President’s Message

Protect the Gas Tax
As the California Legislature struggles to balance the State budget deficit of nearly fifteen billion dollars, some members of the Legislature are proposing once again to raid the gas tax funds.

The voters in California have done their part over the past decade by passing numerous infrastructure bills, such as Proposition 42 in 2002 and Propositions 1A and 1B in 2006. In fact, Proposition 1A was passed by an unsurpassed seventy-seven percent (77%), sending a very clear message to use the State sales tax on gas for its intended purpose: transportation improvements.

Not only have the voters voiced their opinions, but borrowing the gas tax is an irresponsible means for balancing the budget deficit. The passing of Proposition 1A requires that if the gas tax is borrowed for other uses, the funds must be repaid within three years with interest. This would only mask the current deficit, digging the State in an even deeper hole by increasing borrowing costs. In addition, stealing the gas tax now will delay or even eliminate many of the State’s existing projects and stop other projects from making it to design. Without these projects, thousands of jobs will be lost at the worst possible time.

In the past, engineers have had little or no voice in Sacramento and it shows. While we are working hard to change that, engineers are still greatly over-powered by the union lobbyists. The educational budget is nearly thirty-three percent higher than it was five years ago and their union claims that is still not high enough. Today, education claims over forty percent of the entire State budget. Until we get a more balanced representation in Sacramento the burden falls on us to inform our Legislators about the facts.

Help protect the gas tax by logging onto http://www.leginfo.ca.gov/yourleg.html and sending your Assembly Member and Senator a message. The process is extremely simple. I logged on this morning and it took less than five minutes.

Simply type in your zip code at the website above and your Legislator will be listed with a link to their websites. After logging onto their individual websites

(continued on page 2)
President’s Message

(continues from page 1)

click on the contact link, fill out your information and send the message.

We need support from everyone to overcome this raid of our vital funds. Log on yourself and inform everyone you know to help protect our gas tax.

Thank you for your continued support and commitment to ASCE.

Sincerely,

Terry Renner
Branch President

Thanks to ASCE’s June Platinum Sponsor

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Membership Information

Type of Membership and Annual Dues (National)

Student: Free
Associate Member: $50 year of baccalaureate degree and first year after, then incremental increases to $205 over five years
Member: $205 annually  Affiliate: $205 annually

Section (Branch) Dues $45/year

1. National ASCE Student Membership is now FREE! Those who have chapters or clubs still must be a member of them before joining National. Log onto www.asce.org/membership/howtojoin.cfm fill out the short application and instantly become a member of ASCE. Or, Call 1-800-548-ASCE (2723)

2. Online Membership renewal available, go to www.asce.org/renewal/inforenewal.cfm. You need your membership number, all e-payments must be made with a major credit card. An e-receipt is transmitted to the member upon completion of the transaction.

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June Meeting Recap

On Wednesday, June 25th, the San Bernardino and Riverside Counties ASCE held its June lunch meeting at the Hilton Hotel in San Bernardino. Mr. John Lucey, National Director for Industrial Water at HDR was the guest speaker. Mr. Lucey's experience includes design engineering for municipal and industrial water and wastewater treatment projects, design and construction of drinking water treatment plants, reservoirs, storage tanks, pumping stations, and distribution systems.

Mr. Lucey talked about Enertech SlurryCarb Biosolids Facility in Rialto. This facility is the first commercial scale SlurryCarb facility in the nation. It processes approximately 750 wet tons per day of biosolids and produce approximately 145 tons per day of E-Fuel. He explained that Enertech’s SlurryCarb process is an innovative technology that produces a renewable fuel from biosolids at a significant lower cost than conventional drying.

Are you bored and looking for a job?

Attend the ASCE monthly lunch meetings and promote yourself to professional engineers in both the private and public sector.

Arrive early to network and introduce yourself personally to company owners you might want to work for and advertise you are looking for a job.

At the same time you will hear dynamic speakers give the latest information of interest to local engineers.

Check out the dates of upcoming meetings listed in this newsletter’s calendar.

Attend a meeting soon and discover wonderful new opportunities!!
Seven Oaks Dam Field Trip

The SB/Riverside Counties Branch, Stormwater Committee, organized a very successful field trip of the Seven Oaks Dam in San Bernardino on June 13.

Although the dam is the largest flood control facility in the nation, it is also being used as a water supply facility.

ASCE would like to thank Mr. Douglas Headrick, PE, MASCE of San Bernardino Valley Municipal Water District and Mr. Martin D. Worthington, County of San Bernardino DPW/Flood Operations/Permit Inspector, for hosting the event that was attended by 35 members.

A second field trip will be conducted in the fall of 2008 to cover areas that were not included in the first facility tour. Please feel free to contact Adam Weister, aweister@aegisasc.com, or Neil Nilchian, PE, nnilchian@rcrila.org, if you have any questions and/or comments. ASCE

Seven Oaks Dam Field Trip

The important thing about your lot in life is whether you use it for parking or building.
Company Spotlight

Converse Consultants
10391 Corporate Drive
Redlands, CA 92374
Phone: (909) 796-0544  EST 1946
Fax:     (909) 796-7675
www.converseconsultants.com        Employees: 300 Nationwide

Converse Consultants has provided a wide range of services to the AEC community for 62 years. The office in Redlands is currently providing geotechnical design and materials testing and inspection services for major transportation projects, wastewater treatment plants, pipelines and reservoirs, as well as for parks, schools and community centers. Converse maintains a high quality of client service and has an excellent reputation nationwide for the timeliness and cost effectiveness of service.

Hashmi S. E. Quazi, Ph., PE., GE.,
Principal Engineer, Regional Manager

More Rough Roads Ahead

Los Angeles Times: June 10, 2008 — More than a quarter of California’s 49,477 miles of highway lanes are considered in disrepair, an amount so far above normal that the state, by some measures, has the second-worst road conditions in the country.

In Los Angeles County and the Inland Empire, CalTrans records show that about 30% of the highways are in disrepair—most suffering from major structural distress.

CalTrans officials expect the deterioration will continue despite a $20-billion transportation bond measure approved by the state’s voters in 2006.

Officials predict that at current spending levels, more than a third of all state highway miles will fall into disrepair by 2017.

“We’ve got a system now that is getting old,” said CalTrans Director Will Kempton. “We used to have a fairly new system ... You’d come in from Nevada and you could notice the difference in the roads. California was at the top. Not any more.”

Poor pavement contributes to traffic congestion on busy highways because motorists tend to slow down on rough surfaces, CalTrans officials say. Also, rough roads can damage tires, rims and suspensions, leading to breakdowns, which add even more to traffic congestion. Damaged pavement costs the typical motorist from $500 to $700 a year for repairs, according to studies by CalTrans and the American Highway Users Alliance.

CalTrans’ goal is to have no more than 10% of the highway system in disrepair at any time. Yet, by 2007, distressed lanes had reached 26% of the state’s total highway mileage.

Helping to accelerate the decay is the advanced age of the freeway system. As much as 90% of the California’s freeway network was built between 1955 and 1970 and had a design life of 20 years, said John Harvey, a civil engineering professor at UC Davis.

Because money available for repairs has fallen far short of the need, CalTrans has been making temporary fixes, such as asphalt patches, instead of using long-wearing concrete that lasts 40 years. Over the long run, officials say, temporary fixes can end up costing taxpayers twice as much as a permanent repair.

(continued on page 7)
On May 17th, the Mentorship Committee conducted a successful Mentoring Workshop with Mr. Mike Perovich, PE, Cal’Trans District 8 as the guest speaker, ASCE Committee on Career Development (CCD) facilitators’ Power-Point presentation, an interactive ice breaker, a Q&A Panel with inspiring discussions and a number of door prizes.

We had 22 very motivated Mentors and Protégés attend the event and learned different aspects of Mentoring. The following are highlights of the workshop in order of the agenda:

Ø Registration

Georgia Jeffers, Vice-Chair of the Committee and Nancy Hanna signed in all the participants. In the meantime, Edwin Wen, Treasurer of the Committee and Johnny Liu worked on the seating arrangement and gave everyone the program’s Mentoring Binder with a couple of ASCE souvenirs.

Ø Welcome and Introduction-

Chris Turnage, PE, Branch Past-President began with a welcoming statement, explained how the Mentorship Committee was formed in order to organize the workshop and he introduced the CCD’s facilitators.

Ø “Ice-breaker”-

Neil Nilchian, PE, Chairman of the Mentorship Committee conducted an interactive session to have all Mentors and Protégés seek information from each other in order to find out answers to a set of 10 questions fairly quickly. Emily Long, PE completed the form faster than any other participant and won a book that is authored by a mentoring/motivational speaker.

Ø Mentoring Presentation-

Reed Colton and Ted Green, CCD’s facilitators, talked about Mentoring Skills, different aspects of Mentoring including Mentors’ Knowledge, Skill and Attitude with special emphasis on what we should and should not do in developing a positive mentoring experience. They also encouraged the participants to conduct a self evaluation to have a Personal Development Plan in order to achieve individual mentoring goals.

Ø Lunch and Guest Speaker-

Mark Norton, PE, LA-Section President introduced Mr. Perovich by sharing his many years of successful experience and accomplishments. Mr. Perovich gave inspiring examples of on-the-job mentoring during his 39.5 year career. He also gave a word of encouragement to all participants about the Mentoring Program. His presentation was concluded with a masterful act of magic to lighten up the event.

Ø Mentoring Program Logistic-

Georgia Jeffers, PE, Vice-Chairperson of the Mentorship Committee went over some of the required forms (i.e., Tracking log and Quarterly Evaluation) and recommended to have them completed and submitted to Neil Nilchian at

(continued on page 7)
Mentoring Workshop

nnilchia@rctlma.org in a timely manner.

Ø Mentor-Protégé Discussions-

Neil Nilchian started the session by asking the participating pairs to talk to each other in order to set up a workable schedule to launch the mentoring communication. He also asked the participants to write at least one question for the Q&A Panel.

Ø Q&A-Panel-

Jessie Powell, PE, Event Coordinator of the Committee introduced the panel members (Mark Norton, PE, Harry J. Krueper, PE, Chris Turnage, PE and Cynthia Gabaldon, PE) participating. Different members picked a question from those submitted for the panel’s response.

Ø Wrap-up and Final Comments-

Neil Nilchian expressed his thanks to Rich Haller, PE, Past-President of the Section and Branch, who is serving in the military in Iraq and for his many years of contribution to the ASCE. Neil also recognized Mark Norton, LA Section President, Chris Turnage, past-President of the Branch and co-chair of the Infrastructure Report Card, Bill Flores, PE, past-President of the Branch and Chairman of the Stormwater Committee and the Branch for their full support of the Mentorship Committee.

Alfred Pedroza, PE, Secretary of the Mentorship Committee made a closing statement and arranged for a group photo. by Neil Nilchia

Rough Road

“We would like to do new concrete instead of constant asphalt overlays, which have to be redone every five or 10 years. It’s like a big Band-Aid, but that is all we can afford,” said Kirsten Stahl, a civil engineer in the Los Angeles CalTrans district who works on highway rehabilitation projects. State officials say deterioration accelerates if a road is not repaired quickly.

Stahl spoke during a tour of damaged pavement on the 710 Freeway, one of the most-repaired state routes in Los Angeles County, and a highway that takes heavy pounding from tens of thousands of daily truck trips. A $400 million project to improve the median barriers, shoulders and ramps of the 710 is underway. But, that is only a start on the highways’ problems.

“It is getting harder and harder to do basic maintenance,” Stahl said. “You need to do the remedial work as soon as possible.”

by Dan Weikel and Jeff Rabin
Los Angeles Times

Transforming Engineering Managers into Effective Leaders & Creating a Dynamic Leadership Culture

An Intensive Eight-Month Leadership Course for Engineers

Engineering is a demanding field that requires a broad knowledge base and combinations of skills to successfully practice as a professional. ASCE’s "Civil Engineering Body of Knowledge for the 21st Century" recognizes leadership as one of the critical skills for civil engineers to develop - not only to increase the effectiveness of individuals and engineering organizations but also to position civil engineers as the lead on multi-disciplinary project teams, to regain leadership roles in public service agencies, and to contribute to sound public policy at the local, state, and national level.

Leadership provides many other benefits to engineers and their organizations as well. Developing leadership skills and a leadership culture creates the agility to respond more quickly to changes in the economy, competitors, and customer needs.

Leadership is different from management and requires different skills. Leading in the private and public arena requires a well-defined personal vision, integrity, and effective communications and motivational skills.

This course is designed to produce behavioral change and provide significant growth in partici-

(continued on page 8)
This Month in History

Mount Washington Cog Railway

Mt. Washington, New Hampshire — People thought inventor Walter Aiken was crazy when he proposed a railway to the top of Mt. Washington. Aiken built a model of the roadbed and track with a cog rail system, but entrepreneur Sylvester Marsh is credited for launching the Cog Railway and bringing Aiken’s ideas to fruition.

In 1858 Marsh applied to the New Hampshire Legislature for a charter to build and operate the steam railway and was granted permission in 1859. Legend has it that an amendment was added offering permission to extend the railway to the moon.

Work started in earnest in 1866 after the Civil War. The route follows a prominent ridge that runs from the base to the summit. The first train reached the summit on July 3, 1869 and has operated as a tourist attraction ever since.

Facts

The summit of Mt. Washington is 6,288 feet above sea level, the highest peak in the Northeast United States. Mt. Washington is considered to have some of the world's most extreme weather.

All construction supplies had to be hauled in small lots from Littleton, 25 miles away. Workers logged trees and built a cabin for their headquarters at the construction site. A water-powered sawmill was erected on the Ammonoosuc River, and felled trees provided timbers for the trestles. Total construction cost was $139,500.

The railway climbs 3,719 feet from the base station to the summit. It has an average grade of 25 percent, or 1,300 feet to the mile — the steepest rail line in the world. The maximum grade over Jacob's Ladder (a steep section about 2/3 of the way up) is 37.4 percent. This means that there is approximately a 14-foot elevation difference between passengers in the front and back ends of the coach.

The engine’s drive wheel has 19 cogs. As the wheel turns, the cogs mesh with the teeth along the central rail to draw the train up the grade, or, turning the other way, to brake its descent. The first locomotive was nicknamed "Old Peppersass."

The railway is three plus miles long, three miles of it on trestle. It takes a cog train 70 minutes to climb to the summit and one hour for the trip down. ASCE

Effective Leaders

(continued from page 7)

pants' leadership skills, along with benefits that will accrue to the workplace, clients, the public, and the profession.

LEAD will help you:
• Increase your leadership effectiveness
• Prepare for greater leadership responsibilities within your organization
• Prepare for leadership roles on multi-disciplinary project teams and in public service agencies
• Develop leadership culture that quickly responds to change

Best Practices Approach to Training
• Highly interactive discussion
• Individual personal inventories and skills inventories
• Stimulating small group breakout discussions
• Monthly personal commitment and accountability

Who should participate
• Engineering managers who want to improve their leader-

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On Thursday July 10th, ASCE had a joint meeting with APWA (American Public Works Association) at Canyon Crest County Club in Riverside. Tom Holliman, PE, from the Inland Empire Utility Agency gave a great and informative presentation on Reclaimed Water use.

At the Lunch Meeting Steve Frieson, Principal Birge Engineering Inc, received an award for his outstanding job as APWA past president 2005-2006 for the Southern California Chapter Riverside/San Bernardino Branch. Congratulations, Steve!!

Effective Leaders (continued from page 8)

- Managers identified by their organizations as rising leaders
- Managers who want to improve client relationships and organizational response to clients' needs
- Managers tasked with leading change within engineering organizations
- Directors, senior associates, and others who manage groups of people in engineering organizations

For more information, Melissa Prelewicz, P.E, Director, Professional Practices (800)548-2723 ext. 6341 mprelewicz@asce.org ASCE
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| J. Scott Petersen  
(951) 352-4100 |
| **Happy Hour / Election of Board Members** |
| **Date** | Wednesday, July 30 |
| **Speaker** | Please join us for FREE appetizer's and billiards.  
We will officially elect the slate of Board Members. |
| **Time** | 6:30 to 8:30 pm |
| **Location** | Dave & Busters  
4821 Mill Circle  
Ontario Mills  91764 |
| **Cost** | No cost. Free appetizers & billiards. |
| **RSVP Deadline to RSVP is Tuesday, July 29** |

There will be NO newsletter published in August  
Enjoy your summer.  
See you in September  

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c/o Rita Escobar  
ASCE Newsletter Editor  
Hall & Foreman  
9130 Anaheim Place  
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FIRST CLASS MAIL