

# Los Angeles Section

*Monthly: Est. 1913*

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## PRESIDENT'S MESSAGE

Kenneth H. Rosenfield, P.E., F.ASCE  
Los Angeles Section President

VOL. LV NO. 8

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### Thank you for being a member of ASCE

During this past year as President of the Los Angeles Section of ASCE, I have shared with you some thoughts about our organization, our volunteers, our advocacy efforts and the future of our profession. None of our progress could have been possible without you being a member of ASCE. I thank you for your continued support and participation in this great organization.

In August 2014, I set out five goals for the Section to be reached in the 2014-2015 Fiscal Year. Together, we have made great progress on these goals and a status report on our progress is as follows:

**Goal 1 - Increase Membership:** Our membership numbers are up over the past year from 7945 members in July 2014 to 8131 members in July 2015. That is good progress but we can do better – every Civil Engineer should be a member of ASCE. I ask you to engage your peers to determine if they are members and encourage them to give ASCE a try as there are many benefits to membership.

**Goal 2 - Expand Legislative Education & Advocacy:** We have expanded our legislative education and advocacy by participating in the Sacramento fly-in, holding local drive-ins to visit elected officials and creating the new legislative advocacy training event to be held on October 2, 2015, at the Los Angeles County Metropolitan Transportation Authority. This event, The Path Forward – Legislative Advocacy for the 21st Century in California, will be a great annual addition to our training efforts. The Section's Government Relations Committee, led by Mojgan Hashemi, has been working very hard to create a fantastic program and you should plan to attend (See notice and agenda in this Newsletter). For a modest cost, you will receive training by the ASCE Washington, DC, staff, hear from Agency Chiefs and Elected Officials addressing Transportation and Water Infrastructure funding issues and learn grass roots advocacy techniques.

**Goal 3 - Establish Uniform Web Page Information:** I, and others, have spent a good deal of time this year working to keep our web site up to date and easy to navigate. And, I have encouraged all of the Branches to keep consistent information on their web pages. As you may know, website management is a continuous effort and many positive changes were made this year. Feel free to make recommendations on how to further improve our web content.

**Goal 4 - Streamline Awards Nominations via Web:** One of the most significant changes and improvements for the Section this year has been the creation of a web based portal for all Branches to utilize in order to submit project and individual nominations for Section Awards consideration. In addition, all Award Categories were realigned to match those utilized by Region 9. In this way, we have enhanced the opportunity for Section Award winners to be recognized by the Region for the great work of the Civil Engineers in this Section. All of this became possible due to the previous pioneering work performed by the Orange County Branch with their web based awards system which was then utilized by the Section and made available to all Branches.

**Goal 5 - Grow Our Brand:** This amorphous goal was established to, and is intended to, bring to the attention of all of our members that we should always be ready to discuss our profession and our organization to those not familiar. It is not unusual to meet people that have no idea what Civil Engineers do and have never heard of the American Society of Civil Engineers. That is your opportunity to spread the word about our contributions to society and the great profession that we enjoy. Grow our Brand is a continuous effort and

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# Serving the Community, A Personal Perspective

by Richard Haller, P.E. M.ASCE



Thought about participating on local government volunteer committees or running for an elected position? As a long term member of my city's Design Review Board and Planning Commission, and recent appointment to a Unified School District School Board, an elected position, I would like to share my thoughts on opportunities for civil engineers to serve their community, the benefits and rewards of serving, and how to go about seeking appointment or election to your desired position.

Being concerned about my community in the 1990s, a period of rapid growth through primarily residential growth and associated commercial services, I began tracking the discussion of projects in the local newspaper. I became concerned about the limited discussion or misunderstanding of civil engineering related issues (site layout, grading, drainage, traffic, etc.). I decided it was important to seek appointment to the city's Planning Commission, the primary board for determining land uses and approving projects. However, getting appointed is no simple matter as the selection process is based on an application, an interview, and participation in city committees and activities. Criteria used to evaluate candidates can include knowledge of the city, commitment to the city (rather than personal gain), understanding of the committee's role, and ability to understand and implement the committee member's role. Our city council ultimately appoints all committee members and therefore it's important to know the council members. In my case, I served on the Improvement Team (volunteers complete a small project once a month) and Trails Committee first to gain the necessary experience to seek appointment to the Planning Commission.

I served on the Planning Commission from 1997 – 2014. While on the Commission, I learned the importance of thoroughly reviewing the information provided in the agenda packet, visiting the site when applicable, and providing questions to staff in advance of the meeting so additional information can be presented at the meeting. Important Commissioner skills are to listen carefully to information presented at the meeting, applicant statements, citizen statements for and against, to analyze the merits of the project including consistency with the city's General Plan, to have an open minded discussion with fellow Commissioners and ultimately to make a reasoned decision.

I thoroughly enjoyed my service on the Planning Commission especially the opportunity to shape the city's vision of the future through the General Plan update, and to interact with developers, citizens, regulators, and other stakeholders! As a civil engineer, one has a unique and valuable perspective on issues brought before the Planning Commission.

In late 2014, a position on the local Board of Education opened when the incumbent resigned. I had the good fortune of being selected to fill the vacancy. The process involved submittal of an application, written responses to 10 questions, 3 reference letters, and a resume. A six question interview was conducted at a school board meeting before the Board and members of the public. In preparation for the meeting, I conducted extensive research of recent issues before the Board and practiced responses to typical interview questions that might apply. Key to question responses was to be informative in a very concise way with no engineer acronyms or jargon.

Since being selected to the school board, I have been learning about its role and responsibilities. I've enrolled in a five Saturday training program sponsored by the CA School Board Association. Highlights of the first six months include touring all 24 elementary, middle and high school sites, attending several awards banquets, attending several plays, concerts, and sporting events, and best of all, participating in seven graduation ceremonies. The one thing that impressed me the most was the quality of the students, their successes, and achievements.

I am looking forward to the June 2016 election to retain my seat. I have started researching the candidate guidebook published by the Fair Political Practices Commission for local candidates ([http://www.fppc.ca.gov/manuals/Manual2\\_0315.pdf](http://www.fppc.ca.gov/manuals/Manual2_0315.pdf)) which indicates the numerous forms to be submitted and the requirements for reporting of campaign contributions. Fortunately there are current and former elected officials willing to help and provide advice on how to proceed. As an alternate there are consultants who can provide technical assistance.

In addition to the administration of a campaign, there is the need to develop and implement a winning strategy. K-12 schools are in a state of transition as the Common Core curriculum and a new testing system is implemented. Further, although funding has increased over the last several years, it is still below pre-recession levels. The condition of school buildings is one of many areas which have seen reduced funding.

As civil engineers we have had much practice advocating for infrastructure funding. Planning and running a campaign will be somewhat similar to a strategic proposal effort that consultants are often involved with but should provide a personal growth opportunity. I appreciate the opportunity to serve on my community's Planning Commission and now its School Board and have found the experience to be very rewarding. I would strongly encourage other civil engineers to seek opportunities to serve your communities. Because of our background, we have a unique and valued perspective to offer.

I have taken many opportunities to share with others information about Civil Engineering. I encourage you to do so throughout your career.

In October 2014, I discussed with you the plans for the year including working on the above five goals, my history with ASCE and the importance of fulfilling our ethical requirements. As members of ASCE, we are obligated to comply with the Code of Ethics, as published by ASCE, in all of our work. I am confident that all of us are meeting our obligations. The simple fact is that the public's confidence in Civil Engineers is enhanced by our high ethical standards.

In November 2014, I engaged you in a discussion of one of the three strategic initiatives being undertaken by our Society. I presented to you the Raise the Bar initiative which promotes a requirement to enhance the educational standards of future Civil Engineers necessary to attain licensure. The Raise the Bar initiative is of critical importance to the future of Civil Engineering. Raise the Bar is needed to address advancing technologies, increasingly complex infrastructure problems, the need for the Civil Engineer to be more broadly skilled and to address the reality of decreasing educational requirements for a Bachelor of Science degree. The proposed "Bachelors plus 30 units or a Masters" standard will only affect future Civil Engineers and will only be implemented many years after adoption in any given State. I encourage you to review this issue and support this initiative as it is discussed and presented in the future in California.

In December 2014, I addressed the great work that Civil Engineers do in the article entitled, "Celebrate Civil Engineering." I reviewed my participation in the ASCE Global Engineering Conference in Panama City, Panama, visiting the mega-project the Panama Canal, and the fact that most of us work on small, but otherwise very important, projects every day. Our capacity to build communities and contribute to making the world a better place is a unique position for our profession and one that I am proud of every day.

In January 2015, I appealed to you all to participate in your local ASCE groups and to volunteer to be on a committee or hold a Board position. ASCE provides many opportunities for volunteerism and the organization only thrives when we all step up to do our part. As a Student, Younger Member, Branch Member, Technical Group Member or Section Member you have the ability to share your energy, viewpoint, capabilities and passion for Civil Engineering with all of our members. I ask you to please volunteer and seek to join in the work of this great organization; don't sit on the sidelines, get involved. That is also the month during which your annual dues become due and I encouraged you all to complete your annual dues commitment to ASCE. You responded and our membership count is up!

In February 2015, we celebrated Engineer's Week with many activities being held in multiple Branches. The activities help to share the Civil Engineering career path with young students and to encourage them to embrace a STEM (science, technology, engineering and math) curriculum in school. Our members seemed to have as much fun as the participants in preparing for and carrying out such activities as the popsicle stick bridge build, the egg drop contest and many others. Our ability to engage future Civil Engineers through these hands on activities is invaluable and I thank our volunteers for their many hours of work on these events. I also brought to your attention that January kicks off the annual convening of our State Legislature and the importance of engaging our elected officials in discussions about consistent, reliable and adequate funding for all public infrastructures.

In March 2015, the topic was the great work of our Branches and Committees and the annual Life Member induction event. In ASCE, the

action is at the local level. Your dues help to sustain the Society as a whole but also help to fund local activities. This where we work very hard to enhance member value by providing local programs at the Branch level, Younger Member Forum level and Technical Group levels. I was honored to be the "master of ceremonies" at the annual Life Member Brunch and induction ceremony held on March 7th. The Life Member Committee worked very hard to prepare for this great event where a new large class of Life Members was inducted into their new standing in ASCE. It was a privilege, along with incoming Society President, Mark Woodson, to shake the hands of each of the new Life Members.

In April 2015, I reviewed the Multi-Regional Leadership Conference held in Bellevue, Washington, combined with Region 9 (California) and Region 8 (Western States). This leadership training educates the ASCE volunteers and helps them to access all of the resources that ASCE offers to enhance member value. During that Conference, I was called upon to lead a discussion about "Leading on Local Infrastructure," which is a responsibility of all Civil Engineers. We need to engage the public and elected officials to educate them on all aspects of infrastructure maintenance, renewal, expansion and sustainability. Only in this way will there ever be enough funding to support our communities, public safety and economy. I encourage all of us to join the ASCE Key Contact Program to facilitate easy and simple communication with your State and Federal Elected Officials on issues of importance to ASCE.

In May 2015, I shared with you my story of a recent vacation (which was a cruise) that returned me to Panama, and many other eastern Caribbean and South American ports. This provided me the opportunity to view the Atlantic lock set of the new Panama Canal, having seen the Pacific lock set in October 2014, and to further present the facts and figures of this fantastic engineering feat. I shared many of the details and photographs of this phenomenal project with you.

In June 2015, I reviewed the hard work and success of our Student Groups that had recently participated in the Pacific Southwest Regional Conference in Arizona. This Conference pits all of the ASCE Engineering programs in the Western United States in 19 different competition categories including steel bridge design and construction, concrete canoe build and race, geotechnical project solution challenge and many others. Our schools were outstanding and won many of the competitions. The Students are our future.

In the combined July/August 2015 Newsletter, I pushed you all pretty hard to get engaged in legislative advocacy. I hope you understood that this prodding was only made with the best intentions! We have a unique ability to define and communicate to the public the issues surrounding infrastructure maintenance, renewal, expansion and sustainability because, by definition, we are experts in the creation of the infrastructure necessary to build societies. Not enough of us are banging the drum to raise the volume of this discussion about the need for our government to support adequate infrastructure funding. Please join this effort!

Please join in the annual business meeting, induction of new Board Members and the Section Awards Ceremony on October 3, 2015, (see information in this Newsletter). Congratulations to the new Board and President John Rogers in the new fiscal year that begins in October! Finally, thank you! Thank you, to all of you and to the Board members, for the opportunity, privilege and pleasure to represent you during my term as President of the greatest Section in ASCE! As always, feel free to contact me if I can be of any assistance with your participation in ASCE.

# State Investments and Legislative Update

by Richard Markuson, CA Region 9 Legislative Advocate



The State Legislature began their month-long summer recess on July 16 and resumed their work at the State Capitol on August 17.

Without a doubt, the big infrastructure news was Governor Brown's decision to call a special session to fix *California Roads, Highways and Other Infrastructure*.

Caltrans maintains 50,000 lane-miles of highway and nearly 13,000 state-owned bridges. While the repair, maintenance and efficient operation of the state's highway system are vital to the state's continued economic growth, current funding fails to adequately fund this necessary work. The state's current fuel excise tax is sufficient to fund only \$2.3 billion of work—leaving \$5.7 billion in unfunded repairs each year.

The Governor asked the Legislature to enact permanent and sustainable funding to maintain and repair the state's transportation and critical infrastructure, improve the state's key trade corridors and complement local infrastructure efforts.

In response to this, the Legislature has introduced a package of special session bills. Some will replace several bills in the regular session. Special session legislation is not subject to the usual deadlines but tax increases still require 2/3 votes of both houses for passage. Consideration of these measure will begin in earnest in August.

ABX1 1 (Alejo D)	Accelerates repayment of transportation loans to general fund, retains the weight fee revenues in the State Highway Account.
ABX1 2 (Perea D)	Extends existing P3 authority indefinitely.
ABX1 3 (Frazier D)	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.
ABX1 4 (Frazier D)	Declares the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

ABX1 7 (Nazarian D)	This bill would continuously appropriate 20% of Greenhouse Gas Reduction Fund annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program.
ABX1 8 (Chiu D)	Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%.
SBX1 1 (Beall D)	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system.
SBX1 2 (Huff R)	Would provide that Greenhouse Gas Reduction Fund proceeds from fuel sale shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail.
SBX1 3 (Vidak R)	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system.
SBX1 4 (Beall D)	Would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.
SBX1 5 (Beall D)	Would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.
SBX1 6 (Runner R)	Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project.
SBX1 7 (Allen)	Would, as of July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%.



SBX1 8 (Hill D)	This bill would continuously appropriate 20% of the Greenhouse Gas Reduction Fund annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program.
SBX1 9 (Moorlach R)	This bill would prohibit Caltrans from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department.
SBX1 10 (Bates R)	This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.
SBX1 11 (Berryhill R)	This bill would extend the current CEQA exemption for a project or an activity to repair, maintain, or make minor alterations to an existing roadway until January 1, 2025, and deletes the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons.
SBX1 12 (Runner R)	Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.
SBX1 13 (Vidak R)	Would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.
SBX1 14 (Canella R)	Extends existing P3 authority indefinitely.
SCAX1 1 (Huff R)	Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX.

### Other Bills

Governor Brown signed ASCE supported AB 323 that extends the current CEQA exemption for a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety to January 1, 2020.

The Senate Transportation Committee approved AB 194 (**Support**) that authorizes regional transportation agencies and the California Department of Transportation (Caltrans) to develop high-occupancy toll lanes and other toll facilities without limitation.

### Appointments

Governor Brown has made the following appointments:

To Alfred E. Alquist Seismic Safety Commission (all reappointed): **Greg Beroza**, Palo Alto, Democrat, co-director at the Southern California Earthquake Center, and a professor at Stanford University School of Earth, Energy and Environmental Sciences Dept. of Geophysics; **Randall Goodwin**, Davis, Democrat, city architect, West Sacramento; **Tracy Johnson**, Oakland, Democrat, acting assistant superintendent of way and facilities at the Bay Area Rapid Transit District; **H. Kit Miyamoto**, Davis, Republican, president at Miyamoto Global Disaster Relief and at Miyamoto International; **Ian Parkinson**, San Luis Obispo, Republican, sheriff, San Luis County; **Fuad Sweiss**, Orinda, Democrat, city engineer and deputy director of public works for the City and County of San Francisco.

As assistant secretary for federal water policy at the California Natural Resources Agency: **Joaquin Esquivel**, Washington, D.C., Democrat, legislative assistant for water and agricultural policy and director of information and technology in the Office of U.S. Senator Barbara Boxer.

Reappointed to the California Board for Professional Engineers, Land Surveyors, and Geologists: **Robert Stockton**, Riverside, Democrat, principal-in-charge at Rick Engineering Company.

The Senate Rules Committee appointed to Alfred E. Alquist Seismic Safety Commission: **Anthony Cannella**, Ceres, Republican, Senator representing District 12. Term ends May 15, 2019. To California Transportation Commission: **Jim Beall**, San Jose, Democrat, Senator representing the 15th Senate District.

### Recent Reports

The **Airport Cooperative Research Program** released its Guidebook on Best Practices for Airport Cybersecurity. This guidebook “provides resources for airport managers and information technology (IT) staff to reduce or mitigate inherent risks of cyberattacks on technology based systems. Traditional IT infrastructure such as servers, desktops, and network devices are covered along with increasingly sophisticated and interconnected industrial control systems, such as baggage handling, temperature control, and airfield lighting systems.” They also released Issues Related to Accommodating Animals Traveling Through Airports. “This study’s goal is to describe a coordinated approach for airports and their partners in animal transportation to accommodate the well-being of animals traveling through airports by using effective practices that are well-documented and presented in actionable form. Information used in this study was acquired through a review of the literature and interviews with airports, airlines, animal handling and forwarding companies, service dog companies, industry

# Life Member P

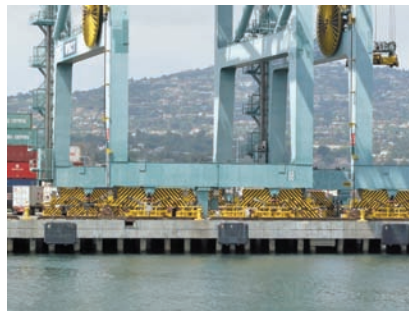
The Port of Los Angeles hosted approximately 40 Life Members to a well received boat tour of the Port facility. Considered one of the largest man-made Member, Bill Lawson co-ordinated the event.





# Port of LA Tour

the seaports in the world; staff engineers proudly identified many of the area's development where the principles of ENVISION are being incorporated. Life



## What If There Was a Disaster and Nobody Came?

What if there was a 7.8 magnitude earthquake in Los Angeles today? Models show that 300,000 buildings would completely collapse and 1,000,000 buildings would need rapid assessment before they could be reoccupied. Cal OES estimates it would take FOUR MONTHS to perform this many rapid assessments!! Only certified Safety Assessment Program (SAP) Evaluators can perform these rapid assessments. And only professional engineers, architects and building inspectors can become SAP Evaluators.

Now there are roughly 16,000 ASCE members in California. Only 480 are SAP Evaluators! Worse yet, in a June exercise, where an email went out to the 480 ASCE evaluators to see who could respond to a disaster within 48 hours, ONLY 87 EVALUATORS WERE AVAILABLE!!

When a disaster hits, will you help?

It's easy to get trained. The one-day course is often FREE (or at a small charge for lunch and meeting room) and is provided in areas around the State periodically. You can check the training schedule at [www.caloes.org](http://www.caloes.org) and click on their Training Calendar. Look for an SAP Evaluator training class in your area.

If you don't find a class in your area, send an email to me saying you're interested. Once I get enough names in an area, I'll set up training and you'll be an SAP Evaluator... ready to help when people will really need you.

Doug Taylor at [doug.taylor@fire.ca.gov](mailto:doug.taylor@fire.ca.gov).

**16,000**

Rough number of ASCE members in California

**480**

Number of SAP Evaluators from ASCE (that's 3% of 16,000)

**87**

Number of SAP Evaluators that responded "I'm available" in the June exercise (18% of 480)

*Please join us!*

*The Annual Los Angeles Section Awards event will be held on October 3, 2015, 11:00 am, at the Proud Bird Restaurant, Los Angeles. Sponsorships are available.*

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*Register at [ASCELASection.org](http://ASCELASection.org)*

### *Learn to Advocate for Infrastructure*

**October 2, 2015**

Please attend our advocacy training seminar to learn from experts, elected officials and agency directors on the best ways to advocate for infrastructure funding, maintenance, renewal and expansion. The Path Forward – Infrastructure Advocacy for the 21st Century in California will be held on Friday, October 2, 2015, at the Metropolitan Transportation Agency from 8:00 am to 3:00 pm. Register for this low cost event at [ASCELASection.org](http://ASCELASection.org) and join the grass roots effort.

Presented by the LA Section Government Relations Committee

### *Advertisement*

Project / Sr. Project Geotechnical Engineers and Engineering Geologists - Petra Geosciences, Inc. seeks a Sr. Staff, Project or Sr. Project-level Geotechnical Engineer and an Engineering Geologist. Position requires minimum 3 to 7 years experience in geotechnical engineering in the fields of residential and commercial developments, schools and public works projects. Experience to include managing geotechnical investigations, as well as grading- and construction-related support, preferably in Southern California. California registration as a Professional Engineer (P.E.) is mandatory for higher positions, preferably registration as a Geotechnical Engineer (G.E.) or Certified Engineering Geologist (C.E.G.). Contract Petra's Costa Mesa office at (657) 269-4979 or send resume to Andrew Jafroudi at [ajafroudi@petra-inc.com](mailto:ajafroudi@petra-inc.com).



associations, and government agencies, plus two experts in animal health and behavior.” They also released *Understanding Airport Air Quality and Public Health Studies Related to Airports*. This report “provides airport industry stakeholders with an overview of what is known and not known regarding the impact of airport activity on air quality and public health. The report effectively communicates key information about this technically challenging and frequently sensitive topic through the use of frequently asked questions, a topic overview, critiques of recent studies, and recommendations for further research. The report will help practitioners address air quality and public health issues that may arise at their airport.

The **California Council on Science and Technology** released *An Independent Scientific Assessment of Well Stimulation in California* and a three-part series which examines hydraulic fracturing and acid stimulation in the California oil and gas industry: “Volume I provides the factual basis describing what well stimulation treatments (WST) are, how they are conducted in general and practiced in California, and where they have been and are being used for oil and gas production in the state.... Volume 2 discusses how well stimulation could affect water, atmosphere, seismic activity, wildlife and vegetation, and human health. [It also] reviews available data, and identifies knowledge gaps and alternative practices that could avoid or mitigate these possible impacts.... Volume 3 presents four case studies that assess environmental issues and qualitative risks for specific geographic regions: Offshore, Monterey Formation, Los Angeles Basin, and the San Joaquin Basin.

The **University of Cambridge Centre for Risk Studies** released *Business Blackout: The Insurance Implications of a Cyber Attack on the U.S. Power Grid*. This report “considers the insurance implications of a cyber attack on the US power grid.” Lloyds created a hypothetical scenario wherein the power grid is shut down indefinitely in 9 eastern states. “Economic impacts include direct damage to assets and infrastructure, decline in sales revenue to electricity supply companies, loss of sales revenue to business and disruption to the supply chain. The total impact to the US economy is estimated at \$243bn, rising to more than \$1trn in the most extreme version of the scenario.” The report cautions this scenario is implausible yet technologically possible, and is meant as an exercise in risk analysis.

The **California Air Resources Board** has released the latest edition of its *Greenhouse Gas Emission Inventory*, which estimates amount of greenhouse gases emitted in California, finds “emissions fell by 1.5 million metric tons in 2013 compared with the previous year even while the economy grew at 2 percent, a rate greater than the national average.”

The **CA Public Utilities Commission** has released its 2015 *California Solar Initiative Annual Program Assessment*, finds that the CSI program has completed 94 percent of its goal to install 1750 megawatts, and “between the last quarter of 2008 and the last quarter of 2014, the average cost of installed residential systems has decreased 53 percent.”

The **Environment California Research & Policy Center** has released its report, *Path to the Paris Climate Conference: American Progress in Cutting Carbon Pollution Could Pave the Way for Global Action*, “says in the next decade California will “cut more global warming pollution than any other state, with total avoided carbon dioxide emissions estimated at 200 million metric tons by 2025.”

The **State Water Resources Control Board** released its water conservation data for May 2015, found that statewide residential water used declined 28.9 percent in May compared to the same month in 2013, “the steepest drop since Governor Jerry Brown called on all Californians to conserve water.” Its water conservation data for June 2015, found that statewide residential water used declined 27.3 percent in June compared to the same month in 2013, “exceeding Governor Brown’s 25 percent mandate in the first month that the new emergency conservation regulation was in effect.”

The **League of California Cities** and others have distributed TRIP’s report, *“Bumpy Roads Ahead: America’s Roughest Rides and Strategies to Make our Roads Smoother,”* finds that “15 of California’s urban centers have pavement conditions that rank among the nation’s most deteriorated,” including the San Francisco-Oakland metro area, with 74% of its roads in “poor condition.”



**History  
&  
Heritage**

**Celebrating the 100th Anniversary  
of the Los Angeles Section**

National ASCE (800) 548-2723 (ASCE)

Access National ASCE at: [www.asce.org](http://www.asce.org)

L.A. Section web site at:  
[www.ascelasection.org](http://www.ascelasection.org)

**ASCE**  
American Society of Civil Engineers

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# NOTICE ANYTHING LATELY?

There's a LOT of attention lately about California earthquakes. When the 'big one' happens, civil engineers will be needed for rapid assessments of buildings and utilities so people and businesses can get back to normal as quickly as possible. If you feel it's your duty to help (and you should), you need to get certified by CAL OES in their Safety Assessment Program (SAP). It's a one-day class and it's free. To get more information, please visit [www.caloes.org](http://www.caloes.org) and click on their Upcoming Training Calendar or contact Doug Taylor, Region 9 Disaster Preparedness Committee Chair at [doug.taylor@fire.ca.gov](mailto:doug.taylor@fire.ca.gov).



## **POST-DISASTER SAFETY ASSESSMENT PROGRAM (SAP) EVALUATOR & COORDINATOR TRAINING**

**October 13<sup>th</sup> in San Marcos or October 20<sup>th</sup> in Lakewood**

**Is your agency ready to deal with the aftermath of a disaster?  
Become a Disaster Service Worker**

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Upon completion of this course, registered engineers, geologists, licensed architects, certified building officials and inspectors, and Public Works inspectors with Division IV certificates will receive a State issued Cal-EMA identification card and are eligible for reimbursement when deployed. All others will receive a certificate and will be issued an ID card when they obtain the credentials.

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### **Workshop Benefits:**

- Comprehensive overview of Cal EMA Safety Assessment Program
- Learn about Mutual Aid Response and your role
- Study the concept of Emergency Operations
- Explore the criteria for assessing the degree of severity of damage in buildings and lifeline systems
- Determine procedures for posting and barricading buildings
- Develop your skills to use FEMA approved Field Manuals
- Find out about FEMA reimbursement criteria
- Learn the liability protection laws for responders
- Learn to protect your personal safety & preparedness

**Space is limited- Register early**

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**Date/Time:** October 13, 2015, 8:00 a.m. to 3:00 p.m. (Registration: 8:00 a.m.)  
**Location:** San Marcos Community Center, 3 Civic Center Dr, San Marcos, CA 92069

**Date/Time:** October 20, 2015, 8:30 a.m. to 5:00 p.m. (Registration: 8:00)  
**Location:** The Center at Sycamore Plaza, 5000 Clark Ave, Lakewood, CA 90712

**CourseFee:** Evaluator Class: \$135.00 (ASCE & APWA members \$120)  
Coordinator Class: \$55.00, 3:00 - 5:00 pm

**Register:** Online [www.dsservices.org/](http://www.dsservices.org/) (Supplies, lunch & refreshments provided)





LOS ANGELES SECTION  
Government Relations Committee

***Agenda (subject to Change)***

**The Path Forward-Infrastructure Advocacy  
For  
The 21st Century in California  
October 2, 2015**

**Registration & Continental Breakfast** 8:00 AM

**Introduction & Opening Remarks-** 8:45 AM  
Kenneth Rosenfield, LA Section President  
Mojgan (MJ) Hashemi, LA Section GRC Chair  
Jennifer Epp, Seminar Emcee, Region 9 Immediate Past Director

**Session One- Our Role in Public Policy, Politics and Practice** 9:00 AM  
ASCE's Top US Infrastructure Priorities  
California's Top Water & Transportation Priorities  
Infrastructure Report Card

Speakers: Brian Pallasch, ASCE Managing Director, Washington D.C.  
Richard Markuson, ASCE California Advocate, Sacramento  
Danielle Elkins, CH2MHill Infrastructure & Legislation, Atlanta

**Session Two- Show Me the Money...** 10:00 AM  
Funding our Future Transportation Needs  
Securing Regional Transportation Funding  
Special State Legislative Session

Speakers: Jeff Lalloway, OCTA Chair  
Darrell Johnson, OCTA CEO  
Lucy Dunn, CTC Chair & OCBC CEO  
Art Leahy, Metrolink CEO

**Keynote Speaker (To be confirmed)** 11:30 AM  
Tony Cardenas, Congressman (invited)  
Anthony Rendon, Assemblymember (invited)  
Felicia Marcus, Chair SWRCB (invited)



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*Annual Meeting, Installation of Officers  
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*Saturday, October 3, 2015 at 11:00 AM*

*Registration & Reception 11:00 AM , Lunch & Program 11:30 AM*

*Plan extra time to visit the aviation exhibits inside and outside*

*Members & Guests: \$ 65.00 per person, Students \$ 25.00*

*Menu Selection*

*Roast Prime Rib, Chicken Chardonnay or Pasta Primavera (Vegetarian)*

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***Registration Deadline Friday, September 25th***

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LOS ANGELES SECTION

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*Copy deadline for the October 2015 issue is September 1, 2015; copy deadline for the November 2015 issue is October 1, 2015*

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