

# Los Angeles Section

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PRESIDENT'S MESSAGE

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

VOL. LV NO. 3

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### The Great Work of our Branches and Committees

Your Branch is your immediate access to the services that a membership in ASCE provides. While there are great resources through the Society's web site with outstanding guidance on national issues of Society importance, the face of ASCE is hosted at your local Branch. We, as the officers that serve you, are charged with creating or adding to the "member benefit" that comes from your participation in your professional society and dues payments. I have seen time and time again, the synergy of team work and the excitement for building our profession that comes from local involvement. Recently, I attended an ASCE Southern San Joaquin Branch lunch meeting (see separate article herein) which, through collaboration with APWA and ACEC, brought together 110 attendees for an extended lunch and learn event about Qualifications Based Selection procedures and processes. It was my pleasure to welcome the guests at this meeting and to commend the groups for working together for our common benefit. This event would not have taken place without the efforts of the leadership of this local Branch and, as a result, a very large audience of Civil Engineers in Kern County was exposed to local government leaders (Federal, State and Local) and private sector peers to discuss this very important issue. This event was a member added benefit.

The "awards season" has broken ground, not in Hollywood, rather, and better yet, with the Orange County Branch as they held their annual awards event on February 18, 2015. This Branch has honored 14 individuals and 21 projects with Civil Engineering awards of the highest caliber. For a complete listing of the award winners, please access the Orange County Branch web site at [www.asceoc.org](http://www.asceoc.org). It is important to pause and recognize the good work of your peers and to aspire to be an award winner. These award winners and those of all of our constituent Branches will become the basis for the Los Angeles Section Awards to be granted in October 2015. Section award nominations will be due by July 15, 2015. Please visit your individual Branch web site for information on their awards schedule. These awards programs are great for individuals, for companies, for their clients and for public agencies as they are recognized for excellence. Some of the best advertisement of the quality of your work is that granted by a professional organization such as ASCE. This event, and our overall awards programs, was a member added benefit.

Many Branches supported E-week activities during the last week of February during which hundreds, and perhaps collectively thousands, of school aged children, from Elementary School to High School, College Students, Young Professionals, Elected Officials and the Public were exposed to the scope and breadth of Civil Engineering. Some E-week activities included social events for college students to mingle with practicing Civil Engineers and to expose them to their future profession. In particular, E-week activities scheduled in the Metropolitan Los Angeles Branch included an Elementary School Day, a



# ASCE Region 9 Transportation Committee

by *Kenneth H. Rosenfield, P.E., F.ASCE, Chair*



The ASCE Region 9 Transportation Committee actively monitors State legislative proposals that impact Transportation Infrastructure, the practice of Civil Engineering or the standing policies of ASCE and provides recommendations on positions to the Region 9 Board of Governors. You are invited to join this Committee at any time. During this past legislative year, the Committee held monthly conference calls and convened for a day at the Capitol to

speak with legislators and their staffs about issues of importance to ASCE. During this annual activity, it became clear to me that, while ASCE has an ever increasing recognition in the State as a resource for non-partisan expertise in all matters associated with infrastructure, we need to build coalitions to enhance the effectiveness of our message. The ASCE Region 9 Board of Governors embraced this concept as it is consistent with Society policies. ASCE Policy Statement No. 139 states, "The American Society of Civil Engineers (ASCE) actively participates in and strongly supports the involvement of civil engineers, as well as individual citizens and coalitions, in the legislative and regulatory decision making processes at the local, state and national levels" (emphasis added). Accordingly, ASCE Region 9 maintains an Affiliate Membership with Transportation California and, last year, we extended our hand to representatives of the Professional Engineers in California Government to improve our relationship, communication and opportunities to seek common ground in legislative support. In my view, if we are not talking, we are not moving forward. I believe we should all be under one "tent" when we share the same goals to effectively increase our collective voices in Sacramento.

During the 2014 Legislative Session, the Transportation Committee reviewed a dozen proposed bills ranging from enhancing Infrastructure Financing Districts to Design Build authorization to alternative transportation fees. We were very active in tracking legislation with the assistance of Richard Markuson of the Pacific Advocacy Group and we are receiving positive feedback from Sacramento on the importance of our participation in the process. Overall, however, it was a slow year in the "transportation legislation world" and few efforts to provide a long term fix to the underfunding of the investment in Transportation Infrastructure were attempted by legislators or the Governor's office. It is reasonable to assert that this lack of activity was related to an effort to not raise hot issues in an election year and to also keep public attention focused on the Water Bond, which was approved by the Voters in November 2014.

Recently, the Governor presented his State of the State address and he did include some comments about the need to increase the State's investment in Transportation Infrastructure. Governor Brown's statements in this speech included, "We must also deal with longstanding infrastructure challenges. We are finally grappling with the long-term sustainability of our water supply through the recently

passed Proposition 1 and our California Water Action Plan. Equally important is having the roads, highways and bridges in good enough shape to get people and commerce to where they need to go. It is estimated that our state has accumulated \$59 billion in needed upkeep and maintenance. Each year, we fall further and further behind and we must do something about it." The Governor is correct and it is great that his administration recognizes the problem. For ASCE members, we have been telling this story for many years. For example, the ASCE Report Cards for various Branches, Sections and the State, as a whole, all consistently report on the poor condition of, and need for funding for, our infrastructure. The problem today is the lack of a consistent funding mechanism meeting the current costs to maintain and invest in infrastructure. The State gasoline tax in California has not been increased in over 20 years (same for the Federal gasoline tax) and this leaves both State and Local Agencies attempting to maintain current facilities with 20 year-old dollars. In the last few years, several other States have increased their gasoline tax. In California, however, with the advent of "cap and trade" for greenhouse gases in accordance with AB 32, there is an apparent reluctance on the part of legislators to consider raising other taxes regardless of their need as the full impact of cap and trade costs have not fully hit the public. The Governor has demonstrated his strong support for mass transit, transit oriented development and high speed rail but this support has delayed identifying and implementing new funding for roadways. While mass transit is supported by ASCE, the governor's support for that mode choice cannot come at the cost of maintaining other infrastructure. The recent statements of the Governor are very positive and may now lead to new discussions on how to fund roadway, highway and bridge infrastructure into the future.

The San Francisco Section is discussing the adoption of a Section wide position on raising the State gasoline tax and the Transportation Committee was afforded an opportunity to review and comment upon the proposed policy. The work of this Section is to be highly commended as the topic needs to be kept in the mind of elected officials, ASCE members and the public. History has shown that the public is willing to tax themselves if they have a clear expectation that their quality of life will improve as a result of the tax. Twenty of the States' 58 Counties, representing the vast majority of the States' population, are "self-help" Counties in which the voters have agreed to increase local sales taxes in order to improve Transportation Infrastructure. This is a successful model and one that could be applied on a statewide basis.

Your voice is important in this discussion. Letting your local and State elected officials know that you will support them if they tackle the need for additional Transportation Infrastructure Funding will help them make the tough decisions needed to move this State forward. To become involved with the ASCE Region 9 Transportation Committee, please email me at [krosenfield@ci.laguna-hills.ca.us](mailto:krosenfield@ci.laguna-hills.ca.us) or call me at (949) 707-2655. I look forward to your participation!

High School Student Day, a Women in Engineering Day, a Professional Networking Reception, a College/Young Professionals Day and, of course, the 21st Annual Popsicle Stick Bridge Competition Day. Congratulations to the MLAB Younger Member Forum for organizing and successfully hosting these outstanding E-week activities! These events were a member added benefit.

We are honoring our 2015 newly inducted Life Members at the Annual Life Member Brunch on March 7, 2015, to be held from 11:00 am to 2:00 pm, Monterey Hill Steakhouse, 3700 W. Ramona Blvd., Monterey Park, CA 91754. To become a Life Member, an ASCE member has to have paid dues for 30 years, including the preceding 10 years, and reached the age of 65. The Life Member Forum Group of our Section is a leader in ASCE in recognizing the value of our Life Members that have given so much to our profession. As President of the Los Angeles Section, it gives me great pleasure to acknowledge and congratulate each of the ASCE members from the Section who are attaining Life Member status in 2015! This is a significant achievement and is something to which all ASCE members aspire. Each year during the annual Life Member Brunch, Section officials formally honor the newest Life Members. These members have had illustrious careers, dedicated their working life to our profession and should be recognized for making our profession better. I will attend this meeting to honor this achievement and to thank them for passing a better profession on to the next generation of Civil Engineers. Their ultimate achievement is enhancing the quality of life to all those who reside in the Los Angeles Section and doing so while maintaining the highest of standards for Civil Engineering. There may still be time to join this event and to hear the Society's President-Elect Mark Woodson address the group; Please contact our Administrator, Gayle Stewart, at (714) 258-8306 for information. Thank you, to the Life Member Committee and Joe Buley for their hard work on the Life Member Brunch. This event is a member added benefit.

The recitation of these few events is just a small sampling of the member added benefit that you can access by becoming actively engaged in your Branch or Committee of your choice. Please join us in continuing to make the ASCE Los Angeles Section the best in the Society.

## SUSTAINABILITY COMMITTEE CALL FOR MEMBERS

[www.ascelasection.org/main/groups/sustainability\\_committee](http://www.ascelasection.org/main/groups/sustainability_committee)



## Qualifications Based Selection in Kern County

by Michael McGovern, P.E., Southern San Joaquin Branch President



In late January, the Southern San Joaquin Branch held a panel discussion to educate public officials and professionals in the Kern County area about Qualifications Based Selection (QBS) procedures and outcomes. QBS is a process that guides public agencies procurement of professional consultant services to ensure that the qualifications of a professional are considered before fees are negotiated for a contract. This meeting and information session was

a joint ASCE, ACEC, and APWA event that allowed for an open discussion to answer questions regarding QBS.

A panel of local public and private industry representatives, moderated by Kelly Garman, Director of Government Affairs, ACEC-CA, discussed their experiences with QBS. The panel included Jon Blanchard, P.E., G.E., Principal Geotechnical Engineer, Padre and Associates; Greg Fenton, P.E., Director, Kern County Engineering, Surveying, and Permit Services Department, County of Kern; Jenny Hannah, Chief Facilities Officer, Facilities and Property Management Services, Support Services, Kern County Superintendent of Schools; Roger Henderson, P.E., Relocation Lead Engineer, U.S. Army Corps of Engineers, Sacramento District; Tim Ruiz, P.E., General Manager, East Niles Community Services District; Jay Schlosser, P.E., City Engineer, City of Tehachapi; and Ted Wright, P.E., Assistant Public Works Director, City of Bakersfield. The presentation included a brief review of QBS, the law, and general procurement procedures that include QBS. The panelists then answered questions about QBS is, why it is used, and how professional services related to engineering, land surveying, construction management, construction testing and inspection, architecture, and environmental consulting are being procured. This event was highly successful with 110 attendees, was well received and went along with our Branch's effort to promote lifetime learning among our membership.

A special thanks to our moderator, panelists and Board members (Dolores Salgado P.E., Vice President, Daniel Cronquist, Secretary, Adam Terronez G.E., P.E., Treasurer, and Sandy Bergam, Past-President) for making this event happen!

National ASCE (800) 548-2723 (ASCE)

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

# State Investments and Legislative Update

by Richard Markuson, CA Region 9 Legislative Advocate



The 2015 Legislative session is underway and the first deadline for bill drafting has passed. Here's what's new.

## New Legislation

Senate Bill 113 by Senator Galgiani extends the deadline for appropriating Prop 1E (Disaster Preparedness and Flood Prevention Bond Act of 2006) money.

Prop 1E allocated \$4 billion for:

- **State Central Valley Flood Control System and Delta Levees—\$3 Billion.** To evaluate, repair, and restore existing levees in the state's Central Valley flood control system; to improve or add facilities in order to increase flood protection for urban areas in the state's Central Valley flood control system; and to reduce the risk of levee failure in the Delta region through grants to local agencies and direct spending by the state.

- **Flood Control Subventions—\$500 Million.** To provide funds to local governments for the state's share of costs for locally sponsored, federally authorized flood control projects outside the Central Valley system.

- **Stormwater Flood Management—\$300 Million.**

For grants to local agencies outside of the Central Valley system for projects to manage stormwater.

- **Statewide Flood Protection Corridors and Bypasses—\$290 Million.** To protect, create, and enhance flood protection corridors, including flood control bypasses and setback levees; as well as for floodplain mapping.

Senator Liu introduced SB 114 as a placeholder for an education bond for 2016. In the event the Legislature cannot agree on a bond, the Coalition for Adequate School Housing (C.A.S.H.) and the California Building Industry Association (C.B.I.A.) formed Californians for Quality Schools to qualify a \$9 billion bond by initiative. The last statewide school facilities bond, passed by California voters in 2006, has been exhausted.

Taxes on services (including A&E) are back on the table with SB 8, by Senator Bob Hertzberg that would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate and would incentivize entrepreneurship and business creation by evaluating the Corporate Tax Law, and would examine the impacts of a lower and simpler Personal Income Tax Law. The seven page bill is just "legislative findings" and doesn't specify which services will be taxed.

Assembly Transportation Committee Chairman Frazier introduced AB 194 that prohibits the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except for a high-occupancy vehicle lane that may be converted into a high-occupancy toll lane pursuant to its provisions.

## Recent Reports

The State Water Resources Control Board released its report on conservation in urban water districts. The Sacramento River hydrologic region decreased water use by 25.6% in November compared November 2013, and found that since July this year urban water districts have saved "more than 105 billion gallons" compared to last year, "enough to supply 1.37 million California residents for a year."

The Delta Stewardship Council's Delta Science Program released a report on areas needing further study to better understand factors that lead to Delta Smelt being entrapped within State Water Project and Central Valley Project facilities.

The Delta Stewardship Council has released "Delta Levees Investment Strategy Issue Paper," a background paper designed to help state and local agencies "create a comprehensive strategy that will update Delta Plan policies and State investment priorities for Delta levee operations, maintenance, and improvements."

The Legislative Analyst's Office released its report, "Achieving State Goals for the Sacramento-San Joaquin Delta," outlines state's efforts to resolve problems in the Delta.

Caltrans has released "Complete Streets Implementation Action Plan 2.0," an updated strategy on how the department will work to continue to address the safety and mobility needs for all modes of transportation, includes 109 items, among them is the development of a State Bicycle and Pedestrian Plan.

The Congressional Budget Office released The Economic and Budgetary Effects of Producing Oil and Natural Gas from Shale "Virtually nonexistent a decade ago, the development of shale resources has boomed in the United States, producing about 3.5 million barrels of tight oil per day and about 9.5 trillion cubic feet (Tcf) of shale gas per year. Those amounts equal about 30% of U.S. production of liquid fuels (which include crude oil, biofuels, and natural gas liquids) and 40% of U.S. production of natural gas.

The National Academy of Sciences released Life Cycle Air Quality Impacts of Conventional and Alternative Light-Duty Transportation in the United States. "Our assessment of the life cycle air quality impacts on human health of 10 alternatives to conventional gasoline vehicles finds that electric vehicles (EVs) powered by electricity from natural gas or wind, water, or solar power are best for improving air quality, whereas vehicles powered by corn ethanol and EVs powered by coal are the worst."

The Congressional Research Service released Human-Induced Earthquakes from Deep-Well Injection: A Brief Overview. "The development of unconventional oil and natural gas resources using horizontal drilling and hydraulic fracturing (fracking) has created new demand for wastewater disposal wells that inject waste fluids into deep geologic strata. An increasing concern in the United States is

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that injection of these fluids may be responsible for increasing rates of seismic activity... The relationship between earthquake activity and the timing of injection, the amount and rate of fluid injected, and other factors are still uncertain and are current research topics.... This report reviews the current scientific understanding of induced seismicity, primarily in the context of Class II oil and gas wastewater disposal wells. The report also outlines the regulatory framework for these injection wells, and identifies several federal and state initiatives responding to recent events of induced seismicity associated with Class II disposal.”

The Eno Center for Transportation released *How We Pay for Transportation: the Life and Death of the Highway Trust Fund*. “The federal Highway Trust Fund (HTF), which provides grants to state and local transportation agencies for road and transit transportation projects, has faced regular funding shortfalls since 2008. This situation has created a state of perpetual uncertainty surrounding federal transportation funding.... The analysis in this report has three components. It begins with an overview of how the U.S. surface transportation program arrived at its current funding crisis, describing the recent history of funding shortfalls at the federal level and the attempts to remedy those shortfalls.... The next phase of the analysis provides a thorough account of the historical and political reasons why the current HTF structure—which was created to fund the construction of the Interstate Highway System on a cost-to-complete basis—persists despite recent failings.... The third part of the analysis explores a set of international case studies.”

They also released *Getting to the Route of It: the Role of Governance in Regional Transit*. “This report not only examines the governance of individual transit agencies, but also the larger interactions between organizations and the influence of funding and governance on the way investments and decisions are made...The San Francisco Bay Area is the least consolidated of the case study transit regions with 26 independent operators providing transit service across seven counties. However, the region’s MPO, the Metropolitan Transportation Commission (MTC), provides a measure of consolidation in that it serves as a coordinating body and distributes funding among the operators.... MTC appears to be effective at coordinating and distributing resources using performance measures without causing major political disruptions or depriving some agencies of funding.”

The National Bureau of Economic Research released *How Much Energy Do Building Energy Codes Really Save? Evidence from California*. “Construction codes that regulate the energy efficiency of new buildings have been a centerpiece of U.S. environmental policy for 40 years. California enacted the nation’s first energy building codes in 1978, and they were projected to reduce residential energy use—and associated pollution—by 80%. How effective have the building codes been?...The study uses three approaches to answering that question with comparisons between homes of different vintages constructed under different standards, controlling for home size, local weather, and tenant characteristics.... All three approaches yield the same answer: there is no evidence that homes constructed since California instituted its building energy codes use less electricity today than homes built before the codes came into effect.”

The American Council for an Energy-Efficient Economy released *Energy Codes for Ultra-Low-Energy Buildings: A Critical Pathway to Zero Net Energy Buildings*. “A zero net energy (ZNE) building is a home or commercial building that on average produces as much energy as it uses, achieved through energy efficiency and renewable technologies. Building energy codes can help us transition to ZNE construction for new residential and commercial buildings by 2030. We will need to expand the scope of codes to capture all building energy uses, address whole building systems instead of focusing on individual components, and ... adopt outcome-based codes.... We can establish the foundation for ZNE by 2030 while providing energy savings and related benefits in the interim. Complementary policies, targeted research, market transformation, and the coordination of efforts and advocacy will help us achieve these goals.”

The Governors Highway Safety Association released *Bicyclist Safety*. “The popularity of bicycling has drawn attention to methods for protecting bicyclists when they travel on public roads. Deaths of bicyclists in collisions with motor vehicles have decreased substantially in the United States (U.S.) in recent decades, along with motor-vehicle related deaths in general.... Between 2010 and 2012, six states—California, Florida, Illinois, New York, Michigan, and Texas—accounted for 54% of all bicyclist deaths in collisions with motor vehicles. California (338) and Florida (329) had the highest totals, as well as the largest increases (Florida, +37; California, +23) in bicyclists killed.”

Save California Streets released *California Local Streets & Roads Needs Assessment: 2014 Update*. “The 2014 study sought answers to important questions: What are the current pavement conditions of local streets and roads? What will it cost to repair all streets and roads? What are the needs for the essential components to a functioning system? How large is the funding shortfall? What are the solutions?... This update surveyed all of California’s 58 counties and 482 cities in 2014. The information captured data from more than 99% of the state’s local streets and roads—a level of participation that makes clear the local interest in addressing the growing problems of crumbling streets and roads.” The report also stated that the total identified funding needs for the next ten years is \$108 billion.

### Appointments

The Governor made the following appointment:

To Water Resources Control Board: **Felicia Marcus** (reappointed as member and chair), Emeryville, former western director at Natural Resources Defense Council.

To High-Speed Rail Authority (both reappointed): **Dan Richard**, Piedmont, chair of the Authority since 2012 and principal at Dan Richard Advisors; **Michael E. Rossi**, Pebble Beach, Senior Advisor for Jobs and Business Development at the Office of the Governor.

To California Building Standards Commission: **Larry Booth** (reappointed), Sacramento, president at Frank M. Booth Inc.

As deputy assistant director of public affairs at the Californian Department of Water Resources: **Ed Wilson**, Placerville, assistant director of communications at the CA Dept. of Conservation.

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**Reminder:**

*Copy deadline for the March 2015 issue is February 1, 2015; copy deadline for the April 2015 issue is March 1, 2015*

ARTICLE

## Mentorship Committee Program Update

*By Trent Casillas (adapted from the ASCE OC Branch February 2015 Newsletter)*



Starting May 2014, OC Branch and OC YMF teamed up to implement a mentorship program to provide guidance and support for young civil engineers while giving experienced engineers an opportunity to give back their lessons and knowledge to the civil engineering community.

The planning committee worked tirelessly to create a clear vision for the program in order to sustain the program long term. Over 50 applications were received in the inaugural year of the program between mentors and protégés. The guidelines for being a protégé consisted of having less than 10 years of work experience and to be a mentor required over 10 years of experience. The applicant field was full of highly qualified engineer principals and a well-rounded group of protégés whose experience ranged from entry level engineers to senior staff level.

The committee chose 14 potential pairs based upon a combination of engineering specialty, a speed interviewing event, and looking closely at the survey results with respect to compatibility. The Speed Interview event was held at the UCI Club introducing the program and providing a lovely evening for networking.

The Mentorship Pairing Event introduced the pairs for the first time at Dave and Busters. The turnout and overall response was excellent. The pairs prepared a memorandum of understanding (MOU) outlining goals and expectations. The planning committee laid out topics for the future meetings such as Career Planning and Life Goals, Reviewing strengths and Career Gap Assessments, and developing an Individual Development Plan.

Since then, the planning committee has sent out a monthly check in email detailing upcoming events and encouraging feedback to tailor the program to the participants. The next major event will be occurring in late April/Early May allowing for more feedback and checking in on the participants. The intent of the event is to celebrate successes, assess what is working and not working, and network and share stories with other pairs. The end of the year banquet is this coming fall, and it will highlight the successes from the year and thank all the participants, especially the mentors, for being a part of the program.

The committee plans for the program to grow next year to more pairings and implement the feedback from this year to promote a successful program for the coming years.



## 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" x 11".

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Qualified candidates will have experience with working in an engineering environment, preferably geotechnical. Additional requirements include:

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