California Groundwater Association officers include waterwell drilling and pump contractors, suppliers and manufacturers, geologists, engineers, and hydrologists. CGA officers represent over 40,000 groundwater professionals working with water well owners throughout California. Both Executive & Branch Officers serve 1 year terms.

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Thank you to all the authors in this issue for sharing with us their time and expertise. If you have an idea for a future article, please contact Elizabeth Cardwell at the CGA office at ecardwell@groundh2o.org

Disclaimer: The views and opinions expressed in these articles are those of the authors and do not necessarily reflect the official policy or position of CGA.

For more information on CGA or this newsletter, please contact the CGA office at 916.231.2134 or visit the website at www.groundh2o.org.
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2009 GEFCO SS40T, 176K Lbs Cap $725K
2001 GEFCO SS40K, Topdrive $285K

American Augers MCM2000 $58K
Sullair 1150/350, 900/500, 3/Axle $105K

DRILL RIGS
‘07 Versadrill V2000NG: 80K Lb Cap, CAT C18 $468K
‘03 Taylor SS 5000: 225K Lb Cap, Top Drive.....$425K
GD 44M: Cumm BC 400, 61’ Mast, 10” RT......$335K
GD 2000: 90K Lb Cap, (2) GD 6x10 Pumps.......$285K
Cooper LTO 550: 300K Lb Cap, Det Ser 60........$245
‘91 IR TH100A: Topdrive, 59K Lb Pullback Cap$205K
GD 3000: Top Drive, 250K Lb Cap, JD 8.1 Eng..$165K

PUMP HOISTS
2004 Pulstar P10: GMC C4500, 6.6L Duramax...$58K

AIR COMPRESSORS
(3) 2006 Sullair 1150x500, 1350x250: CAT C16.$60K
Sullivan Palatek D825, CAT 3306, 500 Hrs, Trlr.$18K
Quincy Joy 1100x200: Det Ser 60, 7000 hr, Skid.$15K
GD 1100x125: CAT 3408T, 425 HP, Skid Mntd....$9K

MUD PUMPS
EWCO W440 Triplex: Det 8V71, 5 Speed Trans.$47K
GD FO-FOX 7 1/4x10 Duplex: Excellent Cond...$18K
GD FG-FGX 5x6 Duplex: Duetz Diesel, Skidded.$17K
GASO 1800 4 1/4x6 Duplex: Duetz, Trlr Mntd...$15K
Cont. Emsco D1000 8x18 Duplex: Bare Pump...$16K

MUD MIXING SYSTEMS
5000 Gallon Triflo, (3) 4x6 Shakers, Trlr Mntd...$78K
220 BBL, Cent. Pumps, Shaker, Desand Cones...$35K
60 BBL/2400 Gall, 5x6 Cent Pump, 50 HP Elec...$13K
100 BBL/4200 Gall, 4x5 Shaker, 4x5 Cent Pump.$9K

TRUCKS
1993 Frtlnr Flatbed Water Truck: Det Ser 60....$33K
1988 Int. 9300 Flatbed Water Truck, CAT 3406517K
LETTER FROM THE CGA PRESIDENT

Thank you everyone who attended the Tenaya board meeting. One day it was 98 and the next 32, we went from shorts to coats. It was a successful meeting and we did get a lot done.

Thank you Tim Guishard for the workshop in Fresno that two of my employees attended and were very satisfied, feeling informed at a much greater level regarding water testing.

We continue to get the word out on legislation from our capital.

Looking forward to the Anaheim board meeting in August.

The Executive Board goal this year is for each branch to hold a meeting in the 3rd Qtr of 2017. We will identify the dates that work in your area. Some of the agenda items will be ‘who is the CGA staff’, ‘web site changes/branch contact updates/gather your concerns’. We will have this branch agenda completed at the Anaheim board meeting. If you would like to help please contact the CGA office or myself. Hoping for a great success with the branch meetings this year.

Looking forward to convention, our theme is Western at Grand Sierra Hotel in Reno, NV. Bowling, movie theatres, golf driving range and all the great activities that CGA offers, yeehaw.

I personally thank every committee member for their continued efforts and dedication that make our Association a success.

Respectfully,

Ron Hedman
LETTER FROM THE EXECUTIVE DIRECTOR

We are going to Disneyland!!! I’ve loved the House of the Mouse for years. The smells they pipe onto Main Street, the nostalgia that comes over me during a parade, thinking back to my childhood, and even the unforgettable Dole Whip (the line is always shorter if you enjoy the Tiki Room too!). Did you know that the small marks on the ground in Frontierland were caused by women’s heels walking on it on a hot day before the concrete was completely dry? Or that there is a horse on the carousel with a gold tooth that they say that was Walt’s wife’s favorite horse? I’m full of these fun facts that stem from my long love of Disneyland. This August, I hope to spread a little of that love to our members that join the CGA Board for our August board meeting at the Disneyland Hotel, August 11-12, 2017!

Staff is also in full Convention mode! Registration for the convention is now open and Sponsorship and Exhibitor Opportunities are still available. This year we will be at the Grand Sierra Resort in Reno, October 19-21st. We have revamped our registration process a bit this year to be fully inclusive of all meal functions, education sessions and the trade show floor. Make sure you register by July 31st to ensure that you get the early bird rate! Lastly, mark your calendar for the 2018 CGA Convention, October 24-27, 2018. We are going back to a two-day tradeshow!

Thanks,

Elizabeth Cardwell

---

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LETTER FROM THE CGAA President

Auxiliary: Offering or providing help. Functioning in a subsidiary capacity. Accompanying another. We in CGAA know that our presence is not mandatory in the industry but the association itself would likely defunct in several ways that keep this association alive and kicking from our attendance for what good is a burger without its accompaniments. To the Auxiliary alone I give many thanks and gratitude for your power, presence, energy and that infamous ability to visualize the dream of setting up auctions, executing the auxiliary luncheon, working its programs, making purchases, snapping photos, writing ‘we care’ cards all while supporting the main characters and are often the unsung heroes. For being an integral part of bringing it all to life by the time convention unfolds with a tremendous amount of ease due to the CGAA support of all the goings on that make convention a success resulting the feedback of ‘great value’ from its attendees.

For many of us Summertime is peak workload. I for one see Ron’s eyeballs for approximately 45 minutes after dinner, before exhaustive slumber takes over. All of us work in the industry, work outside the industry, raising families and all of us have multiple areas that need our attention. Thank you over and over for taking the time to not just attend, but to ‘work it’.

Our 2nd board meeting at Tenaya Lodge was no different than any other as it was filled with ‘to do lists/check lists/summaries/new business/old business/road blocking/road building/legislation good and bad and an absolute need to have a bit of play too. Board Meeting #2 = Road Car still on the highway, fueled up and traveling fast.

Ron and I have our eye on final board meeting at the helm and anxious to see the members again expertly execute work and play in Disneyland. Until we meet again please know that you are in our hearts and minds and here for you. We are fully aware that you are here for us and a sigh of relief with this knowledge helps us sleep at night.

Until we meet again!

Vicky Hedman
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Group Coverage Still the best Way to Save - CGA Plan Designed to Help Members Save $$ & Stay Compliant

Despite Congress’s efforts to repeal the Affordable Care Act, nothing has changed yet. In the employer-sponsored health insurance market, it is still business as usual. Employer-sponsored plans still provide employees with access to better insurance plans, stronger carrier networks and more affordable premiums. Employees also report that health insurance is one of the most important and valued benefits that a company can offer.

Sponsoring a benefit program for your employees does not have to be overly complicated or break the bank. Through the CGA we can introduce you to customized programs and services that will help you offer a variety of choices that are both easy to administer and within your budget.

**Participating members get:**

**California Builders Exchanges Program - Exclusive!**
- A rich portfolio of ancillary benefits - dental, vision, life, chiropractic and more! Most plans are available on a voluntary basis - at no cost to the employer!

**Employer-Branded Benefit Portal**
- Your own benefit website to help simplify the distribution of plan information and other documents needed for ERISA, DOL and legal compliance to both your office and field employees. Available in both English and Spanish!

**Compliance Tools! HR Support Center**
- Members can speak with certified HR Pros and access best-in-class tools and resources to help manage workplace compliance and employee relations issues.

**Health Savings Account (H.S.A) Administration**
- In addition to a debit card, online account access and great interest rates, Provident Credit Union also offers FREE H.S.A. administration for Builders’ Exchange members.
Let me know how we can help build your benefits program!

Summer is a great time to sit down to review your options and make any changes/preparations before the upcoming renewal season. To set up an appointment, please call (707) 326-2031 or email me at Kelly@qaim.com.

Sincerely,

Kelly Doherty, Benefits Consultant
California Groundwater Association
Q&A Insurance Marketing, Inc. CA License 0B17048
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Legislative Committee Efforts

In the committee, we are discussing Emission Compliance with two agencies within CARB. The first, the portable division, has extended the life of Tier III engines from 2017 to 2027 or 2028. The final rule will be released this fall. The CGA Emissions Task Force (Larry Rottman) has been instrumental in extending the life of these engines. This is largely due to the potential for auto ignition at the well site caused by diesel particulate emissions filters burning off hydro carbon at 1,500 degrees f.

The second agency we are corresponding with is the Bus and Truck division. If you are not aware of Senate Bill #1, you need to be. This bill, passed this spring by the legislature and signed by Governor Brown, will put many of us out of business in 2023. All of our trucks between 14000 and 26000 GVW will only have a 13 year life span, and the DMV will not register any truck older than 13 years. The date is a little farther out on the >26000 GVW vehicles, to 18 years or 800,000 miles whichever comes first. This starts in 2020 and is based on the engine manufacturing date. We have spoken with the chief of that division, Mrs. White (877-810-9415) concerning the difference between the US EPA’s life of 40 years and CARB’s life of 13/18 years. She recognizes our dilemma but sees no easy solution to our very expensive, if not impossible, problem. Pressure must be placed on the Bus and Truck division to amend SB1 before 2020. If we are unsuccessful, several of us will probably have to close our doors. Some will close after nearly 90 years in business.

The committee has conducted a survey to determine what the effect the engine retirement schedule in California SB-1 and CARB has on the groundwater industry. To get an idea of the impact that SB-1 will have, we asked respondents:

1. The general financial size of their businesses?
2. Will there be a financial impact on your company as a result of SB-1?
3. The approximate dollar values to comply with the engine replacement requirements of SB-1?
4. Will the company be able to survive the costs of SB-1, or will they shut down?
5. The number of employees that will be affected?
6. How many California DMV Registered vehicles does their fleet contain?
7. How many vehicles will need to be replaced as a result of SB-1?

Continued on next page...
A majority of respondents easily qualify as small businesses. We had:

- 27.9% of respondents answer that their gross annual sales are >$5 million.
- 30.2% of respondents answer that their gross annual sales are between $2M and 5M.
- 41.8% of respondents answer that their gross annual sales are =< $2 million.
- 1.0% answered that they are extremely small with =< $0.5M in gross annual sales.

34.8% of respondents that indicated they will be forced to shut down because of the cost of SB-1 compliance. **These respondents represented businesses from every financial size group.**

Of the respondents that indicate they will be forced to shut down:

- 20% indicated they have 1-5 employees that will be affected.
- 40% indicated they have 6-10 employees that will be affected.
- 6% indicated they have 11-15 employees that will be affected.
- 33% indicated they have >15 employees that will be affected.

It is these small businesses that primarily construct and maintain potable water supplies for the 30-46%1 of Californians that rely on groundwater as their sole water source. These businesses are generally located and work in rural, sometimes disadvantaged, communities.

The effects of the engine replacement schedules contained in California’s SB-1 will affect:

- The groundwater-reliant people, as there will be less competition, thus prices will increase.
- For the contractors that shut down, it will also be the employees of that contractor that will be affected, as many employees will lose their good paying jobs, and then need to be trained for another career. In the interim of getting a new job, it will be the taxpayers that will be paying for the unemployment costs.
Additionally: For those contractors that survive, due to Tier-4 engines, they will have higher operating costs that must be passed on to the consumer.

- Tier-4 engines consume more fuel per hour.
- The operator must stand around and literally do nothing while the engine’s DPF is regenerated.
- Tier-4 engines generally have higher maintenance costs, as the contractor can no longer work on it themselves.

While the results of the survey are interesting, it is somewhat disconcerting that such a small percentage of people actually took the time to fill out the survey, and we suspect that the impact to the industry is actually greater.

The legislative committee urges all of you to please contact your legislators and ask them to work with us to modify the engine replacement verbiage contained in SB-1. We are looking for bill sponsors to help us. If you find a receptive legislator, please have them contact the CGA office, or the legislative committee.

Roadcheck 2017
June – 6-8, 2017

Quick checklist - be ready and prepared

- Carry driver’s license and current medical card (including any waivers) at all times. New Medical Examiner’s Certificate (MEC) Form (MCSA-5876) went into effect April 20, 2016 - be prepared. All commercial driver license holders should have his or her current medical card linked at their state department motor vehicle (DMV) office or state licensing agency (SLA).

- Don’t drive fatigued - be alert.

- No cell phone use. Cell phone use is only allowed if hands-free equipment is used.

- Before driving, complete a walk around (pre-trip inspection). Is your vehicle ready to drive and in working order? Don’t let the inspectors find anything wrong.

- 2017 primary focus will be on cargo securement. Cargo securement is included in the vehicle portion of roadside inspections. Check load securement – load shifting possibilities/problems.

- Make sure brakes are in working order – make any adjustments prior to driving

- Check lights to make sure all lamps are in working order

- Wear your seat belt.

- Don’t speed.

- Be professional and courteous with inspectors.

- Ensure your log book is current (up-to-date to the last duty status (stop) and the last seven days are available for review). Make sure to have any receipts or other paperwork to support logs.

- The annual inspection and registration should be in the vehicle with all other paperwork.

- Make certain the shipping paperwork for your trip is in order and current.

- Compliance, safety, accountability (CSA) scores - keep in mind that all inspection results will become part of the company and your driving records under CSA.

- Ask for paperwork at end of roadside inspection for documentation.

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Contractors’ Equipment Pitfalls and Practices 2017

By Bob Murphy

Every contractor has equipment. Some very high value and some under $5,000 (which is still high value to me). The key is making sure your insurance policy responds to you in a claim the way you expect based on how you have presented your needs to your broker.

First, the high value equipment can be insured on a replacement cost basis, depending on the insurance company, for a number of years (1-7 and it varies). The key is to value your equipment after the replacement cost period for what it would cost to replace that piece of equipment with a similar one based on same age in the same condition (number of hours, usage, etc.) with the same modifications/upgrades done. Many contractors have had appraisals done for either letters of credit or loans that take these factors into consideration.

After a loss, the same holds true. Like homes, comparables from either dealers or manufacturers will assist in making sure the insured value is what you are paid (less any deductible which is normally a percentage of the scheduled amount). CARB is not a consideration here!

Next, smaller items of value down to $5,000 each should be scheduled with a lower deductible (like $1,000). Yes, you will have to take an inventory of your yard (kind of like my garage and all those boxes).

Lastly, miscellaneous tools and the like of lower value (under $5,000). Total them up and include a separate unscheduled lump sum (like $150,000 with a maximum of $2,500 per item) to cover all those accessories and pipe (kind of important for wells).

Discuss this with your broker. You don’t want any surprises after the claim!

Next session – installation floaters and leased or rented equipment. You need both!
Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Final rule; further delay of effective date.

**SUMMARY:** In accordance with the Presidential directive as expressed in the memorandum of January 20, 2017, from the Assistant to the President and Chief of Staff, entitled “Regulatory Freeze Pending Review,” this action temporarily delays, until June 5, 2017, the effective date of the final rule titled “Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators,” initially effective on February 6, 2017.

**DATES:** The effective date of the final rule published on December 8, 2016 (81 FR 88732), delayed to March 21, 2017 at 82 FR 8903 and then further delayed to May 22, 2017 at 82 FR 14476, is further delayed until June 5, 2017.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Clemente, Driver and Carrier Operations (MC–PSD) Division, FMCSA, 1200 New Jersey Ave. SE., Washington, DC 20590–0001, by telephone at 202–366–4325, or by email at MCPSD@dot.gov.

**SUPPLEMENTARY INFORMATION:** FMCSA bases this action on the Presidential directive as expressed in the memorandum of January 20, 2017, from the Assistant to the President and Chief of Staff, entitled “Regulatory Freeze Pending Review” (the January 20, 2017, memorandum). That memorandum directed the heads of Executive Departments and Agencies to temporarily postpone for 60 days from the date of the memorandum the effective dates of certain regulations that had been published in the Federal Register, but had not yet taken effect.

Because the original effective date of the final rule published on December 8, 2016, fell within that 60-day window, the effective date of the rule was extended to March 21, 2017, in a final rule published on February 1, 2017 (82 FR 8903). Consistent with the memorandum of the Assistant to the President and Chief of Staff, and asstated in the February 1, 2017, final rule delaying the effective date, the Agency further delayed the effective date of this regulation until May 22, 2017 (82 FR 14476, March 21, 2017). The Agency now delays the effective date until June 5, 2017.
The Agency’s implementation of this action without opportunity for public comment is based on the good cause exceptions in 5 U.S.C. 553(b)(B) and 553(d)(3), in that seeking public comment is impracticable, unnecessary and contrary to the public interest. The delay in the effective date until June 5, 2017, is necessary to provide the opportunity for further review and consideration of this new regulation, consistent with the January 20, 2017, memorandum. Given the imminence of the effective date of the “Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators” final rule, seeking prior public comment on this temporary delay would be impractical, as well as contrary to the public interest in the orderly promulgation and implementation of regulations.

Issued under the authority of delegation in 49 CFR 1.87 on: May 18, 2017.

**John Van Steenburg,**
Assistant Administrator.

[FR Doc. 2017–10556 Filed 5–19–17; 4:15 pm]
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