

# Los Angeles Section

*Monthly: Est. 1913*

ORANGE / SAN\_BERNARDINO/RIVERSIDE / SAN\_LUIS\_OBISPO / SANTA\_BARBARA/VENTURA / DESERT /  
SOUTHERN SAN\_JOAQUIN / METROPOLITAN LOS ANGELES

## PRESIDENT'S MESSAGE

Yazdan Emrani, P.E.  
Los Angeles Section President



### Welcome

ASCE Los Angeles Section is the second (by membership) largest section in the entire country. That is a tribute to all our branches and members that have made this possible. For my part, I am honored and humbled by the vote of confidence you have given me in electing me as the ASCE Los Angeles Section President for the 2013-2014 year. I promise you that I am well prepared and will do my utmost to fulfill my duties to the best of my abilities. Like many of you, I have been involved with many different professional organizations throughout my career, but ASCE has always been my home. My journey with ASCE started in college and has continued throughout my

professional life.

The Los Angeles Section has been very fortunate to have had a series of outstanding presidents throughout its history and last year was no exception. We had a great year in 2012-2013 thanks to the leadership of my immediate predecessor, **Mike Thornton, P.E.** Together with the Centennial Committee, they did a great job in throwing one of the biggest and best birthday bashes, for our Section. The all-day symposium at Union Station was a great way of paying homage to a rich heritage and tradition that started 100 years ago and which defines our ways and traditions to this day. I would like to thank Mike for a job well done. He will continue to serve our Board as Past President and I know we will continue to reap the benefit of his experience. I am also very proud of the accomplishments our Section has had in the past few years and it has been in no small part because of the outstanding team we have in our board members and committee members. **Kathereen Shinkai, P.E.** has done a great job serving as the Section's Treasurer for the past two years. Our financial reports and the overall financial health of the Section have steadily improved during her tenure.

We have three newly elected officers who will be starting on the 2013-2014 Board. **Diego Cadena, P.E.** who served the Section as Treasurer a few years ago will be stepping back into that role. Diego did a great job when he served the Board a few years ago and I can think of no one better qualified to resume those duties. We also have a new VP of Student Activities who will be taking over for **Gregg Fiegel, P.E.** Gregg has done an outstanding job in this role for the section and he will continue to serve the Section and our Region as our newly elected Region 9 Governor. Gregg will be handing the reins to **Nazaret Dermendjian, P.E.**, Professor of Civil Engineering at California State University Northridge. I would like to welcome Nazaret to the Board and know that he will be a great addition to our Board.

Our final new incoming Board officer is President-Elect, **Kenneth Rosenfield, P.E.** Ken is the Director of public Services for the City of Laguna Hills. He is a very experienced ASCE Leader, having served both at the Branch level and at Region 9 where he is the Chair of the Transportation Committee.

I am also thankful that we will have continuity in two important Board positions through returning officers **Androush Daniellian, P.E.** and **Charles Adams, P.E.** As Secretary, Androush will continue to play a key role in assisting the Section with increasing revenue

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# ASCE Region 9 2013-2014 Budget Summary

Jay Higgins, P.E., M.ASCE, ASCE Region 9 Governor

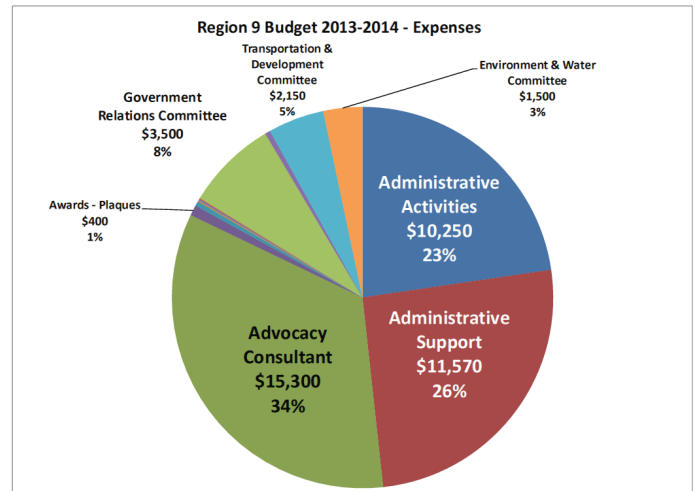
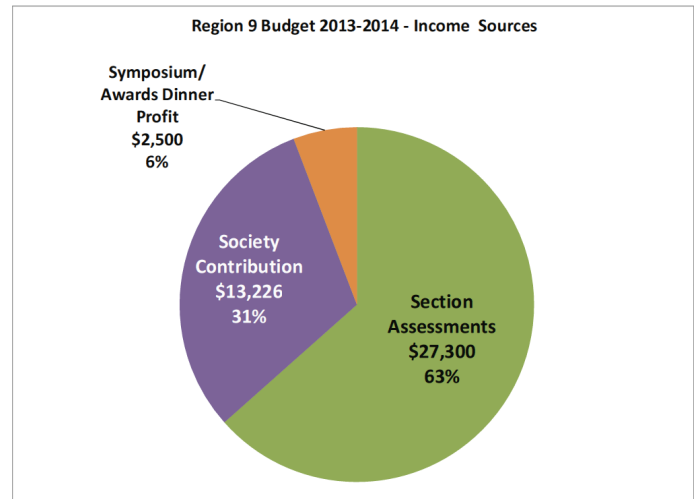


In the last Region 9 newsletter article we heard from Jennifer Epp, Region 9 Director/Chair, about the priorities and goals of the Region. The priorities and goals focus our activities on three main areas: supporting members, promoting the profession, and supporting public policies that benefit society. The prioritized goals for the 2013-2014 year are:

- **Facilitate collaborative activities between all ASCE Groups within Region 9;**
- **Communicate with all ASCE groups within Region 9 to ensure that we are serving member needs; and**
- **Infrastructure advocacy, including legislative and policy support.**

While carrying out these activities, it is inevitable that we will incur expenses. For example expenses are incurred as our Region 9 Water and Transportation committees stay on top of water and transportation legislation in the California State Assembly and Senate. This is legislation that affects all civil engineers whether they work in the private or public sector. Through the efforts and insight of the Region's State Legislative Advocate consultant, we are able to evaluate legislation and take a position on encouraging or discouraging our legislators to take action affecting infrastructure. Expenses are also incurred in conducting the Board of Governors meetings which include conference calls and travel three times a year for the Governors to meet face-to-face with the Section Presidents and Region Committee Chairs. During these meetings we discuss our progress, issues that the Section and Branches are facing, and what we can do to ensure that we are serving member needs. If you are going to make progress, you are going to incur expenses, and with that comes the need for income to carry out these activities.

About this time every year, Region 9 looks at the past year's income and expenses. It then begins the process of planning for the next fiscal year October 1st to September 30th. We review how we spent our income and evaluate whether this has led to progress in attaining our goals. We go through each budget line item and compare it to the actual income received or the actual expense incurred. We then ask ourselves a variety of questions, such as: Are we carrying out activities in line with the vision and mission of ASCE? Are we serving the needs of the members at the Section and Branch level? What can we do better in the coming year to serve the members? How can we be better advocates for the infrastructure? How can we, through our awards program, better recognize the members' accomplishments and the great projects that have been completed in our Region over the past year? After several review and discussion iterations, we arrive at our next year's budget. The graphs show our primary proposed expenses and income for the 2013-2014 fiscal year. The Board of Governors will be voting on this budget during their September or October meeting.



The budget for the coming year includes a total of approximately \$45,000 in expenses and \$43,000 in income. Although a \$2,000 budget deficit is projected, Region 9 will still be in sound financial position at the end of the year because we have adequate reserves, which meet the guidelines suggested by the Society (our parent organization, which has financial oversight of the Society Regions).

As shown in the expense pie chart the major expenses are: 1) our Administrative Activities, which include the major expenses such as meeting facilities, conference call service, and travel for Governors; 2) the Region administrator, who sets up and documents our Board meetings, assists the Region's Committees, and maintains our website, just to mention a few (it would require an inordinate amount of time for our volunteer Governors to take on these tasks and they could not be done as efficiently as by our dedicated Administrator); and 3) Advocate Consultant for legislative activities, which as discussed above provides tremendous benefit to all Region's Section and Branches as we advocate for the improvement and increased capacity of the State's infrastructure.

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from our newsletter and website. As VP Technical Groups, Charles is an important liaison between the Section and some of our most vibrant subsidiaries – the Technical Groups and Institutes. I look forward to working with them during the upcoming year.

As we are coming out of the recession, it is important to continue highlighting the important role of civil engineers in our economy. With that central theme in mind, my goals for this year:

1) Advocacy for Infrastructure Investment and Renewal

One of the most effective tools in showing politicians, business people, and regular folks the status of our existing infrastructure and why and how much we need to invest in our infrastructure to keep our economies strong and our standard of living high, is the Infrastructure Report Card or IRC. As many of you know I have been involved in leading the efforts for developing four Infrastructure Report Cards; two at the county level and two at the state level. The IRC movement has also gotten a lot of momentum in recent years at the local county level, here in California. However, not all counties have been able to develop an IRC which has led to some gaps in our overall data. My goal is to work with those branches that have not yet developed an IRC to see how we can help them to do one. Developing one of these IRCs is not an easy task and takes a lot of effort. However, with proper planning, recruitment, and execution, it can be done systematically and effectively and the cycle can be repeated so there is always up to date information available. These IRC efforts are also an effective way of recruiting the next generation of ASCE leaders from the ranks of our younger members.

2) Membership Development

We are just coming out of a severe recession. Our goal is to provide value for your membership so we can continue to grow and increase our section revenues. The key to viability of any organization is increasing its membership. ASCE LA Section is no different. My goal is to work with our membership chairs throughout our Section and focus on those programs that have generated positive results in increasing our membership. Additionally we have to stay relevant and our programs have to matter to you. Therefore, by employing a variety of tools including surveys we want to know what you like about ASCE and what programs or features you want to keep and what are some things that we need to change.

3) Leadership Development

We need to continue adding depth to our ranks. To continue being one of the biggest and best Sections in ASCE we need to cultivate leaders throughout our Section. ASCE has a wealth of programs and webinars on leadership and leader development. However, we need to ensure that every Branch has resources in place that willing and able members can take advantage of on their way to becoming future leaders. One of the most effective ways of developing future leaders, in my experience, is "Mentoring". Partnering experienced engineers with younger engineers is a great recipe for success. What if we could do this using an underutilized resource that most branches have, in varying degrees, namely, our Life Members. Partnering Life Members with Younger Members is a great way of having an informal mentoring program. Most life members that I have spoken to, love the idea of sharing their experiences with our younger member group. Therefore, one of my goals in this area would be to encourage every one of our Branches to think about establishing a program like this.

4) Visiting every Branch in the Section

The heading says it all. Our Section is a large geographic area. However, I believe every Branch is unique and has great ideas that we can incorporate to our vision for the Section. Therefore, my goal is to visit every Branch and listen to what has been working and what has not for that particular area.

The past 100 years has been very impressive and meaningful for our Section. Let's start the journey for the next 100 years by working together to accomplish even bigger and bolder goals.



## ASCE Region 9 2013 Award Nominations

### Outstanding Project Awards Outstanding Individual Awards

Due: October 25, 2013

**Project Awards:** ASCE Region 9 Project Awards recognize outstanding Civil Engineering projects in California. Projects that received an award from one of the four ASCE Sections in Region 9 (Los Angeles, Sacramento, San Francisco, or San Diego Sections) during 2013 are eligible for consideration for the 2013 ASCE Region 9 Awards.

**Individual Awards:** ASCE Region 9 Individual Awards recognize individuals for outstanding achievements or leadership in civil engineering, or who through their work, support and advance the profession.

### Application Materials

Applications are available on the Region 9 web site:  
[www.asce.org/region9](http://www.asce.org/region9)

For more information, please contact:

Kwame Agyare,  
Chair - ASCE Region 9 Awards Committee,  
[agyare.kwame@gmail.com](mailto:agyare.kwame@gmail.com)

Lori Campbell,  
Region 9 Administrator,  
[lkc.consulting@sbcglobal.net](mailto:lkc.consulting@sbcglobal.net)

### Save the Date!

*California Infrastructure Symposium and Awards Ceremony*

**Friday March 14, 2014**

*San Francisco, CA*

# State Investments and Legislative Update

by Fareed Pittalwala, P.E.



California sold \$764 million in debt in August at lower-than-expected interest rates, a vote of investor confidence in the state's improved finances.

The sale suggests municipal bond-market participants no longer view the state as "a distressed credit," said Dan Genter, president and chief investment officer of RNC Genter Capital Management in Los Angeles, which oversees about \$2 billion in municipal investments.

California sold its bonds through a competitive process, in which banks bid for blocks of bonds through an auction, and then usually reoffer the debt to investors. Citigroup Inc. bought \$249 million of the debt, with bonds maturing in one to 10 years. A 10-year bond had a yield of 3.41%, lower than the 3.49% at which the state's outstanding 10-year debt traded recently, according to Thomson Reuters Municipal Market Data.

## Design/Build Legislation

California's utilization of alternative construction contracting methods like design-build (DB) is subject to the same push and pull of other controversial subjects. As a result, often the resulting Legislation has provisions that deviate from industry standards and this year's bills show this same proclivity.

The Governor has already signed AB 195 (Hall) that extends, from July 1, 2014 to July 1, 2016, the statutes authorizing counties to use design-build contracting.

All counties can use the design-build method to construct buildings and related improvements and wastewater treatment facilities that cost more than \$2.5 million (SB 416, Ashburn, Chapter 585, Statutes of 2007). State law requires each county that uses the design-build method on a public works project procured and completed between November 1, 2009 and August 1, 2013 to submit a report to the Legislative Analyst's Office (LAO) before September 1, 2013. On or before January 1, 2014, the LAO must submit a report to the Legislature on counties' use of the design-build method.

In 2010, the Legislative Analyst's Office investigated five design-build projects and found that four of those projects were completed under budget. The LAO noted that counties that have used design-build generally expressed favorable opinions of the process. Almost all reported that compared to the traditional design-bid-build process, it took less staff time to construct a project and resulted in fewer claims and less litigation. After considering the LAO's findings and holding a hearing on counties' use of design-build contracting, legislators passed a bill extending the county design-build statutes until mid-2014. That bill also required the LAO to provide the Legislature with updated information on county design-build projects by the end of

2013. With just six months between the date the LAO report is due and the date that the statutes expire, county officials worry that legislators won't have enough time to consider another extension next year. This bill ensures that counties won't lose their ability to use this successful, cost-effective project delivery system.

Awaiting final passage is AB 401 (Daly) which would authorize the Department of Transportation (Caltrans) to use design-build procurement for up to ten projects, and provide regional transportation agencies (RTPAs) with unlimited authority to use design-build for projects, until January 1, 2024. The bill would also require Caltrans to perform construction inspection services for projects that interface with the state highway system.

Senate Bill 4 (Cogdill), Second Extraordinary Session, Chapter 2, Statutes of 2009 (SB 4XX), authorized Caltrans to utilize DB procurement for ten state highway, bridge, or tunnel projects, and it authorized a local transportation agency to utilize DB on five local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local agency, if approved by the California Transportation Commission (CTC). The DB authority granted by SB 4XX sunsets January 1, 2014. SB 4XX also authorized Caltrans and regional transportation agencies to use another procurement method, called a public-private partnership or PPP. Generally speaking, with PPP procurement, a public entity contracts with a private consortium to finance, design, construct, maintain, and operate a new facility for a period of time necessary to repay the financing of the project. For the purposes of PPP authorization, SB 4XX defined regional transportation agencies as transportation planning agencies, county transportation commissions, or joint powers authorities with consent of their local transportation planning agency. While this definition includes many of the counties that have chosen to raise additional sales taxes for transportation purposes (so-called "self-help" counties), it does not include all self-help counties. The PPP authority included in SB 4XX sunsets January 1, 2017.

AB 401 specifies that the DB authority granted to regional transportation authorities does not include the authority to perform construction inspection services for projects on or where projects interface with the state highway system. It requires Caltrans or its consultants the responsibility to perform construction inspection services for any DB projects on or where projects interface with the state highway system.

This "feature" provoked opposition to AB 401 by the Associated General Contractors (AGC) and American Council of Engineering Companies (ACEC) for similar but slightly different reasons.

AGC suggested in Committee that this requirement imposes new, substantial risk on DB contractors who, according to AGC, typically perform their own Construction Inspection and acknowledge the role of the public entity to perform or supervise the Quality Assurance. The bill also sunsets the DB authority if a court determines that

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the section of law that assigns to Caltrans the performance of construction inspection services is invalid. This sunset occurs roughly one year following the date the court makes its determination. This “poison pill” is unique. Typically, if a court rules a single provision invalid, the remaining provisions remain in effect. Undoubtedly, the sponsors of AB 401 drafted this provision to dissuade opponents from challenging the inspection requirement.

The Department of Finance noted:

*This bill could result in significant costs to the state by requiring the use of state staff for engineering inspection workload instead of allowing Caltrans and local agencies the flexibility to decide what type of resource is best utilized for varying situations. In addition, this bill would increase the size of state government because of the mandate for local agencies to utilize Caltrans for various inspection services on the state highways system. No estimate is available at this time for the cost of additional resources until more information is available regarding how many Design-Build projects are selected.*

SB 785 (Wolk) is a two-year bill that repeals existing law authorizing the State Department of General Services (DGS), California Department of Corrections and Rehabilitation (CDCR), and local agencies to use the design-build procurement process, and enacts uniform provisions authorizing DGS, CDCR and local agencies to utilize the design-build procurement process for specified public works projects.

### Legislative Update

The Legislature returned to Sacramento for the final four weeks of the first half of the 2013-2014 Legislative session. As I write this article, there are seven days and 97 fund-raisers left before the session concludes on September 12th.

Governor Jerry Brown has signed the ASCE supported SB 152 (Roth) that would delete the provisions allowing for a temporary authorization to practice as an engineer.

AB 229 (Pérez) – ASCE Support – will authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill is awaiting concurrence in the Senate.

AB 243 (Dickenson) – ASCE Support – creates infrastructure and revitalization financing districts (IRFDs) (modeled after infrastructure financing districts (IFDs) in existing law), broadens the range of projects and facilities they can finance, lowers the voter approval threshold necessary to form an IRFD and issue bonds to 55%, and extends the life of districts to 40 years. AB 243 is on Senate third reading.

ASCE supported AB 716 (Quirk-Silva) was held in Appropriations. The bill would require the Strategic Growth Council (SGC) to assist

the Governor in submitting the annual five-year infrastructure plan to the Legislature, add housing to the definition of infrastructure for purposes of the plan, and require the proposals for funding infrastructure identified in the plan to include investment coordination opportunities related to infill and transit-oriented development (TOD). The bill had “unknown staffing costs to the SGC, likely hundreds of thousands annually, to participate in the development and submittal of the infrastructure plan to the Legislature and potential cost pressures to finance more state-funded housing, infill, and transit-oriented development as a result of the inclusion of housing as infrastructure that must be identified in the plan, and the inclusion of proposals for coordinated investment in infill and TOD.”

SB 425 (DeSaulnier) – ASCE Support – is on its way to the Governor. It allows a public agency that is principally charged with the administration, planning, development, and operation of a public works project (administering agency) to establish a peer review group of qualified persons, as specified, to give expert advice on the scientific and technical aspects of the public works project.

### Governors' Appointments

As coordinator of the Delta Stewardship Council's Delta Plan Implementation Committee: Taryn Ravazzini, 38, San Francisco, guest relations coordinator at Opus One Winery.

As Deputy Secretary and General Counsel, CA State Transportation Agency: Peter Southworth, 48, Latrobe, supervising deputy attorney general, CA State Attorney General's Office, Government Law Section. As Deputy Secretary of Environmental Policy and Housing Coordination at the California State Transportation Agency: **Kate White**, 41, San Francisco, Democrat, initiative officer at The San Francisco Foundation's Great Communities Collaborative.

To the Imperial County Transportation Commission: **Laurie Berman** (reappointed), 53, San Diego, Democrat, director of the California Department of Transportation District 11.

To the Orange County Transportation Authority: **Ryan Chamberlain** (reappointed), 38, Trabuco Canyon, Director of the California Department of Transportation District 12.

To the Riverside County Transportation Commission, and to the San Bernardino Associated Governments Board of Directors: **Basem Muallem** (reappointed), 54, Chino Hills, Republican, director of the California Department of Transportation District 8.

To Alfred E. Alquist Seismic Safety Commission: **Salud Carbajal**, 48, Santa Barbara, Democrat, chair of the Santa Barbara County Board of Supervisors; **David Rabbitt**, 52, Petaluma, Democrat, Sonoma County Supervisor.

To CA Water Commission: **Adan Ortega**, 50, Fullerton, decline-to-state, owner of Adan Ortega Associated (communications, public policy, crisis management, etc.); **David Orth**, 55, Clovis, Republican, general manager of the Kings River Conservation District.

# Incoming ASCE LA Section Board



**Yazdan (Yaz) Emrani, P.E.**  
**PRESIDENT**

Yaz Emrani is Senior Vice President and a Principal at Hall & Foreman Inc., an Orange County based Civil and Environmental Consulting Engineering firm. He holds a Bachelor of Science degree in Civil Engineering from Syracuse University and a Master of Science degree in Civil Engineering from University of Maryland at College Park.

Yaz has over 26 years of experience working on a variety of civil and environmental engineering projects. These include planning, design, and construction management of infrastructure improvements for various public and private clients. Yaz started his career as a design engineer for a consulting engineering firm in Maryland and since then has had increased levels of responsibilities including senior executive positions in Public Works in private and public sectors.

Before joining Hall & Foreman, he was the Director of Public Works for Monterey County in Northern California where under his leadership the Public Works Department completed several high-profile projects including the renovation and seismic retrofit of the Monterey County Superior Court building, construction of the County's new Health Department Building, renovation of the Agricultural Commissioner's Building, construction of the Thorne Road Bridge and construction of a brand new water system for the community of San Jerardo, which won Project of the Year award by APWA Monterey Bay Chapter. His projects have covered a wide geographical area in United States including projects in states of Maryland, Virginia, West Virginia, Louisiana, Texas, Colorado, New Mexico, Alaska, Hawaii, and California.

Yaz served two terms as President of American Society of Civil Engineers (ASCE) Orange County Branch and he is the incoming President of ASCE Los Angeles Section.

He also served two terms as the President of UC Irvine's Civil and Environmental Engineering Affiliates (CEE). During his first term as the President of the UCI CEE in 2002, he helped launch the first ever initiative for developing a comprehensive infrastructure report card for Orange County and served as the Chair of the Executive Committee for the Report Card effort. He was also the Co-Chair of the Executive Committee for the 2005 update of the OC report Card which was unveiled in October 2005.

In January 2006, Yaz was named the Co-Chair of the Executive Committee for developing a first ever California infrastructure report card by ASCE California's Board of Governors. In 2011, Yaz accepted to resume his duties as the Co-Chair of the Executive Committee working on an update to the 2006 California Infrastructure Report Card (CAIRC). The 2012 CAIRC was unveiled on February 29, 2012 at a press conference in the Capitol building in Sacramento.

Yaz is a registered Professional Engineer (P.E.) in California, Texas, Virginia, Maryland, and Louisiana.



**Kenneth H. Rosenfield, P.E., F.ASCE**  
**PRESIDENT-ELECT**

Kenneth H. Rosenfield is the Director of Public Services and City Engineer for the City of Laguna Hills, California. He has been a registered Professional Engineer in the State of California since 1981. Ken is a Fellow in ASCE and has held all Board positions of the Orange County Branch of the Los Angeles Section. He was the Orange County Branch President for the 2008/2009 fiscal year. He is currently the ASCE Region 9 Chair of the Transportation and Development Committee. For Laguna Hills, Ken has served in this position for over 18 years of his 35-year career. He is responsible for all public works maintenance consisting of streets, drainage, water quality, traffic engineering, street sweeping, graffiti abatement, parks

and landscape maintenance, and for all Engineering functions including Capital Improvement Program design, inspection and administration. Previously, he worked for the Cities of Lynwood and Yorba Linda and served as the consulting Director of Public Works/City Engineer for the Cities of Rancho Mirage, Laguna Niguel and Villa Park. He holds a Bachelor of Science degree in Civil and Environmental Engineering from the University of California, Irvine and a Master's degree in Business Administration from the University of California, Riverside. He is also a Fellow in ITE and a member of APWA.



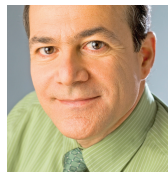
**Diego Cadena, P.E., F.ASCE**  
**TREASURER**

Diego Cadena, P.E. is a Senior Consultant in the Los Angeles branch of Geosyntec Consultants, Inc. (Geosyntec). Geosyntec is a specialized consulting and engineering firm with over 1,000 employees located in more than 75 offices worldwide, seven of which are located including seven offices in Southern California.

Prior to joining Geosyntec, Diego devoted 30 years of his career to the Los Angeles Department of Public Works. In his latter years at the department, served as Deputy Director, to crown his 30 year career at the Los Angeles County Department of Public Works, where he positively influenced and enhanced departmental functions related to land development, flood, road, capital projects, sewers, and solid waste. Selected accomplishments include directing the Los Angeles River Master Plan; leading cooperative efforts with multiple local, State, and Federal agencies to obtain funding, deliver multiple purpose projects, and garner inter-agency partnerships; and chairing the Leadership Committee for the adoption of the Greater Los Angeles County Integrated Regional Water Management Plan.

Diego is an ASCE Fellow. He has served on the ASCE Committee on National Volunteer Community Service; contributed as part of the Committee on Diversity and Inclusion. He also previously served as Treasurer for the Los Angeles Section. In 2005, Diego was recognized by the Los Angeles Section as the an Outstanding Engineer in Government. Last year, the local Section and Region 9 recognized him as the an Outstanding Practitioner for his work with the students at California State University, Los Angeles.

Diego and his wife of 29 years live in Chino Hills. They and have two children, the youngest of whom is currently in college. Diego earned his Bachelor of Science degree in Civil Engineering from California State University, Los Angeles; he is a Registered Professional Engineer in the State of California.



**Androush Danielians, P.E.**  
**SECRETARY**

Androush Danielians is a senior project manager at HDR Engineering, Inc. Androush works out of the Downtown Los Angeles office of HDR. Founded in 1917, HDR is a global employee-owned firm with more than 8,000 employees in more than 185 offices providing architecture, engineering, consulting, construction and related services.

Androush is a registered civil engineer in California with over 25 years of experience in project management and design of bridge and transportation related structures. He has worked on several projects with various transportation agencies and has successfully delivered conventional and design build projects for the City of Los Angeles, Metro, Metrolink, Caltrans, SANDAG, RCTC, and ACE.

Androush earned his Bachelor of Civil Engineering degree from Jadavpur University and Master of Science degree in structures from Indian Institute of Science in India. He subsequently earned his Doctor of Science Degree in Structural Engineering from The George Washington University in Washington, D.C.

# Of Directors/Officers: 2013-2014

Androush's involvement with ASCE has been continuous since his college days at GWU where he was an officer of the student chapter. After graduation, and moving to California, Androush became involved in the LA Section YMF, and Metropolitan Los Angeles Branch (MLAB). At MLAB he has held various chair and officer positions including Vice President and President. Most recently he served as the president of MLAB during 2008-2009 fiscal year.

Some of Androush's other affiliations include American Institute of Steel Construction (AISC) and Women's Transportation Seminar (WTS). At WTS Androush is currently the chair person for the corporate sponsorship.

Androush has also had the opportunity to be a part-time faculty member at California State University, Los Angeles teaching advanced structural engineering courses.



**Michael Thornton, P.E., P.L.S., M.S.**  
**PAST-PRESIDENT**

Michael Thornton, P.E., P.L.S., M.S., is President of TKE Engineering, Inc. located in Riverside, California, the firm which he founded in 2000. TKE is a multi-disciplinary municipal consulting firm providing civil engineering, traffic engineering, construction management and inspections, surveying, mapping, right-of-way engineering, grant writing, funds acquisition and management, environmental planning and sciences, project and program management, planning, architecture, and landscape architecture.

Michael earned his B.S. degree in Civil Engineering from California State Polytechnic University Pomona, and his M.S. in Civil Engineering, Water Resources from California State University, Long Beach. He is a Registered Civil Engineer and Professional Land Surveyor in California with over 26 years of municipal engineering experience.

Michael has been an active ASCE member since joining in 1985 and has an extensive ASCE resume. He served the San Bernardino-Riverside Counties Branch between 1994 and 2001 including serving the Branch as its LA Section representative during 1999 and 2000. In addition, he served the Society as LA Section's first Region 9 Governor from 2004-2008 and was instrumental, during Society Governance, in getting the new Region up and running. Also, Michael served our Society as Region 9's Government Relation Committee Chair from 2004-2010. Lastly, he is currently serving as Chair of the Society's State Government Relations Committee.

Michael also serves his community as member of the school boards of Riverside's Notre Dame High School and St. Francis De Sales Elementary School.

Michael and his wife Debbie reside in Riverside and are the proud parents of Kyler, Aidan, Claire, Ella and Becket, whom they are raising to be future civil engineers.



**Charles Adams**  
**VICE PRESIDENT - TECHNICAL GROUPS**

Charles Adams in his last professional position was a Senior Project Manager at Jacobs Engineering, based in Los Angeles, California. His assignments have been mainly in the management of airport projects. He has been a team member on such projects as the San Antonio International Airport Expansion Program, San Antonio, Texas, the Airport Expansion Program at Sacramento International Airport, the NCA Warehouse Addition at Los Angeles International Airport, and the St. George Replacement Airport at St. George, Utah.

Prior to joining Jacobs Engineering, Charles was a Senior Project Manager at the Los Angeles World Airports. As a project engineer, he worked on projects at all four of LAWA's airports, Los Angeles International (LAX), Ontario International (ONT), Van Nuys (VNY) and

Palmdale (PMD). There he was a manager of such projects as Terminal Building Modifications for the Second Level Roadway at LAX, the Imperial Cargo Complex at LAX, Terminal Area Facilities – Terminals, Landside and Airside Improvements at ONT, the Car Rental Facility at ONT, Taxiway N Westerly and Runway 26R Reconstruction at ONT, Parking Lot 5 at ONT and the Airport Drive West End Improvements at ONT.

Charles was raised in Los Angeles, California. He graduated from California State University Los Angeles with a Bachelor of Science Degree in Civil Engineering. Later, He received a Master of Science Degree in Structural Engineering from the same university. Charles is registered as a Professional Engineer in the State of California.

Charles attended the Naval Officer Candidate School in Newport, Rhode Island, graduated as a Commissioned Officer and attended the Fleet Sonar School in Key West, Florida. From there he served three years on active duty in the Oceanographic Systems Pacific, a land based sonar program.

Charles has been an active participant in the American Society of Civil Engineers, and particularly in the Air Transport Technical Group (ATTG) since 1974. He was the ATTG Vice Chairperson in 1986 and Chairperson in 1987. While he was employed in the City of Los Angeles Department of Public Works Bureau of Engineering, he was on the ASCE Urban Transportation Technical Group Board of Directors from 1988 to 1992. Then after he returned to LAWA, he was the ATTG Chairperson in 1998, then Vice Chairperson in 2006, and finally ATTG Chairperson from 2008 to 2011.



**Nazaret Dermendjian, Ph.D., P.E.**  
**VICE PRESIDENT - STUDENT ACTIVITIES**

Nazaret Dermendjian, Ph.D., P.E. is a Professor of Civil Engineering and Applied Mechanics at the Department of Civil Engineering and Construction Management at California State University, Northridge (CSUN) and has been serving as department chair for the last 4 years. He started his teaching career at CSUN in fall 1992 semester. He has taught an extensive array of courses in civil engineering and applied mechanics. He has developed, taught and directed Fundamentals of Engineering (FE) and California Civil P.E. review workshops since 1995.

He received his Bachelors of Engineering in Civil Engineering from the American University of Beirut in 1983, his Masters of Science in Applied Mechanics from California State University, Northridge (CSUN) in 1992 and his Ph.D. in Civil Engineering from University of Southern California (USC) in 2002.

In addition to his academic work, Dr. Dermendjian has extensive industry experience including but not limited to founding Dermendjian and Associates, Inc., an engineering consulting firm and serving as its president.

Dr. Dermendjian is a member of the American Society of Civil Engineers, and a member of the American Society of Engineering Education (ASEE).

Dr. Dermendjian was voted as the Outstanding Professor of the Year, 1998, by Tau Beta Pi, California State University, Northridge Chapter. He was awarded the Outstanding Engineering Achievement Merit Award, 2003, by San Fernando Valley Engineer's Council; was awarded the Outstanding Teaching Award, 2003, by Society of Hispanic Engineers, California State University, Northridge Chapter; awarded the Outstanding Engineering Achievement Merit Award, 2007, by San Fernando Valley Engineer's Council and awarded the Distinguished Engineering Educator Award, 2013, by San Fernando Valley Engineer's Council.

He looks forward to working with a diverse student group and having a productive tenure with ASCE Los Angeles section.

## Five OCEA Finalists Chosen - OPAL Lifetime Achievement Honorees and Pankow and Michel Winners Named

by Doug Scott, ASCE National

ASCE has announced its five finalists for the 2014 Outstanding Civil Engineering Achievement award, honoring projects that best illustrate superior civil engineering skills and make significant contributions to civil engineering progress and society. The finalists are the Huey P. Long Bridge Widening Project in Jefferson Parish, La.; the I-15 Corridor Expansion Project in Utah County, Utah; the Inner Harbor Navigation Canal Surge Barrier in New Orleans, La.; the Taizhou Bridge in Jiangsu Province, China; and the Tom Lantos Tunnels at Devil's Slide in San Mateo County, Calif. The winner will be announced at the Outstanding Projects and Leaders (OPAL) Gala, to be held March 20, 2014, in Arlington, Va.

The 2014 winners of the OPAL Lifetime Achievement awards, the Charles Pankow Award for Innovation and the Henry L. Michel Award for Industry Advancement of Research were also announced.

This year's OPAL lifetime achievement honorees are Joseph P. Welsh, P.E., F.ASCE, for construction; Jon D. Magnusson, P.E., S.E., F.SEI, Dist.M.ASCE, for design; Jeffrey S. Russell, Ph.D., P.E., Dist.M.ASCE, for education; John R. Njord, P.E., M.ASCE, for government, and J. Richard Capka, P.E., NAC, M.ASCE, for management. The OPAL is presented annually in each of the five categories to a civil engineer who "represents a model of achievement to which future generations of engineers aspire to match or exceed."

The Pankow Award was established to celebrate collaboration in innovative design, materials, or construction-related research and development transferred into practice in a sustainable manner. This

year's winner is the RABIT Bridge Deck Inspection Tool, an automated data-driven decision tool that integrates multiple advanced nondestructive evaluation technologies to collect quality information on concrete bridge deck condition with high precision.

The RABIT Bridge Inspection Tool was developed through a partnership between the U.S. Department of Transportation's Federal Highway Administration's (FHWA) Turner-Fairbank Highway Research Center, a leading transportation research center, and the Center for Advanced Infrastructure and Transportation (CAIT) at Rutgers, State University of New Jersey. The RABIT Bridge Deck Inspection Tool is a product of the FHWA's Long-Term Bridge Performance Program, a long-term research initiative intended to develop a quantitative bridge performance database from a large representative sample of bridges around the country. CAIT is the principal investigating institution on LTBP. Other collaborators on the RABIT Bridge Deck Inspection Tool include Geomedia Research and Development and IDS (Ingegneria Dei Sistemi) - Italy.

Seth L. Pearlman, P.E., D.GE, M.ASCE, is the recipient of ASCE's 2014 Michel Award, presented annually to an individual who is a recognized and acknowledged leader "of the design and construction industry, whose dedication and aggressive vision have provided cornerstones for improving the quality of people's lives around the world through research in the design and construction industry." The award was established in 1996 in honor of Henry L. Michel, past chairman of the board of directors of the former Civil Engineering Research Foundation.



## ARTICLE

continued from page 2

What are our income sources? As shown in the income pie chart there are two primary sources: 1) the Society's allotment to the Region and 2) the Sections financial support, which amounts to almost 2/3 of the income sources. Without the four Sections support we could not carry out our responsibility to advance the mission of the Society and the goals of the Region.

A budget is a necessary planning tool but let's keep in mind that it is a "roadmap" and a "yard stick" to measure progress against the actual financial picture for the year. If there is a better use of our revenue or a less expensive way to accomplish our goal, the budget line items can be amended. The Region is always looking for ways to use our resources effectively and efficiently.

If you have any questions about the budget process, suggestions, or would like a copy of the full detailed budget, please contact Jay Higgins at [jay.higgins@urs.com](mailto:jay.higgins@urs.com).

**Recent Reports**

The Bay Delta Conservation Plan has released a draft statewide economic impact study, highlights a “net benefit to California residents of \$4.8 billion to \$5.4 billion statewide,” findings also include: creation of “177,000 construction- and habitat restoration-related jobs in the Delta.”

Cal/EPA's Office of Environmental Health Hazard Assessment has released its report, “Indicators of Climate Change in California,” outlines 36 indicators of climate change, says the state's high, low and average temperatures are all rising, and extreme heat events also have increased in duration and frequency.

The Legislative Analyst's Office has released its hearing handout, “Governance and Financing of the Bay Delta Conservation Plan,” which was presented to the Senate Natural Resources and Water Committee and Senate Governance and Finance Committee, says since 2006-07, a total of \$176 million has been spent on planning activities related to BDCP (as of June 2013) and the total cost of BDCP over the 50-year term of the permits that authorize its operation, including construction and operation of the two proposed water tunnels, is \$24.7 billion.

State Water Contractors has released a fact sheet that analyzes an alternative to the Bay Delta Conservation Plan proposed by Delta interests that would eliminate the proposed tunnels beneath the Delta and raise and widen the levees so that they could survive a major earthquake, says that approach “would not increase water supply reliability or begin to solve many of the environmental problems facing the Delta.”

The CA Dept. of Water Resources, CA Dept. of Fish and Wildlife, US Bureau of Reclamation, and the US Geological Survey release “Salton Sea Ecosystem Monitoring and Assessment Plan,” serves as a “guide for data collection, analysis, management, and reporting to inform management actions for the Salton Sea ecosystem.”

Delta Stewardship Council has updated its website to include links of the Final Delta Plan, including “an executive summary, easy to read text, informative graphics, and decorative photographs.”

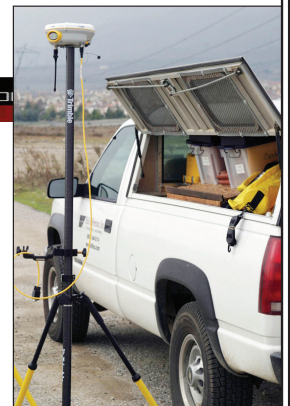
The LAO has released its analysis of the proposed initiative, “The CA Nuclear Waste Act,” would immediately prohibit the generation of nuclear power in the state until the CA Energy Commission finds that the federal government has “identified and approved a demonstrated technology” for the construction and operation of nuclear fuel rod power plants and the permanent disposal of high-level nuclear waste.

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### CENTENNIAL SERIES

## Wastewater Treatment, Collection and Recycling

by Rodrix L Jennings III, M.P.A, Administration Manager, Hyperion Treatment Plant; Mark R. Norton, PE, LEED AP, Water Resources & Planning Mgr, Santa Ana Watershed Project Authority; Joseph Sanchez, Intern, Santa Ana Watershed Project Authority

The ASCE Los Angeles Section is home to over 17.5 million people. One of the major contributions and achievements to our quality life are our advanced systems for wastewater treatment, collection and water recycling. Civil engineers play a major role in this field of infrastructure with responsibility for design, construction and operation oversight. Too many to name and identify here, there are several coastal facilities that stand out as leading plants that reflect the state-of-the-art and account for some of the largest operations in the country as well. Four treatment and water recycling plants that serve over four million people within two service areas covering over 600 square miles are operated by the City of Los Angeles, Department of Public Works, Bureau of Sanitation. These include the Hyperion Treatment Plant, Donald C. Tillman Water Reclamation Plant, Los Angeles-Glendale Water Reclamation Plant, and Terminal Island Treatment Plant. Further to the south in Orange County, the Orange County Sanitation District.

The Hyperion Treatment Plant (HTP), one of the largest treatment plants in the United States, is a City of Los Angeles owned and operated facility in Playa Del Rey, CA. The Hyperion Treatment Plant is the City's oldest and largest wastewater treatment facility. The plant has been upgraded many times over the past 80 plus years – increasing its capacity to keep up with LA's ever growing population while incorporating treatment technologies that protect the health of the public and Santa Monica Bay.

The Hyperion Treatment Plant maintains a staff of 370 employees to operate & maintain the plant on a 24 hour, 7 day basis. The annual budget for HTP in Fiscal Year 2012-2013 was \$80 Million. Hyperion's treatment process converts wastewater into a treated product that is clean enough to be discharged into Santa Monica Bay, used at HTP, or further treated at the West Basin Water Recycling Plant. Biosolids are recovered as valuable soil amendments, fertilizer, and energy resources. Wastewater moving through the plant's processes is tested several times each day to ensure that systems are operating properly to effectively remove pollutants.

Just to the south, two major treatment and water recycling plants that serve about 2.5 million people covering about 350 square miles are

operated by Orange County Sanitation District. One of these two facilities has one of the largest water recycling facilities west of the Mississippi called the Groundwater Replenishment System (GWRS) that treats over 70 MGD for indirect potable reuse. The GWRS project, a joint project between the Orange County Water District and the OCSO uses secondary treated wastewater from its Fountain Valley facility to create a new source of recharge water that increases the reliability and sustainability of local groundwater supplies. The GWRS augments existing groundwater supplies by producing up to 72,000 AFY of purified water to recharge the basin and provide a reliable supply of water for the Talbert Seawater Barrier. The GWRS consists of three major components: (1) Advanced Water Treatment facilities and pumping stations, (2) a pipeline connection from the treatment facilities to existing recharge basins, and (3) expansion of the Talbert Barrier, a hydraulic barrier protecting the groundwater from seawater intrusion.

Taken together these plants operations reflect the expanding opportunities to reuse treated wastewater and recover wastewater bio-resources through energy generation, agricultural applications and even indirect potable reuse. It is the forward thinking strategies and embracing of technological advances by civil engineers and the civil engineering community that will continue to protect our coastal environment and serve our communities.

The full article of this Centennial Series is found online.

### Reminder:

*Copy deadline for the October 2013 issue is September 1, 2013;  
copy deadline for the November 2013 issue is October 1, 2013.*

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