counter. A red starburst graphic contains the text "OIL SPECIAL 15% OFF". Below the image, the text reads "SPECIAL OFFER ON CAT DEO-ULS™ 15W-40". At the bottom, there are two buttons: "LEARN MORE" and "HAWTHORNE CAT".

The advertisement features a profile shot of a man in a suit. The text "IF IT'S LEGAL RESULTS YOU'RE LOOKING FOR, LOOK HERE." is positioned at the top. At the bottom, the firm's name "FINCH • THORNTON • BAIRD™" and "ATTORNEYS AT LAW" are displayed on a blue background.

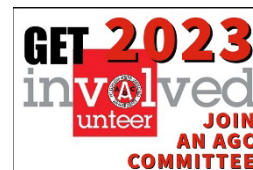


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- Sept. 21 or 22, 2023 - **Meet Your GC Cornhole Tournament**
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- Oct. 9 - **Fall Golf @ CCRB**
- Oct. 19 - **CLC Car Show & Mixer**
- Oct. 2-31 - **Electronics Drive** hosted by *Build & Serve Committee*
- Nov. 14, 2023 - **Build San Diego Awards Luncheon** ("*Call for Entries*" due - August 31)
- Dec. 2 - **Holiday Dinner Dance**

COMMITTEE MEETINGS

MAY COMMITTEE MEETINGS

- May 23 - NOON - **Affiliate Council @ Lakeside**
- May 31 - NOON - **PAC Meeting - [RSVP to Robin Scott](#)**



JUNE COMMITTEE MEETINGS

- June 1 - 9:00 AM - **Union Signatory Committee Meeting**
- June 7 - 7:00 AM - **Safety Committee @ Lakeside**
- June 7 - 11:30 AM - **HR Practices Committee @ Lakeside**
- June 8 - 1:30 PM - **SDUSD Liaison – TBA**
- June 9 - 7:30 AM - **Caltrans/SANDAG – Virtual**
- June 21 - 11:30 AM - **Workforce Development Committee @ Lakeside**
- June 22 - 11:30 AM - **Specialty Contractors Council @ Lakeside**
- June 27 - 10:00 AM - **City of San Diego @ Lakeside**

[Committee Meeting Calendar](#)

[Get Involved - Join a Committee](#)

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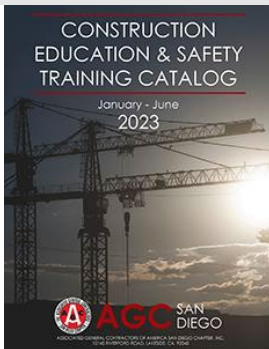
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- May 23 - 25 **NAVFAC Confined Space 24-Hour CPT** (Ferris)
- May 24 - **Quickbooks Advanced** (Offsite Computer Lab)
- May 25 - **Project Management Bootcamp** (Lakeside)
- May 26 - **MS Excel Advanced** (Offsite Computer Lab)
- May 31 - **Project Foreman & Superintendent Bootcamp** (Lakeside)

JUNE CLASSES

June 1 & 2 - **OSHA 10-Hour for Construction**
June 1 - **CPR First Aid Training**
June 1 - **Quickbooks for Beginners**
June 5 - 7 - **Fall Protection 24-Hour CPT for EM 385-1-1 (5 Seats Open)**
June 6 - **MS Excel Beginner Training**
June 7 & 8 - **Blueprint Reading Training (only 4 seats open)**
June 8 - **Confined Space**
June 8 - **Quickbooks Advanced**
June 8 - **MS Project Intermediate (Virtual Training)**
June 8 - **Trenching & Excavation**
June 12 - **Fall Protection Competent Person Retraining/Refresher**
June 13 - **Stormwater Seminar: 2022 CGP Permit Requirements**
June 13 - **MS Excel Intermediate**
June 13 - 16 - **Frame & System Scaffold 24-Hour CPT**
June 14 - **Prevailing Wage Compliance Training (No virtual option)**
June 14 & 15 - **USACE CQM-C Certification**
June 19 - 21 - **Fall Protection 24-Hour CPT**
June 20 - **MS Excel Advanced**
June 20 - **MS Project Advanced**
June 20 - **Traffic Control Technician & Flagger -**
June 20 - **Construction Law Update and Year in Review**
June 26 - **Fall Protection 8-Hour CPT**
June 28 & 29 - **USACE CQM-C Certification**

2023 schedule for [AGC EDGE](#) Virtual Courses. Make sure to mark *AGC San Diego* for referral chapter.



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May 30, 2023

The VOICE of Construction



INDUSTRY NEWS

Failure to Launch

By Dustin Steiner, Vice President Government & Industry Relations

Just over a week ago, amid a sea of hard hats, Governor Newsom announced an audacious plan to “streamline” projects and “unleash” construction across the State. In association with the historic federal investment of the Infrastructure Investment and Jobs Act (IIJA), the Governor issued an [Executive Order](#) creating an “Infrastructure Strike Team” and outlined a series of 11 bills he urged the Legislature to include as so-called budget trailer bills before the June 15 deadline. These bills primarily focus on climate-friendly construction such as clean energy, water, and transportation across the state. But, at the heart, the Governor is taking aim at the decades-old California Environmental Quality Act (CEQA).

As we have [opined in this column before](#), I believe that some legal reform within CEQA would help curb lawsuit abuse that stalls projects for years or kills them outright. Essentially, the Governor’s plan is to limit CEQA lawsuits against certain climate-friendly projects from lingering beyond 9 months. We have seen this work to expedite stadiums, for example, a point the Governor specifically mentioned *“I love sports...But I also love roads. I love transit. I love bridges. And I love clean energy projects like the one we’re seeing here. It’s not just about stadiums. And we’ve proven we can get it done for stadiums. So why the hell can’t we translate that to all these other projects?”*

Well, we were given an answer on Friday – the Legislature said no. Specifically, the (State) Senate Budget Committee, which unanimously (3-0) and bipartisan-ly (2+1) decided this package was too much to handle at the “last minute.” There is still hope as the State Senators expressed support for the concept of cutting “green tape” as State Senator Josh Becker called it. While there is reason to remain optimistic, there is also no question there will be stiff opposition to this type of bold action. *“This is moving in the wrong direction for protections for the environment,”* said Deirdre Des Jardins, director of California Water Research.

We applauded Rep. Scott Peters for attempting to speed up federal permitting by starting the conversation about possible reforms to the National Environmental Policy Act (NEPA) and we similarly commend the Governor for his efforts on CEQA here.

Noting that we have a lot to do and a lot of money on the table, Newsom said “The question is, are we going to screw it up by being consumed by paralysis and process? We’re here to assert a different paradigm, to commit ourselves to results.”

Let’s get to work.

For more information, including some of the quotes cited above, please visit:

[Permit us, if you will ... - POLITICO](#)

[Newsom unveils plan to speed up infrastructure in California - Los Angeles Times \(latimes.com\)](#)

[California Democrats sideline Newsom CEQA plan - CalMatters](#)

Federal Environmental Law Hobbles Infrastructure Projects

By Mike McManus, Director of Engineering Construction & Industry Relations

Taxpayers today are being asked to invest billions of dollars to upgrade aging infrastructure and replace it with new, greener technologies and energy sources. This investment would stimulate growth in our economy, provide fiscal stimulus, and create real growth in jobs and tax revenue. Yet, for federally funded infrastructure projects a permitting logjam is stalling this growth: decades-old environmental and permitting rules needlessly add years and billions of dollars to the cost of those upgrades.

A quiet transformation is barely underway to change our aging infrastructure. It includes using renewable energy to generate electricity. New bio-derived fuels are already available and fleet electrification is being mandated but will likely be hobbled and significantly delayed by permitting logjams to construct the infrastructure necessary to power and recharge batteries on an expanded electrified fleet. Also already here, are “smart” traffic signals, LED streetlights, and low-carbon concrete.

But the implementation and expansion of these climate-friendly infrastructure innovations are being slowed by rigid, outdated permitting policies. Despite the Inflation Reduction Act of 2022 and its \$370 billion-plus spending to support these reforms, changes are slow, and the problem is particularly acute for energy projects intended to quickly replace fossil fuel plants with cleaner, renewable sources connected to the energy grid.

Permitting inflexibility stems from federal and state policies that pit vested interests against community air quality, land use, and social justice. A central problem is the growth of the National Environmental Policy Act (NEPA), passed by Congress in 1970. NEPA requires a comprehensive review of a project’s impact on the environment, including the filing of a detailed Environmental Impact Statement. Although modest in the 1970s, a typical NEPA review now takes over four and a half years and is over 600 pages long. The overall process regularly takes over a decade to complete. Not only does NEPA slow down highway and transit projects, but it also slows environmentally friendly projects, and in some cases, it stops them altogether.

Time is money in infrastructure. Delays only add to the cost of U.S. infrastructure, which is now among the world’s most expensive. It often takes three times longer to obtain a permit than to build the project permitted. We cannot deliver on the infrastructure being funded by the federal government when projects take a decade just to permit construction. Ten years must be reduced to two, or at most five.

In addition, while the general inflation rate is high, it is higher still for basic construction materials used for electricity, concrete, diesel fuel, and reinforcing bars. Though there may be signs of improvement, as the latest numbers available show the Associated General Contractors of America reporting that its price index of materials was 24% higher in June 2021 than in 2022.

Congress appears poised to pass bipartisan permitting reform legislation. The House [passed H.R. 1](#) in March 2023. It streamlines the process for approving energy projects under NEPA and requires the completion of environmental assessments and impact statements in one year for the former and two years for the latter. It also limits judicial interventions to 120 days following the completion of the environmental review.

There is also bipartisan support for permitting reform in the Senate. Republicans recently introduced a bill called the *Revitalizing the Economy by Simplifying Timelines and Assuring Regulatory Transparency* (RESTART) Act that would impose a 60-day limit for filing NEPA claims and 180 days for courts to issue final judgments, one year for environmental assessments, and two years for environmental impact statements. Democratic Senator Joe Manchin's (D-WV) bill, the *Building American Energy Security Act of 2023*, would accelerate energy permitting by setting maximum timelines for permitting reviews, including two years for NEPA reviews for major projects and one year for lower-impact projects.

As mentioned in the article above, here in California, the Governor just released his version of "CEQA reform" which consists of an executive order plus eleven proposed bills that need to pass the legislature at some point. For now, the eleven proposed bills are dead this year in the Legislature, already killed in committee.

Meanwhile, the drayage companies that trucks operate around our ports will have to start buying electric trucks starting in 7 months. Will the charging infrastructure be in place? Not likely.

MEMBER NEWS & EVENTS



Winner...

We are pleased to announce the winner of the special drawing to "throw out the first pitch."

Remember, those who pre-ordered raffle tickets when they registered online were

automatically entered to participate in this rare opportunity.

With eyes closed, AGC's newest staff member was asked to draw the winning ticket.

And the ticket goes to..... **Mr. Mark Weiland, from Cox Construction!**

Congratulations Mark – AGC will be cheering for you, so get your throwing arm ready!

Raffle Prizes Still Needed...

Get your company's name out in front of hundreds of AGC members by donating a raffle prize for this event.

Contact Rae Krushensky at raek@agcsd.org with any questions.

Thank you, again, to our **All-Star Title Sponsors:**



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UPCOMING GIVING BACK PROJECTS



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October 2-31 - Electronics Drive benefiting Computers 2 Kids

TECH CORNER



TECH CORNER - DoD CMMC Requirements – New Timelines

*Brought to you by the Construction Technology
Committee*

For companies doing business with the Department of Defense (DoD), the **Cybersecurity Maturity Model Certification (CMMC)** has been confusing for nearly **five years**. CMMC is a certification process to measure a company's maturity and institutionalization of cybersecurity practices and procedures. [Click here to learn more about changes for DoD Contractors.](#)



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 Sept. 23 - **Coastal Cleanup Day** hosted by *Build & Serve Committee*
 Oct. 9 - **Fall Golf** @ CCRB
 Oct. 19 - **CLC Car Show & Mixer**
 Oct. 2-31 - **Electronics Drive** hosted by *Build & Serve Committee*
 Nov. 14 - **Build San Diego Awards Luncheon** ("*Call for Entries*" due - August 31)
 Dec. 2 - **Holiday Dinner Dance** @ Hilton Torrey Pines
 Dec. 14 - **Annual Meeting**

COMMITTEE MEETINGS

MAY COMMITTEE MEETINGS

May 31 - NOON - PAC Meeting - [RSVP to Robin Scott](#)

JUNE COMMITTEE MEETINGS

June 1 - 9:00 AM - **Union Signatory Committee Meeting**
 June 7 - 7:00 AM - **Safety Committee** @ Lakeside
 June 7 - 11:30 AM - **HR Practices Committee** @ Lakeside
 June 8 - 1:30 PM - **SDUSD Liaison** – TBA
 June 9 - 7:30 AM - **Caltrans/SANDAG** – Virtual
 June 21 - 11:30 AM - **Workforce Development Committee** @ Lakeside
 June 22 - 11:30 AM - **Specialty Contractors Council** @ Lakeside
 June 27 - 10:00 AM - **City of San Diego** @ Lakeside



[Committee Meeting Calendar](#)

[Get Involved - Join a Committee](#)

EDUCATION / SAFETY TRAINING

Classes are held at our **Ferris Square** location in Sorrento Valley, or our **Lakeside** location, in addition to **online** or **offsite**, as noted below.

MAY CLASSES

May 31 - **Project Foreman & Superintendent Bootcamp** - Lakeside

JUNE CLASSES

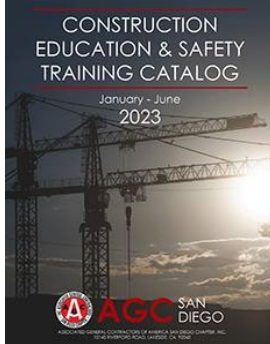
June 1 - **Quickbooks for Beginners** - Offsite
 June 5 - 7 - **Fall Protection 24-Hour CPT for EM 385-1-1 (5 Seats Open)** - Ferris
 June 6 - **MS Excel Beginner Training** - Offsite
 June 7 & 8 - **Blueprint Reading Training (only 4 seats open)** - Lakeside
 June 8 - **Confined Space** - Ferris
 June 8 - **Quickbooks Advanced** - Offsite
 June 8 - **MS Project Intermediate** - Online
 June 8 - **Trenching & Excavation** - Ferris
 June 12 - **Fall Protection Competent Person Retraining/Refresher** - Ferris
 June 13 - **Stormwater Seminar: 2022 CGP Permit Requirements** - Online
 June 13 - **MS Excel Intermediate** - Offsite
 June 13 - 16 - **Supported Scaffold 24-Hour CPT** - Ferris
 June 14 - **Prevailing Wage Compliance Training** - Lakeside
 June 14 & 15 - **USACE CQM-C Certification** - Online
 June 19 - 21 - **Fall Protection 24-Hour CPT** - Ferris

- June 20 - **MS Excel Advanced** - *Offsite*
- June 20 - **MS Project Advanced** - *Offsite*
- June 20 - **Traffic Control Technician & Flagger** - *Lakeside*
- June 20 - **Construction Law Update and Year in Review** - *Lakeside*
- June 26 - **Fall Protection 8-Hour CPT** - *Ferris*
- June 28 & 29 - **USACE CQM-C Certification** - *Online*

JULY CLASSES

July 19 - **CARB Regulatory Guidance Seminar** - *Lakeside* - [Register](#)

2023 schedule for [AGC EDGE](#) Virtual Courses. *Make sure to mark AGC San Diego for the referral chapter.*



2023 Training Calendar and Class Registration

January 2023 - June 2023
Education & Safety Training Catalog

If you do not see a class that your team needs, please contact the AGC San Diego Education Department to check upcoming schedule or to schedule a group training session.

[Becca Schaffer](#), 619-592-4533

PLAN ROOM

FIND US



AGC East County Facility & Apprenticeship Training Center
10140 Riverford Road
Lakeside, CA 92040
(858) 558-7444
[DIRECTIONS](#)



AGC Government Affairs Office & Fall Protection Training Campus
6212 Ferris Square
San Diego, CA 92121
2nd floor

[DIRECTIONS](#)

About Monday Morning Quarterback

AGC San Diego Chapter's Monday Morning Quarterback is a "hot off the press" and to the point Monday morning briefing on the important issues facing San Diego's construction industry. It is prepared by AGC Chief Executive Officer, Eddie Sprecco, and Vice President Government & Industry Relations, Dustin Steiner.

Please contact [Eddie Sprecco](#) or [Dustin Steiner](#) with your comments, or with information that should be conveyed to the industry through this service. Well over 3,000 individuals employed by AGC member firms are part of this system.

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