Happy New Year ASCE members! Well, a new year always brings new hopes and dreams. Some have dreams about what our elected officials can do to help our lifestyles, and about what we, as constituents, can do to help our neighbors, friends and fellow citizens on issues we find compelling to better our lifestyles. Well, ASCE offers some ideas about how we can help and volunteer at our state level for civil engineering issues which affect all citizens. Recently, I received an e-mail from ASCE as concerns the topic above, and what they feel is important. So, I quote from that as follows:

ASCE’s Board has identified these priority issues at the state level for 2013:

- Infrastructure
- Licensing (including continuing education and Raise the Bar)
- Qualification Based Selection of Services (QBS)

Please check out the State Government Relations Section of ASCE’s website for specific details on the above 7 items.

Additionally, over the past year, ASCE has implemented a new state legislative tracking service that is accessible to all ASCE members (via your same login and password used to access the ASCE website). They strongly encourage you to login and use the service. It is a great way to cut through all the red tape, and look directly at civil engineering type legislation! To access the tracking service and see pending state legislation and regulations affecting the engineering profession in our state, please use this link: [http://www.asce.org/MLTS.aspx](http://www.asce.org/MLTS.aspx)

If you have any questions about any of these resources, or need assistance accessing the legislative tracking information, contact Adam Gagnon at agagnon@asce.org, or acastelo@asce.org.

The 2013 Report Card for America’s Infrastructure will be released on March 19th during ASCE’s Legislative Fly-In in Washington, DC. Keep your eye out for it, or ask to attend—if not this year, maybe in a future one! If you have any questions, comments, or interest in becoming more involved in ASCE, please feel free to contact me at thor.larsen@edcgov.us.

Hope you all enjoy a prosperous and fruitful year in 2013!


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For more ASCE activities if you wish to be active in a committee, career opportunities, complete text for the legislative activities, go to the Sacramento Section web site at www.asce-sacto.org, or contact a current officer. To MAKE CHANGES OR RENEW YOUR MEMBERSHIP, go to website: www.asce.org. For MEMBERSHIP APPLICATIONS, please e-mail to memapp@asce.org.
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January 2013

Central Valley Branch Meeting  
For more information about the Central Valley Branch meetings, please contact Kevin Seeman at 916-684-5534, KSeeman@conteches.com.

Capital Branch Meeting, January 22nd  
The speaker for the Capital Branch Luncheon on January 22nd will be Jonathan Balzer, P.E., who will be speaking on Folsom Auxiliary Spillway Control Structure. Please see flyer on Page 8.

For more information about the Capital Branch, you may email or call Mario Carreon at 916-802-6470, Mario.Carreon34@gmail.com.

Feather River Branch  
For more information about the Feather River Branch meetings, please contact Amie McAllister at amie.steel@gmail.com.

This Month in the State Capitol  
by Richard Markuson

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

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

Senator Ellen Corbett (D) has introduced SB 45 that would state the intent of the Legislature to enact legislation that would create the Kindergarten-University Public Education Facilities Bond Act of 2014, to become operative if approved by the voters at the next
This Month in the State Capitol - Continued from Page 3

statewide general election, and that would provide for the submission of the bond act to the voters at that election.

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

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

Senator Wolk has SCA 7 that would create an exception to the current 1% of the full cash value of personal property limit for a rate imposed by a city, county, city and county, or special district to service bonded indebtedness incurred to fund public library facilities, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable.

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

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

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

Water Legislation

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

Governors' Appointments

As chief counsel, Delta Stewardship Council: Christopher Stevens (reappointed), served since 2010.

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

To San Diego Regional Water Quality Control Board: Sharon Kalemkiarian, 56, San Diego, Democrat, partner, law firm of Ashworth Blanchet Christenson and Kalemkiarian LLP.

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

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

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

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

Recent Reports

California Natural Resources Agency has released a fact sheet with a side-by-side comparison of the 1982 peripheral canal and the Bay Delta Conservation Plan, findings include: peripheral canal has one fish screen to address salmon and striped bass only, the BDCP has three fish screens to “protect more fish species.” The Delta Stewardship Council has released its Final Draft Delta Plan, says “it is currently anticipated that the Delta Plan and regulations will be adopted by the Council in Spring 2013, and that the regulations will take effect in Summer 2013.”

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

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

Dept. of Finance has released its December Finance Bulletin, reports November revenues were $840 million below the month’s forecast, primarily due to the timing and amount of revenues associated with the vesting of Facebook restricted stock units and higher than projected corporation tax refunds; finds fiscal year to date, revenues are $936 million below forecast.

The Legislative Analyst’s Office has released “Report on Energy Efficiency Programs,” says CA currently maintains “over a dozen” major programs that are intended to support the development of energy efficiency and alternative energy in the state, finds a total of $15 billion has been spent on these programs over the last 10 to 15 years; recommends that the Legislature develop a comprehensive

Continued on Page 5
strategy to specify how programs should fit together to achieve the state’s goals, etc.

Region 9

Raising the Grade for Transportation
by Kenneth H. Rosenfield, P.E., F.ASCE
Chair, Region 9 Transportation Committee

ASCE has done an excellent job, at the local, State, and national levels, of identifying and bringing to the public’s attention the poor condition of many categories of our Infrastructure. This is evident as most politicians have added the term “Infrastructure” to their lexicon giving a growing acknowledgment that infrastructure matters. However, the ongoing problem continues to be how to generate the necessary funding to improve the condition and grades of our Infrastructure. Focusing upon Transportation Infrastructure, the Region 9 Transportation Committee meets via teleconference on a weekly basis and discusses pending State Legislation along with a regular discussion about how to fund Transportation Infrastructure. All ASCE members are welcome to join these conference call meetings and offer their knowledge and ideas.

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

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

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

On a Statewide basis, the electorate passed Proposition 1B in 2006 which provided the State with bonding authority to provide almost $20 billion for Transportation Infrastructure funding. This funding program is now essentially exhausted but did provide an average of $3 billion per year for needed Transportation related Infrastructure Improvements including maintenance of existing facilities. The program was successful in stemming a part of the funding shortfall. However, there is no proposed replacement for Proposition 1B and the shortfall in Transportation funding in California continues. The Region 9 Transportation Committee is working to raise a discussion about a new bond act for Transportation Infrastructure. Based upon the State’s own analysis, there is a need for $10 billion per year to cover all maintenance needs not currently funded by all other sources of revenue. One idea is to then propose a new bond act for $100 billion over a ten year timeframe to span the gap in funding. ASCE will be reaching out to other interest groups to discuss this potential new bond funding with a target date of November 2016 to present the plan to the voters for approval.

A potential source of new funding for Infrastructure improvements is through a revised local mechanism known as Infrastructure Financing Districts (IFDs). These Districts, as they currently exist, are very cumbersome to utilize. However, the State Legislature has offered some new law to simplify the use of the IFDs and presented them to the Governor for approval in September 2012. Unfortunately, the Governor vetoed this Legislation. The author of the IFD Legislation has already reintroduced the Bill into the new Legisl-
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Region 9 - Continued from Page 5

tive cycle with hopes the Governor will reconsider and approve the Legislation next year. The Region 9 Transportation Committee will monitor the progress of this Legislation, Senate Bill 33.

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

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

Alfred R. Golze Scholarship Fund

by Eric Polson, PE, Chair, A. R. Golze Scholarship Trustees

The Sacramento Section Alfred R. Golze Scholarship Trustees request donations for the 2013 Golze Scholarships.

Your generous donations will help ensure that significant scholarships will be awarded to Civil Engineering Students at CSU, Chico; CSU, Sacramento; UC Davis; and the University of the Pacific.

In light of the ever increasing costs of education and the recent cuts in state and federally funding the need to help deserving students is greater than ever. In 2012 six Golze Scholarships were awarded for a total of $6,700. The goal for 2013 is to award over $10,000 in Golze Scholarships.

The donation categories are: Bronze Sponsor - $25.00 to $49.00; Silver Sponsor - $50.00 to $99.00; Gold Sponsor - $100.00 to $499.00; Platinum Sponsor - $500.00 to $999.00; and Patron - $1,000 and above.

The Golze Scholarships will be awarded at the Engineers Week awards banquet in February, 2013. All donors will be recognized by name and category in the upcoming Engineerogram and in the 2013 Awards Banquet program. All donations are fully tax deductible.

Please send your generous donations to:
ASCE, Sacramento Section
ATTN: Eric Polson
P.O. Box 1492
Lincoln, CA 95648

Please make your check payable to: ASCE, Sacramento Section and note on the check “for Al Golze Scholarship.” If you would like more information, please feel free to contact the ASCE, Sacramento Section Office at (916) 961-2723.

Safety Assessment Program Class

by Joyce and Craig Copelan

To ASCE and SEAOC members and licensed engineers who are interested in using their engineering skills to assist communities with post-disaster responses, such as after earthquakes:

We will offer the next Safety Assessment Program (SAP) training class on Friday, February 22, 2013, 8:30 AM to 4:30 PM at the CalEMA Facility Conference Room, located at 10390 Peter A McCuen Blvd, Mather, CA. The cost will be $50. by check to ASCE Sacramento Section paid at the door to cover training materials. We have room for 65 attendees. For questions and to RSVP, please contact Joyce Copelan at jcopelan95694@yahoo.com or 530-908-8372 cell. We hope that you can join us.
GAME ON!

Addressing California’s Infrastructure Challenges in the 21st Century

Wednesday, March 6, 2013
8:00 am to 4:00pm

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

ASCE ANNUAL CALIFORNIA INFRASTRUCTURE SYMPOSIUM
and LOS ANGELES SECTION CENTENNIAL CELEBRATION

Reception 4:30PM, Awards Dinner 6:00PM

TRANSPORTATION | PORTS | HIGHWAYS | HIGH SPEED RAIL | WATER SUPPLY | WASTEWATER | RECYCLED WATER

www.ascelassection.org
ASCE, Sacramento Section, Capital Branch
January Luncheon

Folsom Auxiliary Spillway Control Structure – Phase III
A Short Abstract and Biography

Speaker: Jonathan Balzer, P.E.

The Folsom Auxiliary Spillway Control Structure Project is the third phase of improvements performed at the Folsom Dam job site. The project improvements covered under Phase III include the excavation and construction of an Auxiliary Spillway Control Structure located near the existing Folsom Dam. The Control Structure is approximately 150 feet in height and will serve as a secondary outlet for Folsom Lake with 6 each approximately 40-foot radius mechanical gates located at the bottom of the structure for water releases. The project also includes the construction and operation of a site batch plant with QC facilities, a 3,115 GPM SWPPP ATS system, and an automated Industrial Water Treatment System. The project is approximately $200 million and is contracted by the US Army Corps of Engineers.

Biography

Jonathan Balzer, P.E., Project Engineer, Granite Construction
Jon, a Project Engineer with Granite Construction Company for 9 years, earned his BSCE from the University of California, Berkeley. He has been involved in the construction of large federal, state, and private projects throughout the valley and foothills. These projects include: The Metro Airpark Project (a private and public funded $33 million project near Sacramento International Airport), Highway 20 Improvements project (a $33 million Caltrans project located between Grass Valley and Marysville), Spring Creek CDF ($5.6 million CH2M Hill and EPA project located in Redding), Folsom Auxiliary Spillway Control Structure, Phase III ($200 million USACE project at Folsom Dam), and many city, county, and state improvement projects to include bonded wearing course paving projects throughout the valley, foothills, and into the greater Truckee and Lake Tahoe areas.

*Note: Space will be limited to the first 30 registrants for this on-site meeting. Attendees are strongly encouraged to bring their own safety equipment - hard hat, vest and boots.

Upcoming Luncheons:
February 26th – Open (speaker opportunity available). Please contact Ajay Sehgal, Branch VP, aksehgal@comcast.net or (650) 580-1221
March 26th – SWPPP Post Construction Requirements Update, Eric Bernsten, California State Water Resources Control Board.
Sacramento Section 2012
Project Awards Banquet

**Wednesday, February 20, 2013**

Sponsored by the
ASCE Sacramento Section

Hilton Sacramento Arden West, 2200 Harvard Street, Sacramento, CA
5:30 PM No Host Reception—6:30 PM Dinner & Awards

**Awards Including:**
- Project of the Year | Small Project
- Structural Project | Water/Wastewater Project
- Geotechnical Project | Architecture Project
- Transportation Project | Sustainability Project
- Bridge Project | Flood Control Project

**Plus:**
- Golze Scholarship Winners | Student Awards

For more information please contact:
Natalie E. Calderone, natalie.calderone@aecom.com

**Individuals:** $75
**Full Table Sponsorship (9 seats and 1 Student Award Winner):** $750
**Half Table Sponsorship (5 seats):** $375
(Note: Table sponsorship includes preferred seating and recognition during program)
Registration will be open shortly