

Los Angeles Section

Monthly: Est. 1913

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PRESIDENT'S MESSAGE

John C. Hogan, P.E.
Los Angeles Section President



Civil Engineering: The Problem Solving Profession

It sure seems as though we have a lot of shortages these days. This year, the absence of rain in much of the country threatens the crops from our nation's breadbasket. Gasoline supplies run short due to refinery shutdowns. Our state is short on funding for higher education and many other services. There is not enough money to adequately fund our infrastructure needs. And so on.

While reflecting on this rash of shortages, it occurred to me that one commodity that remains in abundance is challenge. The shortages mentioned above present serious challenges to our future well being and quality of life. When coupled with the issues of dealing with a growing population, the sluggish economy, an endless array of natural disasters, war and civil unrest, and a changing climate, the challenges can seem overwhelming.

In reality, challenges have always been in abundance. The history of the human race is all about overcoming challenges. While today's challenges seem daunting, our society is better equipped to deal with them. Knowledge and technology continue to evolve at a rapid pace. Many of today's issues are ones in which civil engineering will have an important role in how they are addressed.

Throughout history, civil engineers have been problem solvers. We are called upon to devise solutions to the problems of society. We design aqueducts, pipelines and pump stations to bring water to where it is needed, and reservoirs to store it for times when demand outstrips supply. Because of us, people can live comfortably and prosper in arid climates.

We also are the ones who step up when there is too much water. The flood control facilities designed by us have greatly contributed to the safety and well being of society. So too, have the processes and practices that civil engineers have developed for cleaning our drinking water and treating our waste water and runoff.

Civil engineers are responsible for mobility throughout the world. We facilitate travel and commerce with the highways, bridges, ports, railroads, and airports that we design. When these facilities become congested, we come up with the solutions to alleviate the congestion.

Today's issues and challenges will be addressed, only to be replaced by new problems. Our future challenges will be confronted by tomorrow's civil engineers. When they finish, there will be fresh challenges for the next generation of civil engineers. And so the cycle will continue. The last thing that civil engineers need to worry about is the profession becoming obsolete. There may be times, as we have recently experienced, when demand for civil engineers temporarily wanes. This only occurs because of economic distress,

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Giving Back for a BIG Cause! Los Angeles, CA

By Laura Rockett

LA YMF met up to lend a hand at Wilshire Crest Elementary School on Sunday May 6th as a part of Big Sunday Weekend 2012. Big Sunday is a non-profit organization committed to building community through community service. Big Sunday Weekend (May 4-6th) is one of their biggest event weekends where they have coordinated hundreds of volunteer events.

Our YMF team, along with some other volunteers, helped to repaint four handball courts. This required several coats of paint and some tedious line taping. The hardest part had to be literally watching paint dry waiting to remove the tape. It was worth the wait, though. You couldn't miss those bright blue and yellow courts if you wanted to.

After a few hours of hard work, the organizers provided the volunteers with a pizza lunch. We were all reminded that we were at an elementary school when we had to sit at the smaller than usual sized tables.

Throughout the day, volunteers helped to beautify the school by fixing benches, spreading mulch, weeding the garden, planting trees, and repainting the library.

Another rewarding day in the life of LA YMF!



not because the need for what we do has lessened. If anything, the need for what we do continues to grow.

There is no disputing that civil engineering is a very noble profession. We create the quality of life that our society enjoys. Yet, despite our incredibly important role in the world, we receive very little recognition for our accomplishments. For the most part, we toil in anonymity. The public takes for granted the work we do. The popular image of engineers is that we are nerdy, timid, and introverted geeks. Too few know that a more accurate description would be intelligent, articulate, and creative professionals. As a result of this misunderstanding and the general ignorance of our expertise, we get less respect than we deserve. If you don't think that is true, then why are our services often solicited using price as a selection criterion? You can't say that about lawyers, doctors or accountants. Accordingly, our compensation is generally less than these other professions. It is certainly way out of proportion with the contribution that we make to the welfare of society.

Who's responsible for this lack of appreciation? Mostly, civil engineers have only themselves to blame. We are not generally egotistical by nature. Nor are we outspoken. We shun publicity. We don't get involved in politics or take leadership roles in community groups. Many of us prefer to put in our hours at the office and go home. The last thing many engineers want to do is go out and toot their horns.

This is where ASCE comes in. A primary aspect of ASCE's mission is: *to promote professionalism and the profession throughout society to enhance the stature of civil engineers and to influence public policy.* As an organization of and for civil engineers, ASCE understands that an increase in stature will lead to more respect. That will allow us to exert more influence. Our influence will lead to higher prioritization of causes that we support, such as investment in infrastructure. A side benefit will be fees and compensation more in line with what we deserve.

This next year, the Los Angeles Section will be celebrating its centennial. This is a perfect opportunity for us to put this strategic initiative to work. By showcasing the great work that civil engineers have done over the past 100 years, we will demonstrate how we have contributed to the quality of life that southern Californians enjoy. We can also call attention to the important role that infrastructure has in protecting the public's health and safety.

Our Centennial Committee is hard at work creating a publicity campaign that will roll out with the launch of the year-long centennial celebration. Elsewhere in this edition of the newsletter, you will read the names of the firms and individuals who have generously contributed funds to underwrite this campaign. The fundraising is ongoing. There is still time for each member and our members' companies to contribute. The more funds we gather, the wider the audience we can reach.

The centennial is not limited to Section programs. All Branches, YMF's and Student Chapters are urged to use the centennial theme to showcase the projects and accomplishments of civil engineers. I hope a great number of Section members will join in and take part in getting the word out about civil engineering and infrastructure. There

will be abundant opportunities to do so. It will be an experience that is sure to benefit our profession while paying dividends to each individual who participates. Contact your Branch, YMF or Section leaders to learn more.

This is my final column as your Section President. As you may recall, I set three primary goals at the start of my term (see my Oct. 2011 column). The first was to **Grow Section Revenue** by 20% over two years, compared to 2010-11. We have made good progress. Thanks in part to a small dues increase, our 2012-13 budgeted revenue will be 14% higher than 2010-11, and this does not count extraordinary income, such as that from the Centennial Committee. Significantly, our 2012-13 budget is balanced, a first in several years.

The second goal was to **Build Section Leadership** depth and strength. We have had great participation in our Section Board meetings (perhaps because we greatly shortened the meetings?). Several committees have really jelled, and I see new faces at many of the gatherings throughout the Section. This broad goal is ongoing. I hope more members heed the calls to action that I have made in my newsletter columns during the year. There is plenty of opportunity to take active leadership roles in whichever ASCE group one chooses.

Third was to **Support Subsidiaries' Goals**. Ensuring the success of our Branches, Technical Groups, YMF's, and Student Chapters is the most important role of the Section. This past year, 2/3rds of our Section's expenditures went to subsidiaries, either directly or indirectly. In coming years, the Section will continue to focus much of its resources on this ongoing goal.

The year went by fast. Like many who serve in volunteer leadership capacities, I have a sense that I could have done more. But, the reality is that between the responsibilities to one's job, family, and other commitments, an individual has very limited time to devote to volunteer-led organizations, such as ASCE. That's why the organization needs many volunteers, each contributing as much time as they can, as limited as that might be.

The Section's success this past year was due to the efforts of many. I especially want to express my gratitude to my fellow Section officers, including Past President **Greg Heiertz**, President-elect **Mike Thornton**, Treasurer **Katherine Shinkai**, Secretary **Janice Horcasitas**, VP's **Greg Fiegel** and **Bill Flores**, and Region 9 Governor **Jay Higgins**. They, along with the YMF, Life Member, and Branch leaders and the Section committee chairs, selflessly contributed many hours to ASCE. Thank you all for your devotion.



www.ascelasection.org

* This month, Dr. Cris B. Liban yields his column space to Section President John Hogan, P.E.

This Month in the State Capitol

August 2012

By Richard Markuson

While the Legislature did take the month of July off for their summer recess, before departing, they approved several significant measures – dealing with transportation and water.

With no votes to spare the Senate passed **SB 1029** that is intended to commence construction of California's High Speed Rail Program and appropriates money for the "bookend" projects.

The bill appropriates to the Authority \$3.24 billion from the Federal Trust Fund and \$2.61 billion from the High Speed Passenger Train Bond Fund for the construction and acquisition of a portion of the initial operating segment. This initial construction segment constitutes the segment running for 130 miles between Madera and Bakersfield. This component was a request of the Administration in the spring in order to begin the initial construction phase of the project.

It would also provide \$1.1 billion of Prop 1A funding as a match for two MOUs agreed to by the Authority and the Southern California Association of Governments (SCAG) for \$500 million and the Metropolitan Transportation Commission (MTC) for \$600 million. The MOU with MTC would primarily fund the electrification of the Caltrain corridor between San Francisco and San Jose. The MOU with SCAG would fund projects on the Metrolink Antelope Valley line between Palmdale and the San Fernando Valley necessary to improve travel times for Metrolink trains providing service for high-speed rail as part of the blended system, as well as lay the foundation for future, dedicated high-speed rail service on the southern end of the Initial Operating Segment.

Some have suggested the "bookends" were included to secure the necessary Senate votes to pass the spending plan.

The Governor has signed **AB 1458** that keeps the California Transportation Commission as an independent authority to perform its powers, duties, and functions relative to transportation matters. The Governor's Reorganization Plan No. 2 of 2012 (GRP 2) that established the Transportation Agency would have folded the CTC into the agency – a change many in the transportation community opposed.

The Governor also signed **AB 1422** that moves the \$11 billion water bond from 2012 to November 2014. Most analysts concluded the bond could reduce the chance of passage of the Governor's Proposition 30 – that increases sales and income taxes.

Brown Appoints ASCE Members

Governor Jerry Brown has appointed two ASCE members to the Board for Professional Engineers, Land Surveyors, and Geologists. The Board regulates the practices of engineering, geology and land surveying in California by evaluating the experience and administering examinations to applicants for licensure.

Robert Stockton, a member of the Los Angeles Section, San Bernardino – Riverside Branch, of Riverside, is a principal at Rick Engineering Company.

Geraldine Pilar Trivedi, a member of the Los Angeles Section, Metropolitan Los Angeles Branch is a civil engineer for the City of Redondo Beach.

Brown also reappointed **Patrick Tami** who has served on the board since 2007. Tami is a vice president at RBF Consulting. Tami holds the land surveyor position on the board. Also appointed was **Kathy Jones Irish**, a vice president at Arnie Berghoff and Associates

These positions do not require Senate confirmation.

"Alternate Conveyance" Unveiled

The Brown administration revealed its \$23-billion plan to build two massive tunnels beneath the delta to transport water south to the intake pumps for the California aqueduct. The proposal is intended to improve water deliveries to the San Joaquin Valley and Southern California by avoiding the fragile delta estuaries and stop the ecological decline of the Sacramento-San Joaquin Delta.

The plans would involve construction of the most ambitious water supply project in California in decades, and the restoration of tens of thousands of acres of delta habitat.

Brown called the project "profoundly important to California's future" and "a big idea for a big state." U.S. Interior Secretary Ken Salazar joined Brown at the press event.

The plan calls for three large intake facilities on the Sacramento River near Hood, capable of diverting 9,000 cubic feet of water a second into two side-by-side underground tunnels that would carry supplies 35 miles to the intake facilities in the south delta that send water south.

The project provides for water users to pay the estimated \$14-billion construction bill and roughly \$5 billion in operating costs. State taxpayers would be responsible for the \$3-billion to \$4-billion expense for habitat restoration.

Reactions to the proposal varied. Phil Isenberg, Chair of the Delta Stewardship Council, praised the plan to fast track the Bay Delta Conservation Plan (BDCP) "Serious public policy people should pay attention," said Isenberg. "Listening to the press conference left me with the impression that federal and state adult supervisors had walked into the room and put some boundaries around BDCP. Salazar said, 'As broken and outdated as California's water system is, we are also closer than ever to forging a lasting and sustainable solution....'"

Isenberg said that it is "good news" that "this messy and important process is moving forward" but the Sierra Club – a strong supporter of Brown, called the plan "disappointing" and said "Governor Brown's Delta tunnel proposal raises more questions than answers about how to address the state's water problems.

But as the San Mateo Daily Journal pointed out in an editorial "One of the problems with the tunnel plan - and there are many with what is a below-ground version of the peripheral canal voters rejected in 1982 when Brown also was governor — is that no new water sources are created. 'We're going to make decisions and get it done,' the governor vowed. Of course, the decisions have already been made - witness Brown's very next sentence: 'If we have to fight initiatives or referendums, we'll fight those, too.'" And California officials are not on the same page either. After the press conference, a bipartisan group gathered on the steps of the

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Capitol to challenge the proposal. "To the governor and the secretary — you launch a war, we'll fight the battle," declared Rep. John Garamendi (D-Walnut Creek). And in Washington, Rep. Jerry McNerney (D-Pleasanton) called the plan "completely unacceptable," and Rep. Mike Thompson (D-St. Helena), who represents fishing communities, said it was a "terrible mistake to outline what it is that they prefer happens

before the science is done to determine what can and should happen."

There is little doubt in anyone's mind that the process will be lengthy and controversial.

ARTICLE

LA YMF in the (Partially Built) House: Construction Volunteering with San Gabriel Valley Habitat for Humanity

By Paul Choy

On two Saturdays (January 28th and February 11th) this past winter, two groups of ten LA YMF volunteers had the privilege of helping out the San Gabriel Valley Habitat for Humanity (SGVHFH) with their Geneva Build of five homes in the City of Glendale. Initially, the LA YMF was planning only one shift to help out, but due to the overwhelming response from its membership, a second shift was coordinated that was also immediately filled up.

The SGVHFH "seeks to make decent shelter a matter of conscience and action while eliminating poverty housing and homelessness from the San Gabriel Valley." Houses are not simply given away to the families. The families go through an application and screening program and are chosen based on their need, ability to pay, and willingness to partner. The family partner homeowners must put in "sweat equity" hours where they work alongside volunteers during construction and also get educated on the process and responsibility of owning a home. In the end, the homeowners still purchase the house, but the price is made affordable thanks to the volunteers and donations through SGVHFH.

The LA YMF was able to participate in SGVHFH's efforts by securing two coveted Saturday construction shifts for its volunteers. This process was not only easy but organized thanks to the exceptionally helpful coordination efforts by the SGVHFH. After attending orientation/training, the volunteers spent Saturday afternoons screwing in and patching drywall, constructing trash enclosures, and installing insulation. With a little bit of sweat and a lot of enthusiasm, these office engineer volunteers got hands-on experience with the construction side of structures while helping a few families achieve their dreams.

Hopefully, this is by no means the end to ASCE LA YMF's partnership with SGVHFH. Besides the potential of creating a fifteen letter mega-acronym, the LA YMF hopes to schedule future volunteering shifts as well as explore possible donation or fundraising efforts. In the meantime, if you would like to individually donate, volunteer, or get more information about the SGVHFH, please visit www.sgvhabitat.org or contact volteernow@sgvhhabitat.org.

ARTICLE

Strengthen California! Structural Engineers Fight to Limit the Devastating Reach of Future Quakes

By Kathy Haynes and Rich Haller

What do \$524 million, \$40 million, \$505 million, \$6 billion, \$20 billion^{1,2} all have in common? If you are thinking California Lottery Mega Millions jackpots or California budgets, think again. These monetary values are the estimated property damages of 5 major earthquakes that rattled California during the 20th Century (San Francisco, Long Beach, San Fernando, Loma Prieta and Northridge respectively)¹.

More astonishing than the monetary value is the loss of lives claimed by these 5 events as a result of the actual shaking and subsequent fires. More than 3,000 fatalities were recorded from the 1906 M7.8 San Francisco Earthquake and fires. There were 115 and 65 lives lost during the 1933 M6.4 Long Beach and the 1971 M6.6 San Fernando Valley earthquakes, respectively. The 1989 Loma Prieta M6.6 earthquake claimed 63 lives, while the 1994 M6.7 Northridge event took 60 lives. It should be noted that the Northridge earthquake was 11 miles deep and the strongest shaking was northward away from Los Angeles. The Puente Hills fault directly beneath downtown Los Angeles is capable of producing a M7.5 at shallower depths. Furthermore, many recent seismic

events such as the M9.0 Japan Earthquake are much larger than experts previously thought could occur.

As we live in a high seismic risk region where it's a matter of when and not if the next earthquake will occur, it is imperative to increase awareness of the seismic risk and to reduce the impact of the next major earthquake through seismic strengthening. The Structural Engineers Association of Southern California (SEAOSC) invites you to the 2012 Buildings at Risk Earthquake Loss Reduction Summit to be held at the Long Beach Hyatt on October 11th. This event is in association with the Federal Emergency Management Agency (FEMA), the California Emergency Management Agency (Cal EMA), California Technical Institute (Cal Tech), the Earthquake Country Alliance (ECA), and the Southern California Earthquake Center (SCEC). Visit www.seaosc.org for more information.

1. http://earthquake.usgs.gov/earthquakes/states/historical_state.php

2. Values shown may not be in today's dollar amounts and may reflect overall economic loss, as an example economic loss from the Northridge is estimated at \$50 billion per http://www.rms.com/publications/northridgeeq_retro.pdf

ASCE CENTENNIAL

*By Don Sepulveda, P.E.
Los Angeles Section Centennial Chair*

It is September and we are just one short month from our Centennial Kickoff. Over the past year we have been gearing up to celebrate our 100th birthday in a big way. This all starts with the L.A. Section Annual Meeting, Installation and Awards luncheon, which is just the first of several significant events that we will be doing throughout the year to celebrate the past, present, and future of civil engineering in southern California. Since the Los Angeles Section is essentially the lower half of California, with the exception of San Diego, we have to consider the region rather than just the area of Los Angeles proper.

As I mentioned in previous articles, you are all part of something big. In the Section, we have Branches that are larger, both geographically and in membership, than many Sections. The Section is part of what has been referred to as the "Big 3" that includes the L.A. Section, the Florida Section, and the Texas Section. Yes, we are larger than a statewide Section.

The L.A. Section is not just important because of its size; it is important because of its place in the past, present, and future of our region and the growth and economic recovery of California. Significant infrastructure development in the past have been the development of water projects to supply southern California, the development of our highway system that carries millions of motorists a day, and the development of one of the most significant freight and passenger rail systems in the country. Los Angeles County has the largest transportation infrastructure program underway in the nation with the Measure R Program that will bring the transportation system (transit and highway) into the future. Finally, Los Angeles is the southern terminus of what is arguably one of the largest infrastructure development projects – the California High Speed Rail Project. Our members, like William Mulholland have changed the face of California by their vision of a better place the needs of the future. These members, and more to come, will develop the future for our state and nation.

On March 6, 2013 the Section is hosting the Region 9 Infrastructure Symposium. This day-long event will be held at Los Angeles Union Station. The Water Track will be held at the Metropolitan Water District, at one end of the station. At the other end of the station, the Transportation Track will be held at the Los Angeles County Metropolitan Transportation Authority. Water and transportation will play a key role in the future of California and our discussions that day will include discussions of projects and programs, challenges, and what the engineering community can provide for the development of these projects. Speakers will include people that are involved with the development and procurement of these projects. In addition, we will have leaders in infrastructure from government that will address what their challenges are in moving infrastructure programs forward. Probably most important is the opportunity that you will have to meet these leaders in procurement and policy that will give you valuable information as you move your business or organization into the future.

We will be capping off the day at the Symposium with the Region 9 awards banquet. This will be held at the ticketing counter at Union Station. This area remains as it was when the station was built in 1939 and the architecture is breathtaking. The Awards Banquet will feature leaders from around the state and honor those engineers and projects

that have made a substantial contribution to engineering over the past year. Save the date for these events.

The Younger Member Forum (YMF) is developing initiatives that further the celebration. Over the next year the (YMF) will be working to increase their membership by 100. They are looking at hosting or initiating 100 events over the year that will increase awareness of what we do for K-12, students, and the public. Events such as the Popsicle Stick Bridge competition and other K-12 outreach will be key events over the year. In addition, the YMF will be hosting an End of the Year banquet that will close out the year. As we bring in the year with the October Installation Luncheon hosted by the Section leadership and celebrating the past and present of the Section, we will be closing the year with the YMF hosted event celebrating the future.

As part of these events we have been reaching out for financial contributions. Events such as those that we have planned require a financial commitment above and beyond the normal Section budget. We are reaching out to our membership for support of these events. Please go to the Centennial website http://www.ascelasection.org/index.php/main/pages/2013_centennial_celebration for additional information about making a contribution.

This is an exciting time. Not just for the Section but for engineering as a whole. Californians are investing more into infrastructure now than at any point in history. While this is an important step forward, we have a lot of work to do to inform the public about who we are and the importance of maintaining infrastructure. While these large new projects are high profile and needed, we cannot ignore the fact that our existing infrastructure is in a state of need. Over the events of the next year, we are going to get that word out to the engineering community, politicians, and agencies. This is our opportunity to use the successes of our past to build a better future.

Join us as we celebrate this milestone in history. If you have any questions or want to be involved, call me at 213-922-7491 or email at sepulvedad@metro.net

A Great Idea from the Life Members

The ASCE Life Members' Public Image Committee request that members take their (to be discarded) Civil Engineering magazines to their doctor's office or barber shop and merge them with the stack of magazines. We feel that this will be an effective way to make the general public more aware of what civil engineers do.

National ASCE (800) 548-2723 (ASCE)

Access National ASCE at: www.asce.org

L.A. Section web site at:
www.ascelasection.org



ASCE Region 9 2012 Award Nominations

Outstanding Project Awards Outstanding Individual Awards

Due: October 26, 2012

Project Awards: ASCE Region 9 Project Awards recognize outstanding Civil Engineering projects in California. Projects that received an award from one of the four ASCE Sections in Region 9 (Los Angeles, Sacramento, San Francisco, or San Diego Sections) during 2012 are eligible for consideration for the 2012 ASCE Region 9 Awards.

Individual Awards: ASCE Region 9 Individual Awards recognize individuals for outstanding achievements or leadership in civil engineering, or who through their work, support and advance the profession.

Application Materials

Applications are available on the Region 9 web site: www.asce.org/region9

For more information, please contact:

Camilla Saviz, Ph.D., P.E., Region 9 At-Large Governor, csaviz@pacific.edu

Lori Campbell, Region 9 Administrator, lkc.consulting@sbcglobal.net

Save the Date!

*ASCE Region 9 Infrastructure Symposium and Awards Ceremony
including the ASCE Los Angeles Section Centennial Celebration*

Wednesday, March 6, 2013

Union Station, Los Angeles, CA





ASCE-LA Centennial Celebration Donors

The Los Angeles Section of the ASCE would like to thank the following donors* for their generous contributions to the Centennial Fund:

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*Donors as of 8/6/12 **To donate, please visit www.ascelasection.org**

News About Dues

In April, the Los Angeles Section Board of Directors approved adjustments in our Section dues structure. Based on this decision, the 2013 dues invoices for ASCE members within the L.A. Section will include Section Dues at \$55 per year and Section Voluntary Dues at \$10 per year.

The Section Board urges all members to make sure that their 2013 dues payment includes the above amounts. Whether or not you participate in Section or Branch activities, the Los Angeles Section puts your dues money to work in a multitude of ways that bring value to **All Members** and our profession. For example, your Los Angeles Section dues are a primary means of support for ASCE's advocacy of California legislation and governmental policies that align with the interests of our profession. Your Section dues enable us to support ASCE's professional advocate (Richard Markuson) in Sacramento. Such representation is essential to our quest for prioritization of infrastructure funding.

Another large block of the funds from Section dues goes to support scholarships, student chapter programs, and pre-college student outreach. Anyone who has heard testimonials from students in these programs knows their effectiveness. Without Section dues, our ability to perpetuate our profession will be greatly impaired. The resulting drop in the CE student population would not bode well for our companies and agencies as they seek to meet their future staffing needs.

Life Members: You have been an ASCE member for the majority of your working life. As a Life Member, your national dues are waived. However, for 2013, your membership renewal statement will include Section dues. We are hoping that you will agree to pay these dues knowing that the funds are going to support the future of your profession, as discussed above. You should also know that Section dues make possible the monthly newsletter in the format you currently enjoy. Many Life Members prefer to receive hard copies of our newsletter. Others find it convenient to print the PDF version that is emailed each month. These formats are costly to produce. Without sufficient dues, the Section will be unable to bear the cost of the typesetting, production, and mailing of this type of newsletter format. We will be forced to go to a 100% electronic format, which will preclude us from sending the newsletter to a sizeable number of Members for whom we have no email address.

The Los Angeles Section has been the face and the voice of Civil Engineers in the southern half of California for 99 years. In recent years, the Section has been drawing from its reserves make up for a drop in revenue. The reserves have been reduced to a level where it is not possible to continue this practice. Your payment of Section dues will help the Section to continue its important programs in 2013, the year we celebrate the Los Angeles Section centennial.

Thank you in advance for your understanding and your continued membership in the Los Angeles Section of ASCE.

Reflections from two “Retiring” Region 9 Governors

By Kathy Haynes and Rich Haller

Three years ago, Kathy Haynes and Rich Haller began their terms as California Region 9 Governors with Kathy representing San Diego and Rich serving as an “at-large” Governor. Below are their reflections on their three year terms which end on September 30th.

Kathy Haynes & Rich Haller

It has been an honor to serve as a Region 9 Governor for the last three years. We have met a wide variety of ASCE members, learned a lot, and grown in enthusiasm and support for ASCE. As a Governor, we have experienced the full range of ASCE programs, from Sections and Branches to Society Committees, programs and the Institutes. The consistent focus of the varying groups is providing service to the members now and into the future. One key initiative of the Society is Vision 2025 which consists of the following overarching concepts for civil engineers. In 2025 civil engineers will: be entrusted by society, create a sustainable world, enhance the global quality of life, serve competently, collaboratively, and ethically, and demonstrate a mastery and leadership within five key areas of practice and influence – the Vision outcomes. In 2025, the civil engineer will achieve the following outcomes:

- (1) Master planners, designers, builders and operators
- (2) Stewards of the environment
- (3) Innovators and integrators of technology
- (4) Managers of risk
- (5) Leaders in public policy

Region 9 has been a leader in advocating and implementing Vision 2025 and has conducted a number of activities consistent with achieving the vision. This includes providing non-partisan input on pending legislation, advocating for infrastructure and appropriate levels of funding, recognizing outstanding projects and leaders, and conducting a statewide symposium with state leaders. This year, the Region, under the leadership of Mike Kincaid and Yaz Emrani released a statewide infrastructure report card, highlighting the change in grades and needed annual investment for eight areas of infrastructure. The report card is effective in concisely identifying the areas with the greatest need to decision makers and the public at large. Also conducted this year was the 6th Annual Infrastructure Symposium and Awards Banquet. Infrastructure advocacy was conducted by the Government Affairs, Water and Transportation Committees with positions (e.g. support, oppose unless amended) taken on pending legislation by the Region 9 Board of Governors.

These activities implement Vision 2025 on a statewide level and complement regional and local activities by Sections, Branches, YMFs, Life Member Forums and Institutes. Progress is being made but much more can be done. Vision 2025 will not be achieved without your help! We would encourage you to get personally involved to any level of participation you are comfortable with. Every contribution helps and you may be surprised by the impact you make! We know that we will both continue to participate and include our voices in the growing choir advocating for infrastructure.

It has been our honor and pleasure to serve as your Governors. Thank you for your participation and support.

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This position will be based in So. CA and cover the Southwest United States.

JOB DESCRIPTION

This job requires the creation and maintenance of good relationships with customers such as specifiers, distributors and end users that use, sell or specify concrete repair products. These products include rebar primers, concrete patching mortars, specialty coatings, etc. This person will also provide leadership and training of the Simpson inside and outside sales force for the RPS product lines. The RPS Sales Specialist works daily in the territory and creates his or her own travel/work schedule; therefore, this job requires a strong ability to self-manage projects and tasks, work independently and take initiative. This job also requires teamwork, punctuality, attendance and reliability due to the position's key participation with other company team members and most importantly, our customers. Positive representation for the Company at industry association is a necessary responsibility.

DESIRED QUALIFICATIONS

- College degree preferred with an emphasis in business or marketing, and 4-5 years of job experience
- Past job-related experience in concrete repair, coatings or FRP strengthening required
- Must be an ethical, self-disciplined and reliable team player
- Excellent communication and interpersonal skills
- Excellent driving record
- Willingness to travel - overnight travel is required
- Must reside in the territory

RELOCATION

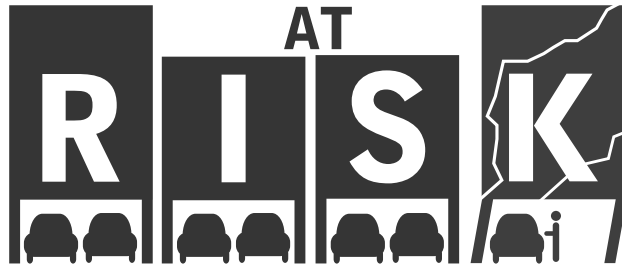
Relocation may be negotiated for a qualified candidate.

PERSON TO CONTACT

To apply for this position, please send a resume to: Ian Murphy

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Note: All job offers are contingent upon successful completion of drug screen and background verification.

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Copy deadline for the November 2012 issue is October 1, 2012; copy deadline for the December 2012 issue is November 1, 2012.



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Typesetting, Layout & Printing: The Center Quickprint



Please send all copy to the Editor by
the first of the month preceding publication.

Identification Statement

ASCE Newsletter, (ISSN 0273-6233)
is published monthly by ASCE,
Los Angeles Section, 1405 Warner Ave.
Tustin, California 92780. Subscription price
included in Section dues of \$45.

Circulation

Circulated monthly (except for a joint
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