

Los Angeles Section

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PRESIDENT'S MESSAGE

Michael Thornton, P.E.
Los Angeles Section President

VOL. XLXIII NO. 1

In This Issue	<i>page</i>
PRESIDENT'S MESSAGE	1
A NEW BEGINNING	2
REGION 9 LEGISLATIVE UPDATE	4-6
GAME ON!	6
CENTENNIAL CELEBRATION DONORS	7-8
GAME ON! BANQUET	9
RAISING THE GRADE	10-11
PROFESSIONAL DIRECTORY	12-13



Water Funding – Where Will We Find It?

Last month I discussed the need to do more with less as it relates to water. Demand management will be vital to obtaining water solutions. I will remind us of the “water ethic” that will result in significant use efficiency. It is where the water comes from ... how much do we each use ... what we put into it ... and where it goes when we are done with it. I ask our membership to attend your local council/board meetings and advise our elected officials of the “water ethic”.

Even with greater demand management, it is clear that we as engineers have work to do. Last month I discussed a series of other programs that need implementation to continue to meet water demands. We as engineers have successfully, without argument, met these challenges throughout history and we will continue to do so. Projects that we will plan, design and oversee construction include, but not limited to, water conservation projects such as recycled water direct reuse, greater storm water capture and recharge, multi-use flood control, off river storage control, and urban runoff management, not to mention the enormous demand for project to treat local and surface water supplies.

As it has been throughout history, the engineers will bring the solutions. The question is how will these programs be funded? Last month, I mentioned that water project funding has historically come from a variety of sources including federal government, state government, and local ratepayers and that we face significant challenges as it relates to both federal funding as well as state bond financing. I will discuss each of them together with local funding in the following paragraphs:

Federal Funding

Federal funding has been an important tool for completion of many water projects throughout our history. I am currently working on a project that is being funded through the US Environmental Protection Agency (US EPA). It benefited, as I understand it, from the old “earmark” system. The use of these funds will ultimately result in enhanced flood protection to a local community. Today, that system appears to be gone and many would say that is good news. So how will we wrestle federal funding from Washington in the future? It appears that local communities will have to compete through various agencies including the US Army Corps of Engineers, the Bureau of Reclamation, and US EPA among others. Unfortunately, during these never ending efforts to reduce “spending”, many of these programs have seen significant reductions. This is bad news.

continued on page 3



A New Beginning

We survived the end of the world in 2012. Still here, plowing away on the expansion of our transit system in Los Angeles. Many of our engineer colleagues remain focused in supporting our transit efforts; but as we see in this issue, transit is not it. These projects will be going on for the next few years, but we still need to upgrade, update, retrofit, and build other infrastructure essential for the betterment of our life.

The fundamental issue in all of these is money, funds, dinero. Where do we get the funding necessary to even begin serious conversation of infrastructure? Los Angeles Section Michael Thornton, P.E. elucidates on this through this month's President's Message. He has teased out in very broad terms what kinds of funding are out there, why they are important to fully fund any infrastructural needs, and most importantly, the state of affairs of where and how these funds will continue to be available.

We also present an article from Kenneth Rosenfield, P.E., F.ASCE, our Region 9 Transportation Committee Chair. He further dissects in much fuller detail funding options specifically available for transportation infrastructure. His outline provides a collective picture of all funding sources that can be used to fill the gap of Transportation Funding that will consequently raise the Transportation Infrastructure grade. He encourages all of us, engineers, to convince decision makers, politicians, and general electorate that proper allocation of these available funds is necessary to keep our state the Golden State. Are you up for the challenge?

Finally, the Section Centennial celebration is just around the corner. We continue to recognize those individuals who have provided significant financial contribution to this milestone. Every month, we have featured an ever growing number of contributors. We will continually update this list with new donors.

Please join us on March 6, 2013 at the Los Angeles Union Station for the Section Centennial Celebration. During the same time, we will also hold the 7th Annual Infrastructure Symposium and Awards Banquet. There will be two tracks in this year's symposium: Water Track and Transportation Track. Region 9 Governor-at-Large Camilla Saviz, P.E., Ph.D. provides additional details of the days event and celebration.

We are very fortunate to be the epicenter (no pun intended) of the most exciting time for an engineer. We are currently transforming the City and County of Los Angeles through these significant transit and highway projects to expand an ever growing city, but at the same time, we are leading the way in advocating for more ways to

fund our projects. We do not have empty claims of achievement. Our Los Angeles Section had been home to some of the greatest legends of Civil Engineering. It is time that we fully show what we collectively can do. Engineers of the Los Angeles Section, WE WANT YOU!!!

Enjoy this issue of your newsletter. Happy New Year to all of us.

- Dr. Cris B. Liban, D.Env., P.E.



The good news is we are starting a new year with a new Congress, moreover, a new leader in the House of Representatives Transportation and Infrastructure Committee, Bill Shuster, from Pennsylvania; and there is optimism. When accepting his new role, the Congressman advised that he would immediately go to work on a new Water Resources Development Act (WRDA) bill affectionately referred to as "worda". Perhaps, enhanced federal funding is on the way? But to ensure such, we have a role. In December, I met with my newly elected Congressional representative to discuss the overwhelming need for infrastructure funding. I ask that all of our membership do the same. Unfortunately, few of our elected officials are engineers; they need us to educate them on the importance of infrastructure investment.

State Funding

Many of us can remember a time when State funding was a reliable source. In the 1960's, approximately 20% of State general fund amounts were used for infrastructure. Today, general fund expenditures are essentially zero. I often wonder what happened between then and now. At that time, leaders and the public as a whole understood the need for infrastructure investment. Today, many leaders clearly don't to the extent they should. During this period, the State has increasingly relied on bonding to fund needed investment.

Consistent with this trend, many water bonds have been approved over the years including, more recently, Propositions 13, 40, 50, 84, and 1E. Billions of dollars have been borrowed for needed improvements. Currently, we are implementing a number of projects that are being funded through Propositions 84 and 1E with the majority of the projects to be completed by 2014. ASCE advocates for a pay-as-we-go system but such a system doesn't appear to be a reality today.

That said - how do we move forward? As I discussed last month, the "Water Bond" is scheduled for voter consideration in 2014 - having been delayed twice already. The bond basically, and very basically, includes \$3 billion for surface storage, \$3 billion for groundwater management, and \$4 billion for environmental restoration or as some would refer to it as the "Delta Fix". ASCE supports the Water Bond.

Brian Thomas, Managing Director of The PFM Group, believes that the voters will likely never see that bond. Since it is on for late 2014, this year's legislative sessions will likely not take it up but expect a battle in 2014. Approximately 40% of the legislature is new this year and many more of those who crafted the bond are no longer in the legislature. The new leaders will likely want a second look. Thomas predicts that the bond will get smaller. Engineers get ready; we have a role in how the final bond will be formulated. Start talking with your state legislators now - we need an effective water bond to fund the needed water investment.

Local Funding

Almost all federal and state funding sources required local match amounts and these funding sources are more and more difficult to maintain. The next question is how will we fund projects and programs locally and is it time to develop regional bond funding? Joseph Zoba, General Manger at Yucaipa Valley Water District, advocates for a system that would raise funds regionally to be used for regional projects. It would avoid the time consuming and expensive federal and state processes to compete for funds. It would be administered locally for greater local control. It would require regional partners to work together closely in developing regional solutions.

There are many challenges ahead for such a program including defining boundaries and the Proposition 218 threshold of a 2/3 voting majority to establish such a program. Although this concept requires greater development, it is intriguing. It will provide for the local control that connects funding to needed improvements and eliminates the costly federal and state management roles. The results are more infrastructure and lower costs. As engineers, we are all over it! It is time for ASCE to work with our water leaders and move forward local funding programs. I call upon ASCE water leaders to begin to establish these funding sources for the future!

Next month, I will discuss our role in government relations.



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Region 9 Legislative Update

By: Fareed Pittalwala, Region 9 Vice Chair, Sacramento Section Governor



California Legislature

The newly configured Legislature returned on December 3rd and with the projected additional tax revenue from Propositions 30 and 39 the Legislature and Administration will have a bit of a “breather.” While Democrats won 2/3 super-majorities in both houses, because two incumbent State Senators won Congressional seats and one State Senator is running for City Council in LA, 2013 will see at least two special

elections and as many as five, as incumbents run for vacant seats – triggering more vacancies and special elections.

The Legislature didn't waste any time and have introduced several new bills for next year – many apparently intending to capitalize on the perception that California voters are willing to loosen the strings on higher taxes and more government borrowing. The California Constitution, in general, conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. A number of bills would change this requirement.

Senator Lois Wolk (D) has reintroduced SB 33 that would eliminate the requirement of voter approval for creation of an infrastructure financing district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures.

Senator Ellen Corbett (D) has introduced SB 45 that would state the intent of the Legislature to enact legislation that would create the Kindergarten-University Public Education Facilities Bond Act of 2014, to become operative if approved by the voters at the next statewide general election, and that would provide for the submission of the bond act to the voters at that election.

Senator Mark Leno (D) has introduced SCA 3 that would lower the vote requirement for the imposition, extension, or increase of a parcel tax by a school district, community college district, or county office of education from 2/3 to 55% of its voters voting on the proposition.

Senator Carol Liu (D) has SCA 4 that would lower the vote requirement for the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects from 2/3 of the voters to 55% of its voters voting on the proposition.

Senator Wolk has SCA 7 that would create an exception to the current 1% of the full cash value of personal property limit for a rate imposed by a city, county, city and county, or special district to service bonded indebtedness incurred to fund public library facilities, that is approved

by 55% of the voters of the city, county, city and county, or special district, as applicable.

Senator Corbett has SCA 8 that would lower the vote threshold for the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects from the current 2/3 of the voters to 55% of its voters voting on the proposition and SCA 9 that would lower the vote threshold for the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, from the current 2/3 of the voters to 55% of its voters voting on the proposition.

Assembly Member Das Williams (D) has AB 29 that would state the intent of the Legislature to enact legislation that would use a portion of funds available by Prop 39 to create 3 revolving loan funds for the University of California, the California State University, and the California Community Colleges for energy efficiency retrofit projects, clean energy installations, and other energy system improvements to reduce costs and achieve energy savings and environmental benefits.

Senator Darrel Steinberg (D) has SB 1 his Sustainable Communities Investment Authority bill. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies. SB 1 would authorize certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority to carry out the Community Redevelopment Law.

Water Legislation

Several measures have been introduced to change the water bond that has been “floating around” for several years. Senator Michael Rubio (D) introduced [SB 36](#) and Senator Fran Pavley (D) [SB 40](#) that would declare the intent of the Legislature to amend the Safe, Clean, and Reliable Drinking Water Supply Act of 2012 for the purpose of reducing the amount of the \$11,140,000,000 bond. These are spot bills and intended to “lay claim” to any Legislative modifications to the bond measure. Senator Wolk takes a different approach with her [SB 42](#). It repeals the bond authorization.

Interim Hearing on Peer Review

Region 9 was invited to testify at the Senate Transportation and Housing Committee interim hearing on the Peer Review Process in the State Capitol on November 27th. LA Director Jay Higgins joined Caltrans Director Malcolm Dougherty, Brian Maroney, Chief Bridge Engineer, Toll Bridge Program, Bimla Rhinehart, Executive Director of the California Transportation Commission and representing the Toll Bridge Program Oversight Committee (TBPOC) to discuss the role of peer review in major construction projects. Committee Chairman Senator Mark DeSaulnier, has been critical of the TBPOC and will be seeking additional transparency and independent review of major construction projects paid for with State funds.

continued on page 5

The Sacramento Bee reported one outcome – that Caltrans had agreed “to allow greater public scrutiny” of the TBPOC. The Bee also observed “While the pool of top-notch experts may be somewhat limited, much more effort should go into finding individuals without conflicts of interest.” You can view the committee prepared background document [here](#).

Governors’ Appointments

Governor Jerry Brown has made more appointments to Regional Water Quality Control Boards. All are reappointments except for Linda Ackerman.

Central Coast: Monica Samaniego Hunter, 63, Los Osos, Democrat, director of research, PAST Foundation, and central coast watersheds program manager at the Planning and Conservation League Foundation; Russell Jeffries, 77, Salinas, Republican, owner, Jeffries Landscaping.

Central Valley: Jennifer Lester Moffitt, 32, Davis, Democrat, managing director and marketer, Dixon Ridge Farms.

Colorado River Basin: Thomas Davis, 62, Rancho Mirage, Republican, chief planning and development officer, Agua Caliente Band of Cahuilla Indians; Jeffrey Hays, 51, Palm Springs, Democrat, executive director, Desert Alliance for Community Empowerment Inc.; Ellen Way, 45, La Quinta, Republican, owner, Sanders Way Ranch, and partner, Prime Time Produce.

Lahontan: Robert Keith Dyas, 60, Rosamond, Republican, former environmental engineer specializing in industrial water use; Donald Jardine, 61, Markleeville, Republican, Supervisor, Alpine County.

Los Angeles: Maria Mehranian, 55, La Canada, Democrat, managing partner and vice president of urban transportation planning, Cordoba Corporation; Irma Munoz, 60, Los Angeles, Democrat, founder and president, Mujeres de la Tierra.

North Coast: Heidi Carpenter-Harris, 42, Salyer, decline-to-state, independent range consultant and range management specialist for Natural Resources Conservation Service; Geoffrey Hales, 40, Eureka, Democrat, geologist, McBain and Trush Inc.

San Francisco Bay: John Muller, 66, Half Moon Bay, Republican, councilmember and vice-mayor of half Moon Bay, and owner, Daylight Farms and Farmer John’s Pumpkin Farm.

Santa Ana: Linda Ackerman, 68, Irvine, Republican, director, Metropolitan Water District of Southern California, president of financial development at Marian Bergeson Excellence in Public Service Series, and executive director of CA State Capitol Preservation Fund. As chief counsel, Delta Stewardship Council: Christopher Stevens (reappointed), served since 2010.

To CA Building Standards Commission: **Kent Sasaki**, 48, Walnut Creek, Democrat, principal, Wiss Janney Elstner Associates; **Steve Winkel**, 64, Berkeley, Democrat, partner, The Preview Group.

To San Diego Regional Water Quality Control Board: **Sharon**

Kalemkiarian, 56, San Diego, Democrat, partner, law firm of Ashworth Blanchet Christenson and Kalemkiarian LLP.

To Santa Ana Regional Water Quality Control Board: **Susan Lien Longville**, 61, San Bernardino, Democrat, executive director, Water Resources Institute at CA State University, San Bernardino.

To CA Ocean Protection Council: **Michael Brown**, 60, Santa Barbara, Democrat, principal and partner, Brown and Wilmanns Environmental LLC.

To CA High Speed Rail Authority: **Lynn Schenk** (reappointed), 67, San Diego, Democrat, former chief of staff to Gov. Gray Davis.

To CA Earthquake Authority Advisory Panel: **Rose Conroy**, 59, Woodland, Democrat, former fire chief, City of Davis; **Mark Hartwig**, 49, Rancho Cucamonga, Republican, fire chief, San Bernardino County Fire District; **Joy Stovell**, 46, Stockton, Democrat, fire engineer and paramedic, Contra Costa County Fire Protection District; **Dave Teter** (reappointed), 46, Cameron Park, Democrat, battalion chief and paramedic, Amador El Dorado Unit at CA Department of Forestry and Fire Protection.

Fall BPELSG Bulletin

The Board for Professional Engineers, Land Surveyors, and Geologists Fall 2012 Board Bulletin is now available on the Board’s website.

Recent Reports

California Roundtable on Water and Food Supply released its report, “From Storage to Retention: Expanding California’s Options for Meeting Its Water Needs,” recommends an expansion of approaches to storing water.

Environment California Research and Policy Center released its report “Greening the Bottom Line 2012: California Companies Save Money by Reducing Global Warming Pollution,” finds businesses covered by the new cap and trade program have realized significant cost savings by investing in clean, renewable energy.

The Geothermal Energy Assn. released its report on industry greenhouse gas emissions, finds that geothermal power plant emissions are “substantially lower” than those of fossil fuel power plants.

The Legislative Analyst’s Office released its report, “Maximizing State Benefits from Public-Private Partnerships,” finds public-private partnership practices of Caltrans and the Administrative Office of the Courts during San Francisco Presidio Parkway and Long Beach courthouse projects are not necessarily aligned with the best public-private partnership practices identified in research.

California Natural Resources Agency has released a fact sheet with a side-by-side comparison of the 1982 peripheral canal and the Bay Delta Conservation Plan, findings include: peripheral canal has one fish screen to address salmon and striped bass only, the BDCP has three fish screens to “protect more fish species.”

The Delta Stewardship Council has released its Final Draft Delta Plan,

says "it is currently anticipated that the Delta Plan and regulations will be adopted by the Council in Spring 2013, and that the regulations will take effect in Summer 2013."

Public Policy Institute of California has released its latest statewide survey "Californians and the Future," finds in wake of Gov. Jerry Brown's successful campaign to pass Prop. 30, his job approval rating "hit a record-high 48 percent among Californians."

The Delta Stewardship Council has released its independent scientific review report on the "implementation of the Long-term Operations Opinion Reasonable and Prudent Alternative (RPA) Actions for the prior year's operations for State/Federal Water Project operations related to salmon and steelhead."

Dept. of Finance has released its December Finance Bulletin, reports

November revenues were \$840 million below the month's forecast, primarily due to the timing and amount of revenues associated with the vesting of Facebook restricted stock units and higher than projected corporation tax refunds; finds fiscal year to date, revenues are \$936 million below forecast.

The Legislative Analyst's Office has released "Report on Energy Efficiency Programs," says CA currently maintains "over a dozen" major programs that are intended to support the development of energy efficiency and alternative energy in the state, finds a total of \$15 billion has been spent on these programs over the last 10 to 15 years; recommends that the Legislature develop a comprehensive strategy to specify how programs should fit together to achieve the state's goals, etc.

ARTICLE

GAME ON! 7th Annual Infrastructure Symposium & Awards Banquet

By: Camilla M. Saviz, P.E., Ph.D., M. ASCE, Region 9 Governor-At-Large



Happy New Year! This is a great time to celebrate the accomplishments of the past year and look ahead to the future of our great profession. In 2012, ASCE Region 9 continued to help support and coordinate efforts within our four Sections (Los Angeles, Sacramento, San Diego, and San Francisco). The strength of Region 9 comes from the efforts

of our members serving in leadership positions, volunteering on committees, and working with one another to address the ASCE strategic priorities and advance the profession. We are looking forward to another exciting and productive year working with our many dedicated members.

2013 brings the chance to celebrate the Los Angeles Section's Centennial. Congratulations to the LA Section on 100 years of Civil Engineering progress and service to society! In honor of the LA Section's Centennial, the 7th Annual Infrastructure Symposium and Awards Banquet will be held at Union Station in LA on March 6, 2013. This year, the program planned for the Infrastructure Symposium is greatly expanded, with parallel tracks focused on Water and Transportation. The theme: "GAME ON! Addressing California's Infrastructure Challenges in the 21st Century" reflects the excitement and opportunities for our profession to lead the way. The Symposium program has been developed by the Region 9 Water and Transportation Committees working closely with the LA Section Centennial Committee. The program includes 3 to 4 speakers in each of the following sessions:

Water track:

- California H2O The First 100 Years; How Did We Get Where We Are?

- California's Bay Delta Improvements: Continued Future Water Supply or Pipe Dream?
- Integrated Regional Water Management: A Path to Sustainability?
- Vision of Water for Next Century

Transportation track:

- California High Speed Rail, Desert Xpress and Commuter Rail
- Port Development in Oakland, Long Beach and Los Angeles
- Highway Improvement Programs throughout the State
- Where will Transportation Funding come from?

The Symposium will be immediately followed by a networking reception. The day will be wrapped up with the Annual Awards Banquet where we recognize outstanding Projects and Individuals in Region 9. The award recipients were selected by the Region 9 Awards Committee from among 90 nominations received. Projects that received awards at the Section-level were eligible to be nominated for a Region 9 Award. Several past Region 9 Project Award winners have gone on to be considered for, and win, the ASCE Outstanding Civil Engineering Achievement (OCEA) award. Region 9 Individual Awards recognize individuals for outstanding achievements or leadership in civil engineering or who, through their work, support and advance the profession. At a time when people seem to get busier by the day, it's important to 'stop and smell the roses', recognizing the contributions of individuals and projects that benefit our profession and society at large. We are honored that ASCE President Greg DiLoreto will participate in the Infrastructure Symposium and will help congratulate the award recipients at the banquet in the evening.

For more information, to register for the Infrastructure Symposium or Awards Banquet, or to see the list of award recipients, please visit the Region 9 web site: <http://www.asce.org/region9/> We hope to see you in LA on March 6!



ASCE, Los Angeles Section Centennial Celebration

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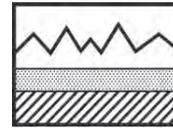
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Addressing California's Infrastructure Challenges in the 21st Century



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8:00 am to 4:00pm

at the LOS ANGELES UNION STATION
800 North Alameda Street Los Angeles, CA 90012

ASCE ANNUAL CALIFORNIA INFRASTRUCTURE SYMPOSIUM
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Raising the Grade for Transportation

By: *Kenneth H. Rosenfield, P.E., F.ASCE*
 Chair, Region 9 Transportation Committee



ASCE has done an excellent job, at the local, State, and national levels, of identifying and bringing to the public's attention the poor condition of many categories of our Infrastructure. This is evident as most politicians have added the term "Infrastructure" to their lexicon giving a growing acknowledgment that infrastructure matters. However, the ongoing problem continues to be how

to generate the necessary funding to improve the condition and grades of our Infrastructure. Focusing upon Transportation Infrastructure, the Region 9 Transportation Committee meets via teleconference on a monthly basis and discusses pending State Legislation along with a regular discussion about how to fund Transportation Infrastructure. All ASCE members are welcome to join these conference call meetings and offer their knowledge and ideas.

Transportation infrastructure covers rail, sea ports, airports, transit, bridges, highways and local roadways. Traditional funding for Transportation Infrastructure is provided through proceeds of taxes from both the State and Federal governments, through user fees, through electorate approved bond acts, through local sales taxes and through certain local financing districts. In 2011, the California Transportation Commission prepared a report entitled, "Statewide Transportation System Needs Assessment" and concluded that, in comparing all funding needs with all funding availability, there is an annual shortfall of \$10 billion to just maintain the existing Transportation Infrastructure and a need for another \$20 billion annually to expand the Transportation System to keep up with expected future population growth. Independently, many California ASCE Sections and Branches have prepared their own estimates of funding shortfalls and determined, collectively, as reported in the 2012 California Report Card, that there is a need for \$36.5 billion in funding for each of the next ten years in order to raise the grade of Transportation Infrastructure by one grade level from a current Statewide grade level of C-. The ASCE target grade for all Infrastructures is a grade of B. While these figures seem insurmountable, taken on a per person basis of California's roughly 38,000,000 population, there is a need to only raise about \$800 per person more per year to fully fund all Transportation Infrastructure needs in the State. Transportation Infrastructure is likely to degrade and not improve unless funding for the Transportation System dramatically increases.

Recently, Congress passed and the President signed into law a

two-year funding Bill for Surface Transportation. Known as MAP-21 (the acronym for "Moving Ahead for Progress in the 21st century), this funding program essentially maintained current Federal funding levels while streamlining the variety of transportation programs operated by the Federal government. The passage of MAP-21 was a beneficial act as the Surface Transportation Program had been adrift for several years. However, MAP-21 did not provide a long-term view of how to fund Transportation Infrastructure.

Given the flat line funding from the Federal government and seemingly fewer State funds for Infrastructure Improvements, 19 of the State's 58 Counties have moved to independently fund some of their Transportation Infrastructure needs by passing a local one-half cent sales tax increase. The proceeds of these funds help to cover the gap in funding for each of these Counties but, these added funds are still not sufficient to fully address the Infrastructure funding needs. These Counties, known as self-help Counties, have demonstrated the ability to promise their citizens specific Transportation Improvements and then deliver them. As a result of the success of the self-help Counties in delivering their local transportation programs, many voters have approved renewals or extensions of these extra taxes for 20 to 30 years! The advent of self-help Counties is a success story on the funding of Transportation Infrastructure. Other Counties are also considering the addition of a sales tax increase to fund Transportation Improvements but have had some difficulty piercing the vote threshold of a 2/3rds majority vote for tax increases. The State Legislature has been encouraged to decrease that vote passage threshold to 55% but this Legislative effort has not yet been approved and sent to the voters to confirm. However, this lowered voter threshold has been approved for certain school bond funding and the model to apply it to local sales tax increases is certainly achievable and should be pursued. The local voter is smart and can easily see the connection between local taxes and local improvements to quality of life and has clearly demonstrated a willingness to tax themselves for these improvements.

On a Statewide basis, the electorate passed Proposition 1B in 2006 which provided the State with bonding authority to provide almost \$20 billion for Transportation Infrastructure funding. This funding program is now essentially exhausted but did provide an average of \$3 billion per year for needed Transportation related Infrastructure Improvements including maintenance of existing facilities. The program was successful in stemming a part of the funding shortfall. However, there is no proposed replacement for Proposition 1B and the shortfall in Transportation funding in California continues. The Region 9 Transportation Committee

continued on page 11

is working to raise a discussion about a new bond act for Transportation Infrastructure. Based upon the State's own analysis, there is a need for \$10 billion per year to cover all maintenance needs not currently funded by all other sources of revenue. One idea is to then propose a new bond act for \$100 billion over a ten year timeframe to span the gap in funding. ASCE will be reaching out to other interest groups to discuss this potential new bond funding with a target date of November 2016 to present the plan to the voters for approval.

A potential source of new funding for Infrastructure improvements is through a revised local mechanism known as Infrastructure Financing Districts (IFDs). These Districts, as they currently exist, are very cumbersome to utilize. However, the State Legislature has offered some new law to simplify the use of the IFDs and presented them to the Governor for approval in September 2012. Unfortunately, the Governor vetoed this Legislation. The author of the IFD Legislation has already reintroduced the Bill into the new Legislative cycle with hopes the Governor will reconsider and approve the Legislation next year. The Region 9 Transportation Committee will monitor the progress of this Legislation, Senate Bill 33.

The recent elections changed the makeup of the State Legislature such that the Democratic Party holds a supermajority of seats in both the Assembly and Senate. It is anticipated that consideration of new funding sources for Transportation Infrastructure will be more reasonably considered in the State Legislature than in the recent past. A source of funding that is directly related to the users of the facilities is the tax paid at the gasoline pump, the "Gas Tax." The Gas Tax in California (and at the Federal level, as well) has not been increased even one cent per gallon in a very long time. A small increase of one cent per year of the Gas Tax would not be felt in the pocketbook and would eventually allow this fund source to catch up to where it would have been if the former Legislatures had the political will to keep the Gas Tax current with the cost of Transportation Improvements. Hopefully, the current Legislature will also take up this funding source increase.

Collectively, all of the funding sources discussed here would fill the gap of Transportation Funding and would raise the grade of the Transportation Infrastructure. Our job is now to convince the decision makers, the politicians, and the electorate that these funding sources are needed in order to keep California the Golden State. If you would like to join the Region 9 Transportation Committee, please contact me via email at krosenfield@ci.laguna-hills.ca.us

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