

Los Angeles Section

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PRESIDENT'S MESSAGE

Michael Thornton, P.E.
Los Angeles Section President

VOL. XLXIII NO. 3

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501(c)(3) v. 501(c)(6)

ASCE, the Society as well as the Los Angeles Section, is grappling with what types of organization we should be as we move into the future. Today, we are a 501 (c)(3) organization both at the Society level of ASCE and here in the Section. The definition is "An organization may qualify for exemption from federal income tax if it is organized and operated exclusively for one or more of the following purposes: Religious, Charitable, Scientific, Testing for public safety, Literary, Educational, Fostering national or international amateur sports competition or the prevention of cruelty to children or animals and none of its earnings may insure to benefit any private shareholder or individual. In addition, it may not attempt to influence legislation as a substantial part of its activities and it may not participate in any campaign activity for or against political candidates."

Certainly, we can all agree that we meet the definition of the first portion but the second portion simply doesn't fit with ASCE. As you may have determined during my previous messages, I steadfastly believe that ASCE's government relations is one of our most important activities. Infrastructure, once a priority for all levels of government is no longer. As presented in ASCE's Region 9 2012 Report Card show, "Over the past five decades, our capital investment has plummeted precipitously. In the 1950s and 60s, California spent 20 cents of every dollar on capital projects. By the 1980s, that figure dropped to less than 5 cents on the dollar. Current estimates put infrastructure investment at around a penny on the dollar."

Although ASCE has made a considerable effort to respond to these dismal trends, we clearly haven't done enough. Due to 501 (c)(3) requirements and our society budget, the ceiling on lobbying efforts is about \$1 million dollars annually. From 2008 to 2010, the Society is essentially right at that amount. As a result, under our current organizational structure, ASCE cannot do any more.

ASCE maintains a very active staff of about 11 in Washington DC and we have retained the services of Richard Markuson, State Political Advocate. The investments we are making will continue to be important but these efforts haven't changed the aforementioned trends. Without our current efforts, God only knows what the state of infrastructure investment would be?

So how can we address this concern? The answer is 501(c)(6). Our Society has long considered adding this organization to parallel our current structure. "IRC 501 (c)(6) provides for exemption of business leagues, chambers of commerce, real estate boards, boards of trade, and professional football leagues, which are not organized for profit and no part of the net earnings of which insures to the benefit of any private shareholder or individual. An IRC 501(c)(6) organization is

continued on page 3



Transportation, Past, Present and Future

By Joe Buley, P.E., F.ASCE, Member, ASCE – LA Section 2013 Centennial Committee

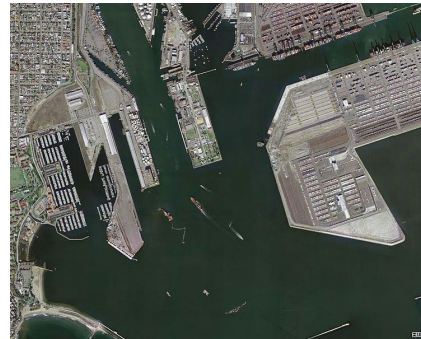
Transportation engineering is a sub-discipline of Civil engineering that focuses on moving people and goods efficiently, safely, and in a manner conducive to a vibrant community. The transportation engineer specifies, designs, constructs and maintains transportation infrastructure that includes streets, canals, highways, rail systems, airports, ports and mass transit. The ASCE Los Angeles Section Centennial is a fitting moment to review the impact the civil engineer has had in the development of an integrated transportation infrastructure in the Los Angeles Basin. What is amazing is to contrast the benign development of transportation during the first half of the past century (1913 to 1963) with the exponential growth of transportation during the last half of the past century (1963 to 2013). Even more amazing is what the future will bring.

The Los Angeles County transportation system serves as a regional, national and international hub for people and goods traffic. The integrated system includes the United States' largest port complex; an extensive freight and passenger rail infrastructure, including light rail lines and subway lines; numerous airports and bus lines; and an extensive freeway and road system. The technical expertise of the transportation engineer along with the social demand and political will of the population has made it all possible.

The first half of the past century was dominated by rail. It peaked in the 1920's when over 1100 miles of track connected four counties and was celebrated with what is considered the last of the Great Rail Stations – Union Station- which opened in 1936. The system was privately owned by Pacific Electric and commonly called the Red Car system. It consisted of electrically powered streetcars, light rail, and buses and was the largest electric railway system in the world. It was organized around the city centers of Los Angeles and San Bernardino and connected Los Angeles, Orange, San Bernardino and Riverside County. In concert with the Red Line, the Los Angeles Railway –a system of streetcars - called the Yellow Car line operated in central Los Angeles and the immediate surrounding neighborhoods.

At about the same time, the first freeway – Pasadena Freeway – opened. It was an unobtrusive opening and little did the designers envision what was to come. By today's standards the Pasadena freeway had narrow lanes, sharp turns, short ramps and no shoulders. It was designed for slow travel and small traffic volumes.

Rail would slowly decline as cars began their phoenix like growth and herald in suburbanization, an extensive freeway system, and downtown parking garages. By 1963, rail was gone as a major passenger carrier. Car and airplane had become the transportation of choice. Rail would not re-emerge as a viable alternative until 1985. The second half of the past century brought robust build out of roads, expansion of the Los Angeles and Long Beach Ports, expansion of airports and containerization would transform the movement of goods. New modes of transportation – Metrolink, the Alameda Corridor and engineered bicycle trails – would emerge.



Port of Los Angeles

The first major wharf was completed in 1912. The 1930's embraced a massive expansion including a two mile breakwater, three miles offshore and an inner breakwater off Terminal Island with docks. The Port serviced major shipbuilding during WW II and containerization began in 1959. 1963 ushered in the opening of the Vincent Thomas Bridge. Over one million containers were handled in 1985. The largest dredging and landfill program in America was completed in 2000 with the opening of Pier 400.

The Port processed 7.8 million containers in 2010. Trade with our top five trading partners exceeded \$184 billion delivering such goods as furniture, footwear, toys, auto parts and women's and infant apparel. The Port also hosts the World Cruise Center, transporting over one million passengers annually.

The future will include deepening the Port to accommodate the draft of the world's largest container ships. Environmentally, the Port is focused on substantially reducing air pollution. It will develop new and cleaner-burning equipment, provide alternate marine power to replace ship power while the ship is in dock and provide community buffer zones with green space.

The Port of Long Beach is also impressive with the 44-year old Gerald Desmond Bridge about to be replaced with an iconic cable stayed bridge. Five hundred foot tall main towers will support a one thousand foot long main span.



Alameda Corridor

The Alameda Corridor was born in 1994 when the Ports of Long Beach and Los Angeles purchased, from the Southern Pacific, its twenty mile right-of-way between the Ports and downtown Los Angeles. At the same time it created the Alameda Corridor Transportation Authority (ACTA). April 15, 2012, marked the tenth anniversary of the first train. In ten years, the corridor has moved 150,000 trains and more than twenty million containers.

a membership organization characteristically supported by dues. While such an organization may receive a substantial portion or even the primary part of its income from non-member sources, membership support, both in the form of dues and involvement in the organization's activities, must be at a meaningful level."

Such an addition would permit us to do a number of activities that we are unable to do today including endorsing candidates, substantially supporting legislation, committing greater funding to initiatives, and committing funding to influence public opinion. Yes, these activities would certainly be a more effective approach to respond to the current negative trends.

In 2006, the Society's Board of Directors considered the matter and it failed by the slimmest of margins, one vote. In 2011, it was considered again but once again failed to garner the support it needed. It is uncertain when the society board will take up the issue again and more importantly pass this important tool to assist government relations; a tool we need to respond to the current trend.

As my father often said, "there is more than one way to skin a cat". Understanding that, some Section members have asked their Section's Board of Directors to consider adopting a resolution to create a 501(c)(6) in addition to the Society's (c)(3). We need your feedback to carefully consider the request and to reach the proper conclusion. This request raises a series of questions:

1. Would we violate society rules? The short answer is no, based on conversations with Society legal staff. I anticipate that adopting a resolution would require our Society's Board of Directors to again consider the issue and to establish policies for moving forward.

2. Does establishing a 501(c)(6) compromise ASCE's credibility, prestige and integrity? Many other engineering organizations are (c)(6) including the American Council of Engineering Companies and Professional Engineers in California Government. I believe that establishing the (c)(6) will improve our ability to influence infrastructure investment, ultimately enhancing our credibility.

3. Will this lead to an increase in dues? No, establishment of the (c)(6) will be in addition to our current organizational structure; it will not impact the current structure in any way. Funds to support the (c)(6) activities will likely be raised independently of dues.

4. How will creation of a (c)(6) affect ASCE's tax exempt status? Again, creation will not influence our current (c)(3) organization. As such, it will not change any tax rules related to donations to ASCE's (c)(3).

5. Will ASCE lose its focus on our primary mission? As I have argued at length, one of the most important program ASCE

implements is government relations. We continue to lose ground at all levels of government and must increase government relations activities to respond to these alarming trends. The addition of a (c)(6) will bring more resources and remove barriers to increase ASCE's effectiveness.

6. Will ASCE lose membership and/or donors? Engineers as a whole are not known to embrace government relations. In general, we define challenges, develop potential solutions, select the most cost effective solution, implement it solving the challenge, and move on to the next challenge. In government, unfortunately, politics gets in the way that not only members find unacceptable but so does the general public. Engineers typically find ineffective government offensive. When discussing infrastructure with elected officials, I have yet to encounter an argument to the need for greater infrastructure investment. Yet, all levels of government seem to decide to move in the opposite direction, see the second paragraph of this message. It is difficult to say with certainty how our members and donors will respond to inclusion of a (c)(6); however, it should be embraced.

7. How would ASCE operate with such a change and how will ASCE establish positions on controversial issues? ASCE Los Angeles Section's Board of Directors will be responsible to manage the expanded government relations duties that will arise from creation of the (c)(6). Historically, ASCE has attempted to avoid establishing positions on controversial issues that our entire membership could not support; there have been exceptions. I envision that the Board will debate the issues, provide opportunities for general members to make arguments, and decisions will be made. As engineers, I am confident that we will continue to lead the way making the right choices in government relations.

8. Why should the Los Angeles Section lead this effort? The Los Angeles Section has and will continue to be a leader for the Society. Our current Region 9 state government relations program has been used as a model throughout the country; we lead the way. Leaders of this section have always led as the Society encountered challenging issues and we should continue to do so.

In closing, those are my thoughts; we need your input to make the right decision. Next month, I will discuss our centennial celebration.



www.ascelasection.org

The environmental benefits of the corridor are colossal. Two hundred grade crossings were eliminated with new bridges, over and underpasses, street improvements and the signature “mid-corridor trench.” The result is



significant air emission reduction and reduced traffic impacts. Many fewer trucks now travel the I-710. Futuristic engineering envisions these trucks rolling down a dedicated E-Highway. An E-Highway is a trolley like system that relies on overhead electric wires to power specially equipped freight trucks down the roadway. The future extends the corridor from downtown LA, east to connect with the transcontinental rail network at Colton. It incorporates a similar “San Gabriel trench” and extends the benefits of the Alameda Corridor.



Air Transportation

Air transportation in the first half of the century was benign. Los Angeles International Airport (LAX) began in 1928 when 640 acres were reserved. The

first structure was erected in 1929 and the first flight occurred in 1930. Runways were reconfigured and lengthened in the 1950's. A new concept to share space, a tunnel, was built to allow two runways to pass over Sepulveda Boulevard. The Boeing 707 landed in 1956 and by 1957, nine major airlines serviced LAX with domestic and international routes. The second half of the century saw air traffic grow to support six major airports with LAX the signature airport. LAX is referred to as “The Gateway to the Pacific Ring.” It is the sixth busiest airport in the world, servicing sixty-two million passengers in 2011. It holds the title as “the world’s busiest origin and destination airport.”

The “jet age” arrived in 1961 and a new terminal area made extensive use of underground tunnels to move passengers. In 1981, in preparation for the 1984 Summer Olympics, a \$700 million expansion began. In 1996, a new 227 foot traffic control tower was built. In 2000, to celebrate the Democratic National Convention, numerous glass pylons - up to ten stories high – were erected. In 2007 a major runway was shifted fifty five feet to prepare for the new Airbus A 380 and a new \$1.2 billion, ten gate terminal was begun.

Currently, LAX is in the midst of a \$4 billion expansion to accommodate the next generation of aircraft, such as the Boeing 787 Dreamliner. Environmentally friendly, the Dreamliner is made of carbon fiber composite and is recyclable, uses less fuel with fewer emissions and is quieter.

Freeways

The years 1963 to 1990 were dominated by the build out of today's Los Angeles County freeway system. The signature freeways, the I-405, I-5, I-605 and I-10 have national recognition for their routine gridlock. The population's love affair with the car, compounded by truck and bus traffic, has greatly contributed to the high volume usage. However, by the late seventies, the public came to realize that other means of mass transportation, to supplement buses, was necessary. Environmental concerns, population increase and high gas prices were causing the public to take a second look at mass transit. In 1976, the State of California formed the forerunner to today's Los Angeles County Metropolitan Transportation Authority (Metro) to begin planning an integrated transportation system. A centerpiece would be the re-emergence of rail.

The freeway system is and will continue to remain a major component of the integrated transportation system in Los Angeles County. The California Department of Transportation (Caltrans) is responsible for planning, design, construction, maintenance and operation of the state highway system. Locally, this mandate is carried out by District 7. The District is responsible for forty-two freeways and highways. Currently, an average of 100 million vehicle miles is traveled daily in the District which includes Ventura County. In Los Angeles County, there are nine hundred and fifteen freeway and highway miles.

The transportation engineer is meeting the challenges of the future in various ways that use emerging technology. Los Angeles County leads the nation in “smart grid” traffic control that allows synchronization of traffic signals to improve traffic flow. The build out and use of High Occupancy Vehicle (HOV) lanes is maturing. A prime example was the engineering and construction challenges incorporating HOV lanes on the I-405 thru the Sepulveda Pass. The introduction of High Occupancy Toll lanes is in its infancy with test projects on the I-10 and the I-110. HOT lanes operate under the concept that drivers will pay a premium to maintain an average speed of forty miles per hour. The lanes have controlled access and the travel speed is monitored in real time. As traffic volume increases, so does the toll per mile. In 2005, the nation's first dedicated busway opened between the North Hollywood subway station and Warner Center. It was extended to Chatsworth in June, 2012. The line operates the nation's first, sixty five foot, articulated, compressed natural gas (CNG), bus. It is dubbed the “metro liner.” The bus seats sixty six passengers and can carry one hundred with standing passengers.

Last but not least, the region is well on its way to becoming bike friendly. Transportation engineers will plan and design approximately seventeen hundred miles of dedicated bikeway in the next thirty years. To encourage usage, a four thousand bike rental program is planned.

AND, lest we forget the lowly “pothole”; selected streets will be torn up and rebuilt from scratch with more robust pavement design to handle future traffic volumes and vehicle weights.



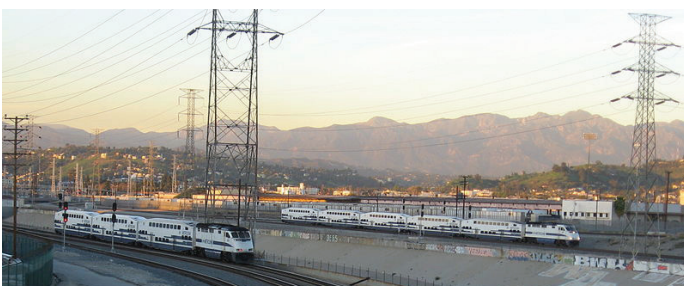
Mass Transit

Impetus for mass transit coalesced when Metro was formed by consolidating various transportation agencies in 1993. Metro's mandate was to plan and prioritize project funding and implementation for Los Angeles County. It would

carry out this mandate by developing a Long Range Transportation Plan (LRTP). The LRTP would need a financial vehicle. The vehicle would be a bond issue known as Measure R. Measure R proposed a half cent sales tax on the citizens for the next thirty years and was estimated to return approximately \$40 billion dollars. The dollars would provide proportional funding for quality of life, rail/rapid transit construction, rail facilities, Metrolink, highway, city enhancements and operations projects. The voters approved Measure R in 2008.

The return of rail –after twenty seven years- was the opening of the Blue Line to Long Beach from downtown LA in 1990. This was followed by the first segment of the subway from Union Station to Westlake/MacArthur Park in 1993. The Green Line from Redondo Beach to Norwalk was opened in 1995. The subway in its current configuration was completed to North Hollywood in 2000. The Gold Line to Pasadena was completed in 2003 and to the Eastside (Atlantic) in 2009. The EXPO line from downtown to Culver City was completed in 2012. Metro light and heavy rail operates over a combined length of approximately ninety miles with recent daily passenger boarding's exceeding 361,000.

The future in concert with the LRTP and revenue stream from Measure R will fund light rail projects to include the Gold Line extension to Azusa, the EXPO extension to Santa Monica, the Crenshaw/LAX Transit Corridor and the Gold Line eastern extension. Funding for heavy rail projects will include the Regional Connector and the Westside extension. The funding must be augmented by Federal assistance; and Public-Private-Partnerships (PPP) may be encouraged. In concert with these signature projects, the LRTP promises local street improvements, improved bus service and improved traffic flow on freeways



Metrolink

Metrolink did not exist until 1991. It was created after the purchase of one hundred seventy five miles of track and facilities from Southern Pacific and the rights to use Union Station from Union Pacific. Metro

now owns Union Station. It operates under the Southern California Regional Rail Authority (SCRRA). The SCRRA is a joint powers authority governed by five county level transit agencies; Los Angeles, Orange, Riverside, San Bernardino and Ventura. The average weekday ridership is forty one thousand and it is estimated that ridership replaces twenty five thousand vehicle trips per weekday.

Metrolink envisions an ambitious expansion along with quality safety enhancements. Two significant safety enhancements are fleet conversion to the Hyundai Rotem cab car and the "positive train control crash avoidance system." The new car better absorbs energy in case of a collision. The "positive train control crash avoidance system" can sense a potential crash and shut down the train.



Hi-Speed Rail - The Future

In giving his endorsement to California Hi-Speed rail, the current Federal Railroad Administrator, Joseph C. Szabo stated, "With

twenty million more people expected to be in California within the next forty years, we can't build enough highways and airport runways to accommodate the demand." Ground is expected to be broken in the fall of 2013 for the initial 130-mile Northern California section in the Central Valley. Estimated completion at Union Station is projected for the year 2028. The estimated cost for this Blended Phase I is \$68 billion. Blended is defined as shared use of electrified/upgraded Caltrain and Metrolink corridors. The Phase I blended project between San Francisco and Los Angeles/Anaheim is 520 miles. The overall system will eventually extend to San Diego with a total length of 800 miles. Top speed will reach 220 miles per hour. Daily ridership is estimated at two hundred and sixty thousand.

The Next Century

It would be presumptuous to predict the future of Los Angeles County transportation beyond what is forecasted through 2050. We can predict that today's forward thinking social and political impetus to continue design and build out of a first class, integrated, transportation system in Los Angeles County will superbly challenge the new cohort of civil-transportation engineers. It will take his/her creativity, mastery of emerging intelligent technology(IT), mastery of engineering fundamentals and innovative financing to efficiently design, build and maintain our people and goods future mobility.

Reminder:

Copy deadline for the April 2013 issue is March 1, 2013;
copy deadline for the May 2013 issue is April 1, 2013.



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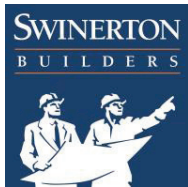


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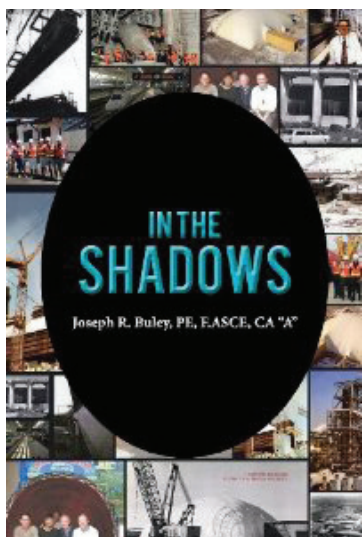
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ARTICLE

New Book Published



We feature this month a book entitled "In the Shadows" written by a colleague and friend Joseph R. Buley, PE, F.ASCE, CA "A". This book is the memoir of a professional civil engineer practicing within two government entities and twelve construction companies during his career. Joe describes his civil engineer practice working for family-owned construction companies, a major corporation, and the government. Joe traces his practice from a design engineer at Brooks AFB, to a construction engineer at a major mining management

company, to construction management positions at several family owned construction companies, to an estimation consultancy at a major government transportation entity. Joe has built successful union operations and a successful merit shop company for respected union contractors. With this experience, he describes the details for building merit shop divisions and the management of the ensuing double breasted operations. Joe describes his consultancy during a troubled construction period of a major transportation agency.

Joe places you in his office as he grows a regional heavy, industrial rigging company into a highly respected national industrial constructor. The reader relives with Joe, the execution of the double breasted business model for two respected union contractors. Joe will impart to the reader the excitement of starting a merit shop company and doubling its growth each year.

Joe will let the reader relive California labor history as he or she participates in the initial development of the ABC, Southern California parallel craft training programs.

Joe will take the reader inside the establishment and growth of a Los

Angeles industrial division for a major ENR fifty merit shop constructor, as it relentlessly drive to become a billion dollar industrial constructor.

Joe's more than ten years as a construction claims consultant is described as he builds a professional estimation department within a state transportation entity recovering from federal sanctions and experiencing chaotic restructuring.

Finally, Joe will describe for the reader the "inside baseball" of three major lawsuits in which Joe prevailed. One lawsuit, although won, was lost on appeal, due to the appellate court ruling that the intervening change in the law was retroactive.

The book is available for download or purchase at major booksellers.

MATERIALS SUBMISSION INFORMATION

All graphic materials submitted for use in the ASCE newsletter should have all fonts outlined, and links included; EPS or PDF files preferred. Other formats are Adobe InDesign or Adobe Illustrator (any version); additional acceptable file formats are JPEG or TIFF files (minimum 300 dpi). Images embedded in Microsoft Word documents should be sent separately, at a minimum resolution of 300 dpi at the display size desired. Collected files, including links and fonts, should be compressed and e-mailed, or sent on CD or Zip disk (provide return address). Business cards can be submitted electronically as well, or send clean, crisp, B&W laser print, unfolded. This publication's size is 8½" × 11".

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GAME ON!



Addressing California's Infrastructure Challenges in the 21st Century



Keynote Speaker

Dan Richard
Chairperson of the Board, California High Speed Rail Authority
Merging The Dream and Reality of High Speed Rail

Featured Speaker

Mark Cowin Director, CA Department of Water Resources
Topic: **California's Bay Delta Improvements: Continued Future Water Supply or Pipe Dream?**



Wednesday, March 6, 2013 8:00 am to 5:00pm

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

ASCE ANNUAL CALIFORNIA INFRASTRUCTURE SYMPOSIUM
and LOS ANGELES SECTION CENTENNIAL CELEBRATION

Reception 5:00PM, Awards Dinner 6:00PM

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All attendees will receive a free commemorative ASCE LA Centennial medallion as a special keepsake of this momentous year!

CA INFRASTRUCTURE SYMPOSIUM AND AWARDS DINNER



WATER TRACK (CONT.)

Facilitator: Dave Jones, Vice-President, CH2M Hill

11:15 – 12:15 CA Bay Delta Improvements: Future Water Supply or Pipe Dream?

Alternative paths to objectives

Speaker: Jonas Minton, Water Policy Advisor
Planning and Conservation League

Financing: Water Rates, Delta Financing, Water Bond

Speaker: Roger Patterson, Deputy General Manager
Metropolitan Water District of Southern California

12:30 – 1:45 LUNCH AT UNION STATION

2:00 – 3:00 Integrated Regional Water Management: A Path to Sustainability?

Moderator: Xavier Irias, P.E., Director of Engineering and Construction
East Bay Municipal Utility District

Santa Ana Region: One Water One Watershed Plan

Speaker: Celeste Cantú, General Manager
Santa Ana Watershed Project Authority

Orange County IRWM Award Winning Project

Speaker: Mike Marcus, P.E., General Manager
Orange County Water District

San Diego's IRWM: Managing Water for Supply, Quality and Habitat

Speaker: Toby Roy, P.E., Esq., Water Resources Manager
San Diego County Water Authority

Financing IRWM Water Infrastructure

Speaker: Andrea Roess, Managing Director
David Taussig & Associates, Inc.

3:00 – 3:15 Break

3:15 – 4:15 Vision of Water for Next Century

Moderator: Mark Norton, P.E., LEED AP
Santa Ana Watershed Project Authority

Rainwater Capture – a reemerging lost resource

Speaker: Jose Solorio, Former Assemblyman
(D – Anaheim), California State Assembly

Win-win with natural resources

Speaker: Andy Lipkis, President and Founder
Tree People

Flood Risk Assessment – Learning from Katrina & CA Levee Risks

Speaker: Raymond B. Seed, Ph.D, Professor of Geotechnical Engineering
UC Berkeley

Integration of Water Quality Improvement

Speaker: Fran Spivy-Weber, Board Member
State Water Resources Control Board



PROGRAM AND AGENDA

8:00 – 8:45 REGISTRATION AND CONTINENTAL BREAKFAST

8:45 – 8:50 WELCOME/CALL TO ORDER

Michael Thornton, P.E., President, ASCE Los Angeles Section
TKE Engineering, Inc.
Jennifer B. Epp, P.E., Director, ASCE Region 9
Central Coast Regional Water Quality Control Board

8:50 – 9:00 ANNOUNCEMENT OF SPONSORS

Jay Higgins, P.E.
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9:00 – 9:20 ASCE LA SECTION CENTENNIAL CELEBRATORY VIDEO

Bob Bein, P.E., Honorary Chair, ASCE LA Section Centennial Celebration Committee
RFB Consulting
Don Sepulveda, P.E., Chair, ASCE LA Section Centennial Celebration Committee
Metropolitan Transportation Authority

9:20 – 9:45 OPENING SPEAKERS

Moderator: Tom Kim, P.E., Southern California Transportation Director
HDR Engineering, Inc.
Jeff Kightlinger, General Manager
Metropolitan Water District of Southern California

9:45 – 10:00 BREAK AND BREAKOUT TO SESSIONS AT METRO AND MWD

10:00 – 12:15 SEE TRANSPORTATION / WATER TRACK FOR AGENDA

12:30 – 1:45 LUNCH AT UNION STATION – LUNCHEON KEYNOTE

Moderator: Tom Kim, P.E., Southern California Transportation Director
HDR Engineering, Inc.
Gregory DiLoreto, P.E. PLS, President, ASCE
Tualatin Valley Water District
Michael Antonovich, Los Angeles County Supervisor
Metropolitan Transportation Authority

2:00 – 4:15 SEE TRANSPORTATION / WATER TRACK FOR AGENDA

4:30 – 5:00 KEYNOTE SPEAKER AT UNION STATION

Moderator: Tom Kim, P.E., Southern California Transportation Director
HDR Engineering, Inc.
Dan Richard, Chair
California High Speed Rail Authority

5:00 – 6:00 NETWORKING RECEPTION AT UNION STATION

6:00 – 9:00 REGION 9 AWARDS DINNER AND PROGRAM

Fold Here



TRANSPORTATION TRACK

Facilitator: Rachel Vandenberg, Vice President, Region Market Sector Manager, AECOM

10:00 – 11:00 Linking California's Rail System

Moderator: Don Sepulveda, P.E., Executive Officer, Regional Rail
Los Angeles County Metropolitan Transportation Authority

California High Speed Rail

Speaker: High Speed Rail Authority Representative
California High Speed Rail Authority

Transit Connections

Speaker: K.N. Murthy, P.E., Executive Officer, Transit Projects
Los Angeles County Metropolitan Transportation Authority

Commuter Rail & Intercity Rail

Speaker: David Kutrosky, Managing Director
Capitol Corridor Joint Powers Board

11:00 – 11:15 Break

11:15 – 12:15 Port Development

Moderator: Chuck Spinks, P.E., Vice President
Kimley-Horn and Associates, Inc.

Port of Oakland

Speaker: Chris Chan, P.E., Director / Chief Engineer
Port of Oakland

Port of Long Beach

Speaker: Neil Morrison, P.E., Director of Engineering
Port of Long Beach

Port of Los Angeles

Speaker: Mike R. Christensen, P.E., Deputy Executive Director, Development
Port of Los Angeles

12:30 – 1:45 LUNCH AT UNION STATION

2:00 – 3:00 Highways and Bridges

Moderator: Yazdan Emrani, P.E., Senior Vice President
Hall & Foreman, Inc.

MTC Highway Projects

Speaker: Andrew B. Fremier, P.E., Deputy Executive Director, Operations
Metropolitan Transportation Commission

MTA Highway Projects

Speaker: Doug Failing, P.E., Executive Director of Highway Projects
Los Angeles County Metropolitan Transportation Authority

Caltrans Bridge Program

Speaker: Michael Miles, P.E., District Director
Caltrans District 7



TRANSPORTATION TRACK (CONT.)

Facilitator: Rachel Vandenberg, Vice President, Region Market Sector Manager, AECOM

3:00 – 3:15 Break

3:15 – 4:15

Break

Finding Transportation Funding

Moderator: Kenneth H. Rosenfield, P.E., Chairperson
ASCE Region 9 Transportation Committee

State Finance History

Speaker: Michael Coleman, Principal Fiscal Policy Advisor
League of California Cities, CSMFO

Stretching Transportation Funding Dollars

Speaker: Paul Taylor, P.E., Deputy Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Caltrans Funding Outlook

Speaker: Richard D. Land, P.E., Deputy Director
Caltrans

WATER TRACK

Facilitator: Dave Jones, Vice-President, CH2M Hill

10:00 – 11:00 CA H2O: The First 100 Years – How Did We Get Where We Are?

Moderator: John Morris, P.E.
Morris Water Resources Consultants

Los Angeles Aqueduct and LA Water Infrastructure

Speaker: Jerry Gewe, P.E., Assistant General Manager (Retired)
City of Los Angeles Department of Water & Power

Water in California

Speaker: William L. Kahrl, Author (Water and Power)
Self-employed

Federal Support of CA Water Infrastructure

Speaker: Bill Steele, Lower Colorado Regional Director
US Bureau of Reclamation, Lower Colorado Region

11:00 – 11:15 Break

11:15 – 12:15 CA Bay Delta Improvements: Future Water Supply or Pipe Dream?

Moderator: Robert Roscoe, P.E.
Sacramento Suburban Water District

Bay Delta Restoration and Tunnel Project

Speaker: Mark Cowin, Director
CA Dept of Water Resources

Impacts on Agricultural Community

Speaker: Chris Scheuring, Associate Counsel
Farm Bureau