

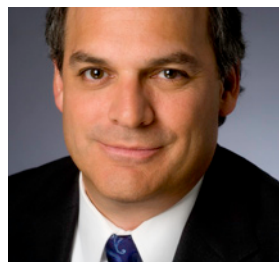
Los Angeles Section

Monthly: Est. 1913

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SOUTHERN SAN_JOAQUIN / METROPOLITAN LOS ANGELES

PRESIDENT'S MESSAGE

Don Sepulveda, P.E., F.ASCE
Section President



The Power of the Branches

I want to spend this opportunity talking about the Branches of the Los Angeles Section. As I have said in previous articles and in other venues, I believe that the power of our Section comes from the Branches. It has been the Branches that have provided great value to our members through meetings, events, and other means. In recent years we have moved our Section Technical Groups and Younger Member

Groups into the Branches to ensure that the great value our Branches provide continues through coordinated efforts with these groups. Through these efforts the Branches provide a continuous supply of resources to our members.

As you may know, the Section and Branches are required by the Society to provide an annual report about the activities of these groups. These reports are comprehensive descriptions of the activities of the previous fiscal year. The Society reviews these reports and provides awards for these groups based on their activities. This month, I am happy to report on some awards that groups in our Section have won as a result of their activities in the fiscal year 2007-08.

The Metropolitan Los Angeles Branch has been moving forward in many activities in recent years. For the term of 2007-08, Karen Sepulveda was the President. I have to commend this Branch for their efforts in this past year. I know personally that Karen has spent a lot of nights and weekends working for the Branch. In addition, Karen has been backed by great Branch leadership that has been very active in working for our members.

The Metropolitan Branch has won awards this year for their newsletter and their website. These media provide perhaps the greatest value for our members. Through these powerful communication devices the Branch has made their members aware of what is going on and provided up to date information on the activities of the Branch. In addition, the Branch has several Technical Groups that are very active and energetic.

The Orange County Branch has won the Outstanding Branch Award for Region 9. Over this past year, the leadership of Darren Adrian has been phenomenal in providing value. The Outstanding Branch Award goes to the Branch that provides consistent support for the membership in addition to other efforts. Orange County has been a leader in our Section for many years. There have been several Section Presidents that have come from this Branch in addition to a Society President. From what I have seen in attending meetings is that this tradition is continuing under the current leadership of Ken Rosenfield.

I cannot emphasize enough the important of our Branches in the success of the Society. The Society has recognized that our Branches form its entire backbone. In addition, they have recognized that our Branches continue to be the source of leadership for our profession. As we move forward as a Section and as a Society, we have to continue to provide the support that our Branches need to succeed.

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Reminder:

Copy deadline for the March 2009 issue is Feb. 1, 2009; copy deadline for April 2009 issue is March 1, 2009.



ASCE Region 9 Is Leading the Way

Charles R. Spinks, P.E., M.ASCE

Chair – Region 9 Board of Governors

EDITORIAL

We Are Engineers

This month we celebrate the week of the Engineer. As we contemplate on our role in society and our obligations to our fellowmen, we must not take for granted the high job-creating expectations we generate as a result of our efforts. There's a lot riding on our profession and we should be ready to respond. This month's activities complement this assertion.

Our Section President touches on the Power of the Branches. The empowerment of our Branches not only provides a more direct and faster delivery of much needed services and activities, but also encourages the development of ideas and activities better suited for the Branch's specific needs.

Our guest article from Charles R. Spinks, P.E., Chair - Region 9 Board of Governors, provides a wider perspective on the role of ASCE Region 9. In the article, he contemplates on our leadership role and our achievements as a Region this past year. He also mentions the Federal Stimulus Package that is being discussed in Congress. There is a lot at stake in that piece of legislation aimed at job creation with the intent of increasing economic activity. There are other complementary pieces of legislation that are being developed or being debated in the various state capitals across our country. California is one of those states. The various gentlemen identified in Mr. Charles R. Spinks's article will be tracking the progress of the legislation and will provide updates as these come along.

Thanks to the efforts of our Metro Los Angeles Branch Members, our Section was able to actively participate in campaigning for the passing of Measure R and Proposition 1A. Philip Johnson, EIT, M.ASCE provides the perspective on what they did and what the passing of these two initiatives mean to us.

Finally, two events worth going to are the Third Annual California Infrastructure Symposium and the Life Member Brunch.

The California Infrastructure Symposium will be held in Sacramento at the end of this month. The symposium focuses on the magnitude of the infrastructure problem as well as identifying resources and opportunities available to meet the demands of California.

We will also be honoring our members who have advanced to Life Member status in the Society. In the same forum we will be recognizing their career achievements. I have gone to several of these in the past. This event always proves to be inspirational.

Enjoy this issue of your newsletter!

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

As I write this in December, 2008, there is a mixture of emotions with the coming New Year: relief that 2008 is finally over, concern that 2009 may not be any better, but also optimism that 2009 may end up being a very good year for Civil Engineers. I am seeing more civil engineers becoming active in their communities and in the state, and representing well our profession to the public. To paraphrase from the inaugural address of our new ASCE President, Wayne Klotz, *Civil Engineers Build Civilizations*. We need to move away from being in the background as just designers and project managers, and step into the limelight as leaders and *The Builders of Civilizations*.

By the time you read this, there should be more clarity on how the Federal economic stimulus package will impact us here in California, but right now a group of Region 9 volunteers is helping to influence the process of identifying projects and distribution mechanisms. This Region 9 **Infrastructure Team** is being led by the chairs of four key committees:

- **Mike Thornton**, Government Affairs Committee
- **Yaz Emrani** and **Mike Kincaid**, Infrastructure Policy Committee
- **Mark Norton**, Water Resources and Environmental Committee
- **Darren Adrian**, Transportation and development Committee

These Committee Chairs and their committee members will continue to stay on top of legislation that impacts infrastructure in California so that Region 9 is in a position to provide to the state legislature and to provide active support of legislation where there is a clear benefit to our members.

Region 9 is unique among ASCE's 10 regions in that we are a single state. The other regions include multiple states, or in the case of Region 10, multiple countries. At 18,369 (ASCE 2008 Official Register), we are the second largest of the 10 regions. The largest Region, with 19,042 members, is Region 1, but it includes eight states and Puerto Rico. Being only a single state is a huge benefit for us in that it allows Region 9 volunteers to concentrate on issues that impact us here in California and to be more involved in the State legislative process.

ASCE Region 9 members and Branches have won some impressive awards this past year. This list may not be complete, so we will announce others as they are identified.

- 2008 National Outstanding Section and Branch Web Site Award, Metropolitan Los Angeles Branch (Androush Danielians 2008 President)
- 2008 Outstanding Section and Branch Award, Orange County Branch (Darren Adrian 2008 President)
- 2008 Arthur Casagrande Professional Development Award, Professor Jason DeJong, Ph.D., M.ASCE
- Construction Institute 2009 Construction Management Award, Larry Smith, P.E., F.ASCE
- 2008 Norman Medal, Professor Amit Kanvinde, Ph.D., A.M.ASCE and Gregory Deierlein, P.E., F.ASCE
- 2008 Raymond C. Reese Research Prize, Erol Kalkan, Ph.D., P.E., M.ASCE, and Professor Sashi Kunnath, P.E., M.ASCE
- 2008 Royce J. Tipton Award, William Johnston, P.E., F.ASCE
- 2008 Excellence in Journalism Award, Tony Bizjak and Nathaniel Levine, Sacramento Bee

A very impressive group of ASCE Members! Congratulations to all!

Which reminds me of a famous quote: "Experience is not what happens to a man, it is what a man does with what happens to him", Aldous Huxley.

INFRASTRUCTURE WINS ON ELECTION DAY

Philip D. Johnson, E.I.T., A.M.ASCE

The Metro Los Angeles Branch (MLAB) and MLAB YMF Government Affairs Committee had recently implemented a grassroots strategy to get actively involved during the November elections. This strategy was suggested by Serge Haddad, P.E., M.ASCE and was aimed at a local precinct to get the word out for the two largest infrastructure issues on the ballot, Measure R and Proposition 1A.

Erik Hoffman, P.E., M.ASCE, Alex Geyer, P.E. M.ASCE and I, along with Serge, created flyers and banners to grab the public's attention. The flyers were stuck in pocket-sized copies of the 2005 Report Card for Los Angeles County Infrastructure.

During Election Day on November, 4, 2008, the four of us stood outside of a City of Los Angeles polling location and handed the items out to anyone interested. We received a warm response and several questions about the issues. I believe that we changed a few minds right then and there, and seeing how close the results came, I'm certainly glad we were there to make a difference.



Members of our team (from L to R): Alex Geyer, Serge Haddad, Philip Johnson, and Erik Hoffman.

Measure R

The first issue brought to the Government Affairs Committee's attention was Measure R, the half-cent sales tax increase proposed by the Los Angeles County Metropolitan Transportation Authority (Metro) to bring much needed funding to Los Angeles County infrastructure projects. Metro set forth five goals with the funding brought by Measure R: expansion of Metro's rail systems, completion of street improvement programs, reduction of traffic, continued and expanded public transportation, and to positively impact the quality of life of Los Angeles County. Thirteen rail projects and fifteen highway improvement projects will benefit from Measure R, as well as a host of other transportation infrastructure programs proposed by Metro. Metro also boasts an increase in jobs due to the implementation of Measure R.

To achieve funding for its goals, Measure R authorizes Metro to levy all retail transactions and use sales tax of one-half of one percent (0.5 cents on the dollar) for 30 years beginning the first day of the first calendar quarter after adoption. This tax is in addition to all other taxes currently levied. Funds obtained by the tax will be independently audited and carry public disclosures and review of its expenditures.

Proposition 1A

Proposition 1A, The Safe, Reliable High-Speed Train Bond Act, is the next step toward making the visions of the California High Speed Rail Authority a reality. The goal of the act is to provide long-distance commuters with a sensible alternative transportation solution to driving or flying. In doing so, the demand for highway capacity is reduced as well as capacity demand at California airports. And by pulling cars off the road and cutting regional flights, emissions by these vehicles is reduced while also helping to reduce the dependence of Californians on foreign oil.

Proposition 1A allows the State to issue General Obligation (GO) bonds in the amount of \$9.95 billion to establish a high-speed train network linking the San Francisco Bay and Sacramento/San Joaquin Valley at the northern end to Southern California counties. The GO bonds will be repaid from the State's General Fund at an estimated annual cost of \$647 million over 30 years.

Los Angeles County Election Results

With 100 percent of precincts reporting, the County of Los Angeles Registrar-Recorder/County Clerk Election Results show that 1,922,453 of 4,111,642 ballots were cast in support of Measure R, squeaking by the required 66.67 percent (two-thirds) by 0.84 percent, or 34,538 votes. Support for Proposition 1A was sounder with 1,594,943 ballots cast in support (55.16 percent).

State of California Election Results

Also reporting 100 percent of precincts, the Secretary of State's office reports that 6,135,229 ballots were cast in support of Proposition 1A, or 52.4 percent. Proposition 3 (Children's Hospital Bond Act. Grant Program. Initiative Statue.) was another infrastructure initiative on the ballot, and was approved with 6,394,197 votes, or 54.9 percent

A Brighter Future for Infrastructure

Measure R will bring much needed transportation infrastructure to all Los Angeles County residents, and to those from around the world that come to visit. Using these funds will enhance our ability to further increase our mobility. Because of Measure R the County's funding for transportation infrastructure projects is now secure, projected to generate an estimated \$40 billion over 30 years at an annual cost per person of a paltry \$25.



Jacket Logo seen during our grassroots campaign.

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What's Next for Our Industry?*

By Mick Morrissey

The recession that our industry finds itself in will likely last longer and be more severe than the last two national economic downturns — in large part because this is a global recession that is battering economies that have in the past provided firms with an escape valve. The recovery will likely be a slower process as well. The implications for many consulting engineering firms already have been painfully playing out through 2008: flat or declining revenues and earnings, significant across-the-board staff reductions, and downward pressure on compensation. Our industry is seeing more and more consulting engineering firms give up the ghost and shut their doors (we are tracking one firm shutting down per week right now) — mostly smaller ones that either find themselves viewed as a commodity by their clients or firms that have no leadership or ownership transition plans.

However, for all of the contraction that the industry will see, there will be firms that will continue to grow and expand through this slowdown. As I wrote in a 2003 article, "Managing the Dip," many firms had record years during the last recession while most others in the industry shrank. Those successful firms could attribute their growth to a combination of (a) being in the right markets with a strong brand, (b) reframing their service offerings, (c) having a strong and high-performing team culture, and (d) running very efficient and tight ships. The winners in this current recession will be larger, well-capitalized firms that function as well-run businesses and don't have to rely on employee capital to fund growth and new initiatives.

However, the importance of this recession for consulting engineers is that it will be both an accelerator and catalyst for further significant change in our industry. And whether you are a 40-year veteran of the industry or a newly-minted graduate, these changes will impact you sooner rather than later.

A new golden-era of public works: The next administration will pump significant dollars into infrastructure rehabilitation and development as part of an economic stimulus package. Concurrently, given the fiscal challenges facing the federal government, there will also likely be greater willingness to allow and encourage private participation through some form of "Infrastructure Investment Bank" for infrastructure development and funding. Combined, these initiatives will result in significant funding and work for firms that specialize in transportation and water and wastewater design. The big winners will be the largest firms that can navigate the public-private financing environment and bring the program management and technical skills to design and build massive projects quickly.

Innovative project financing: Cash-strapped states, municipalities, and institutions will also look to non-traditional sources of financing — primarily through private and largely overseas sources — to get projects in the ground. Successful consulting engineering firms will separate themselves from their competition by understanding these innovative financing tools, building a networks with entities that provide financing, educating their clients on them, and helping their clients negotiate the nuances and complexities of working in a public-private delivery model.

Have degree, will fly 24 hours in coach: While the domestic commercial development markets will be weak over the next two years, the relatively higher growth rates of international markets will continue to provide opportunities for U.S. design, engineering, and environmental firms large

and small. Many firms that sought to pursue opportunities in the United Arab Emirates only 24 months ago are already anticipating greater than 50% of their work coming from this market within another two years. Critical to being successful in these international markets is the ability to build teams of ex-pat talent, on-the-ground expertise, and U.S.-based managers. Those in the latter group function as the "bridge" between the domestic and international operations and are largely responsible for fostering the trust necessary to be successful. The best candidates for these positions are senior managers who are empty nesters. They've got the experience and lack the home constraints that can inhibit international travel. Regardless, many consulting engineers are going to find that the next decade of their careers will involve traveling frequently to, or relocating to, overseas locations where there is demand for their services.

Different — not faster— industry consolidation: The recent decline in the stock market from its 2007 highs and the likely bottom-bouncing that it will experience over the next two years as it recovers will change the way the industry consolidates. The group of top 500 firms in the industry, as defined by the ENR 500, has seen many well-known firm brands disappear since 2004 with most of these being bought by the largest publicly-traded firms. With these publicly-traded firms trading between 12% and 79% below their highs of a year ago, they will have to be more selective in their deal targeting and structuring going forward. Given that these firms represent approximately one-quarter of the deals that occur in the industry annually, we can expect to see a significant slowing of deal activity. This will be compounded by the fact that many ENR 500 firms are experiencing far more uncertainty about their backlog and near-term future than they have since 2002. Indeed, industry consolidation peaked in 2007, with the number of deals in 2008 being flat with a significant slow down in the fourth quarter. Until the dust settles, many of the top firms will be reticent to pursue M&A investments. With a greater number of consulting engineers looking for work, it will be easier for those firms that benefit from any stimulus package to "make" rather than "buy" expertise. It's worth noting that it took two years for industry M&A deal activity to recover from the last downturn.

A new capital model for industry: The sudden and significant loss of wealth in the stock market recently and a feeling of uncertainty will hit particularly hard at highly-leveraged, "next-generation" owners and leaders in our industry. Already trying to figure out how to pay for children's college tuition and mortgages, this group of consulting engineers will be less eager or able to step up to the plate and make the investment required to fund internal ownership transition plans — thus further driving down firm values. Consulting engineering firms will look more and more to private equity providers — many of which will be the "winners" in the new highly-regulated financial landscape — to help solve their capital needs. This will begin to separate the seemingly inextricable link between ownership and leadership transition that has been at the center of so many firms' perpetuation strategies over the past 30 years. Firms will be able to focus exclusively on leadership and professional development without the burden of trying to match the capital in-flows and out-flows associated with generational transition.

While you as an engineer are focused on the short-term and immediate challenges of this slowdown, be sure you and your team are also aware of the bigger-picture changes and transitions that are occurring in the industry. By positioning yourself to take advantage of these, you will increase the chances of success in the future.

*Adapted from **ASCE Section Informant**, January 2009.

Mick Morrissey is a civil engineer and co-founder and managing principal of Morrissey Goodale LLC a management consulting and research firm dedicated exclusively to the AEC industry.



Third Annual California Infrastructure Symposium

February 24, 2009 ~ Sheraton Grand Hotel
Sacramento, CA

Program Highlights

The population of California is expected to double by 2050. This will put tremendous strain on our infrastructure. To add to the problem, Federal and State money available for infrastructure investment may be reduced. The ASCE 2006 California Report Card estimated an investment of \$37 billion per year.

The vitality of California Infrastructure is an essential key to its economic growth and prosperity and investment in this infrastructure continues to be restricted due to California's poor fiscal state and other interests competing for the available funds. As in the past, this symposium will assess the State's infrastructure, particularly on water and transportation issues, as well as fiscal concerns. This symposium will focus on the magnitude of the infrastructure problem as well as identifying resources and opportunities available to meet the demands of California. Topics include

- ❖ Bay-Delta Process
- ❖ Proposition 84 Funding
- ❖ California Levee Program
- ❖ Water Reclamation
- ❖ High Speed Rail
- ❖ State Budget
- ❖ Federal Stimulus Packages

For More Information, visit the ASCE Region 9 web site,
<http://www.region9.asce.org/Region92008InfrastructureSymposium.html> to view the complete agenda.

Program Registration

Name: _____
Title: _____ Firm: _____
Address: _____ City: _____ State: _____ Zip: _____
Email: _____ Phone: _____

California Symposium Registration (includes breakfast and lunch)

ASCE member (member # _____)	\$150
non-ASCE member	\$195
ASCE Student member (member # _____)	\$30
On-site Registration (members and non-members)	\$225

Total Enclosed.....

Please return complete form with payment to: American Society of Civil Engineers
ASCE Region 9
PO Box 2575
Fair Oaks, CA 95628
Attention: Region 9 Symposium Registration

Have a question? Please call Shahnawaz Ahmad at 626-821-3456 or email him at sahmad@saassociates.net

Program Details

Schedule: 8:00 a.m. Registration and continental breakfast
9:00 a.m. to 5:00 p.m. California Infrastructure Symposium

Lodging: Sheraton Grand Sacramento Room Reservations may be made by calling (800) 325-3535 and asking for the ASCE Region 9 group rate. You can also FAX (916) 341-3600 or go online: <http://www.starwoodmeeting.com/StarGroupsWeb/res?id=0810238886&key=A2D6F>

Single and double occupancy rates are \$189.00 plus applicable taxes and fees. The Sheraton must receive your hotel reservation [by Monday, February 2, 2009 in order to get the group rate.](#)

Sponsors and Speakers

Sponsored:

American Society of Civil Engineers
Region 9 Board of Governors

Invited Speakers and Panelists

- ❖ Fiona Ma, Assembly Majority Whip
- ❖ Karen Bass, Assembly Speaker
- ❖ Joseph Grindstaff, Director, CALFED Bay-Delta Program
- ❖ Mark Cowan, Deputy Director, California Department of Water Resources
- ❖ Dr. Christine Altendorf, Deputy District Engineer for Program and Project Management, Sacramento District, CoE
- ❖ Rick Reinhardt, P.E., Principal, MBK Engineers
- ❖ John Bassett, P.E., Director Engineering, Sacramento Area Flood Control Agency
- ❖ David Aladjem, Downey Brand Attorneys LLP
- ❖ Bert Michalczyk, General Manager, Dublin San Ramon Services District
- ❖ Mindy McIntyre, Planning and Conservation League
- ❖ Will Kempton, Director, Caltrans
- ❖ Ken De Crescenzo, Federal Liaison, California Department of Transportation
- ❖ Anne Mayer, Exec. Director, Riverside County Transportation Commission
- ❖ Kia Mortazavi, Acting Director of Strategic Planning, Orange County Transportation Authority
- ❖ Randy Rentschler, Director, Legislation and Public Affairs, Metropolitan Transportation Commission/Bay Area Toll Authority
- ❖ Brent Siemer, Director of Public Works, Lake County
- ❖ Others



The Los Angeles Section

Cordially Invites You and Your Spouse to

Life Member Brunch

March 7, 2009

In Honor of those members who have advanced to
Life Member status in the society and in recognition of their career achievements.



Keynote Speaker:
ASCE National President-Elect,
Blaine D. Leonard, P.E., F. ASCE

Members & Guests: \$30.00 per person
Table Sponsor: \$300.00 (4 seats for Sponsor & 6 for Honored Life Members)

Reception: 11:00am Brunch: 11:30am Program: 12:30 – 2:00pm

Reservation must be received no later than Friday, February 27.

Monterey Hill Steakhouse
3700 W. Ramona Blvd.
Monterey Park, CA 91754
323-264-8426

For reservations, please send checks to:
ASCE, Los Angeles Section
1405 Warner Avenue
Tustin, CA 92780

Return Coupon

Return to: ASCE, Los Angeles Section, 1405 Warner Ave. Ste B, Tustin, CA 92780
Attn: Gayle Stewart Phone: 714-258-8306

Name (for nametag) _____ Phone () _____

Firm _____ Fax () _____

Address _____

City _____ State _____ Zip _____

Spouse / Guest Name(s) (for nametag) _____

My check for \$ _____ is enclosed for _____ guests/members/table.

Make checks payable to: ASCE, Los Angeles Section

Members & Guests: \$30.00 per person v Table Sponsor: \$300.00

No Later than 2/27/09

ASCE Seminar Orange County Branch Street Improvement Design Considerations



ASCE American Society
of Civil Engineers

**Friday, March 27, 2009
8AM to 12PM**

Presenters:

CITY OF IRVINE

Barry Greenstein, P.E.
Senior Civil Engineer, Public Works

Steve Sherwood, P.E.
Senior Civil Engineer, Public Works

Tran Tran
Assistant Civil Engineer, Public Works

RBF CONSULTING

Gary Miller, P.E.
Vice President, Transportation/Public Works

**Get your reservations in early!
SPACE IS LIMITED!**

The proceeds of the seminar will be donated to support the ASCE Student Chapters at CSULB, CSUF, and UCI, and to Student Scholarships.

This 4-Hour seminar will cover:

- Street and Improvement Design Guidelines and Standards
- Street Improvement Plans Submittal Requirements
- Traffic Considerations for Street Design
- Lessons Learned During the Construction Phase

Understanding Key Considerations to Roadway Design

- Pre-Design Considerations
- Key Considerations During Design
- Finishing the Project

WHERE:

Conference Training Center, City of Irvine
One Civic Center Plaza, Irvine, CA 92623

COST:

\$100.00 per person with paid reservations by Mon., 3/23/09
\$110.00 per person after 3/23/09

STUDENTS \$20 WITH SCHOOL I.D.

Street Improvements Design Considerations
Friday, March 27, 2009

Make checks payable to ASCE, Orange County

Please fill in the following information below and **mail with check** to:

Raye Gould (rgould@psomas.com)

PSOMAS

3187 Red Hill Avenue, Ste. 250, Costa Mesa, CA 92626
(714) 751-7373 Phone · (714) 545-8883 Fax

Name: _____ E-Mail Address: _____
Affiliation: _____
Address: _____
Telephone: _____ Fax: _____
Title: _____ Years of Experience: _____
Type of Work you do: _____

DISASTER TRAINING

Classes are being organized for volunteers under the auspices of the State of California, Office of Emergency Services (OES) to help in the event of a major disaster. Classes will be held in alternate ASCE Branch areas when there are sufficient requests. Qualified individuals are California Registered Civil, Structural, Geotechnical, Certified Engineering Geologists, or Architects. If you are interested in attending a class please contact the ASCE Disaster Preparedness Committee Chairman. The class lasts 5-6 hours and the cost is \$15. Classes are midweek and start at 9 or 10 AM.

To register for the class, submit your name along with your telephone number, fax number, e-mail address, and zip code. You will be contacted when 10 or more individuals request a class. The maximum number in a class should not exceed 20.

If your Branch or Firm would like to offer the use of its facilities for a class, please register and provide the contact person, phone, fax, and e-mail. You will be contacted to make arrangements. The class should have at least 10 and not more than about 20.

Thank you for your support of the American Society of Civil Engineers.

Jack W. Rolston

Chair, Disaster Preparedness Committee, ASCE L.A. Section
818-345-9199 818-345-5283 fx
ascedisaster@earthlink.net

PRESIDENT'S MESSAGE

continued

Over recent months you have heard me talk about our infrastructure, our political leadership, and our communities. The Society Infrastructure Report Card was to be released at the end of January 2009. This report card is not going to be very flattering. Over the coming months, with the new economic stimulus package, local agencies will be tasked with providing projects that are "shovel ready" for funding under this package. As Section and Branch members, we should be providing support for these agencies as they work on these projects. The relationship of our Branches with local governments and agencies will be very important as this package moves forward.

In the coming weeks you will be seeing an effort from the Section to provide local support regarding the Report Card. We are going to be working closely with the Branches as we provide expertise to the public regarding what the Report Card means. Some of us will be receiving training on how to work with the media as we move to improve the society that we live in. Our Branches will provide a solid foundation as we move forward in these efforts.

As a member of the Committee on Geographic Units (CGU), I am privy to the results of the various award committees that recognize the efforts of the Sections and Branches. I am impressed by the work of our Branches. We have seven Branches in the Section and each one is spectacular in their own way. Each of these Branches provides value to their membership. The success of each of these Branches is not just a product of their leadership, but of the members as well. The leadership of the Section will continue to encourage and support these activities as they provide the value of membership in ASCE to each and every member. As you renew your membership, remember that the Section and Branch dues that are on your renewal application go to directly supporting these activities.

ASCE's 2009 Member-Get-A-Member Drive Depends on You!

INFRASTRUCTURE WINS ON ELECTION DAY

continued from page 2

Proposition 1A will push California to the future with a sensible alternative for long commutes, create jobs, and reduce our carbon footprint. Monies from the State's General Fund will be used to pay for the project, leaving revenues from the gasoline tax to be used for other critical transportation infrastructure projects.

We are proud of our humble contribution through the Government Affairs Committee's efforts to bring infrastructure to the doorstep of the general public. Thanks to all the voters of Los Angeles County and the State of California, we will now be able to usher in a new era of infrastructure for ourselves and our posterity.

Resources

County of Los Angeles Registrar-Recorder/County Clerk Elections Results Webpage accessed via the Internet November 18, 2008 at <http://rrccmain.co.la.ca.us/>

Los Angeles County Metropolitan Transportation Authority (Metro) Measure R Information Guide accessed via the Internet November 18, 2008 at http://www.metro.net/measurer/images/information_guide.pdf

State of California Official Voter Information Guide for the Tuesday, November 4, 2008 General Election accessed via the Internet November 18, 2008 at <http://www.voterguide.sos.ca.gov/>

State of California Secretary of State Election Results Webpage accessed via the Internet November 18, 2008 at <http://vote.sos.ca.gov/>



An example of our handout on Election Day

KPFF CONSULTING ENGINEERS

KPFF Consulting Engineers seeks motivated and energetic structural engineers. 2+ yrs of structural design experience with steel, concrete, masonry and timber desired. B.S., M.S. degree; a P.E. license a plus. Excellent communication and teamwork skills are essential. Substantial growth opportunity for all levels, and the opportunity to work on a wide variety of interesting and challenging projects. Please contact, fax or email resume to the following:

For Los Angeles:

Ms. Krystle Tabangcura
KPFF Consulting Engineers
 6080 Center Drive, Ste 300
 Los Angeles, CA 90045
 Ph: 310- 665-1536
 Fx: 310-665-9070
 Email: ktabangcura@kpff-la.com

For Pasadena:

Ms. Tamara Kealty
KPFF Consulting Engineers
 301 N. Lake Avenue, Ste 550
 Pasadena, CA 91101
 Ph: 626-578-1121
 Fx: 626-578-9121
 Email: tkealty@kpff-pas.com

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<http://www.advancedengineeringsoftware.com>

- Software written/supported by *AUTHORS OF THE HYDROLOGY MANUALS*.
 - Software used throughout Southern California since 1980 by private and government agency engineers.
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