

Los Angeles Section

Monthly: Est. 1913

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PRESIDENT'S MESSAGE

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

VOL. XLXVI NO. 9

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Welcome

I thank you for the opportunity and privilege to serve the Los Angeles Section of ASCE as your President for the 2014-15 fiscal year. The Los Angeles Section is one of the very best groups in all of ASCE and we can be proud of the Section's legacy, services and programs in support of all of our members. My commitment to you is that "my door is always open" to be contacted and to discuss any issues within the Section that needs attention. I ask for your commitment to continue your volunteer efforts to get the most out of ASCE whether you are an officer of a Branch, Technical Group, Younger Member Forum, Life Member Forum, or Committee (collectively subsidiary organizations), student or regular participant in our programs. Thank you, to the current Board members and new Past President Yazdan Emrani for all of your support to me and the Society.

This organization operates on the volunteer model and only operates with the generous time given by many of our members, your fellow professionals. We seldom take enough time to thank our volunteers for countless hours of service. I appreciate all of your work and thank you for your continued dedication to ASCE. Only you can make this Section and all subsidiary organizations even better and only you can get out of this organization what you put into it. Our Section has many opportunities for volunteerism and I invite you to become a regular participant in Section and Branch activities. Please contact me for your opportunity to enhance your professional career and lend support to this outstanding organization. And, should we call upon you for assistance, please consider helping out. Some would say there is no higher calling than to help one another and, in this spirit, I invite you to join one of any number of our standing Committees or the multiple opportunities in your Branch.

My first contact with ASCE was through the Student Chapter at the University of California, Irvine (UCI). The ASCE member that provided his volunteer time with the small Civil Engineering class of 1978 and, at the time, that fledging Civil Engineering program, conveyed the benefits of ASCE membership in the most positive manner. As a result, I have been a member of ASCE for over 35 years and am a Fellow in the Society. This is but a small example of how the contact and conduct of ASCE members with students can have profound positive impacts on their choice of profession and pursuit of Civil Engineering. I place a high priority on student outreach and invite your participation in this effort.

On August 1st, the Section held its annual training session for incoming officers for all subsidiary organizations. As the then President-Elect, it was my opportunity to lead this program for our members. We had an excellent turnout with many Branch officers travelling long distances to participate in the day. As a part of the session, I was able to present my goals for the new fiscal year as follows:



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Keeping Our Ocean Clean (Wastewater Treatment)

By Joe Buley, P.E., F. ASCE, Vice President, Los Angeles Life Member Forum



On August 14, nineteen Life Members joined by 10 Younger Members enjoyed an exceptional tour of the Los Angeles Department of Public Works Hyperion Wastewater Treatment Facility, fronting on Santa Monica Bay, in the Playa del Rey district of the City of Los Angeles. The tour represented a typical visit to a significant civil engineering project that the Life Member Forum sponsors from time to time.

History

The facility has been operating since 1894. From 1894 to 1925, city wastewater was conveyed by gravity via natural waterways and raw sewage was discharged into the bordering Santa Monica Bay. In 1925, a simple screening plant became operational and in 1950 a full secondary treatment plant. However, population explosion



Model of the service area of the Los Angeles Department of Public Works Hyperion Wastewater Treatment

during the next 30 years caused construction of separate 5 and 7 mile ocean outfalls into Santa Monica Bay. The outfalls allowed a blend of secondary and primary effluent along with digested sludge to discharge directly into Santa Monica Bay. In the 1980's environmental testing of the Bay determined that direct discharge was no longer acceptable and that the Bay no longer met current water quality standards. As a result, the "Sludge out of Santa Monica Bay" program was initiated.

By 1998 the \$1.6 billion sludge out to full secondary construction program was completed. The current facility treats without rain- 350 million gallons of wastewater flow into the facility per day. The facility is capable of treating up to 1,000 million gallons of flow per day. The facility meets all National Pollutant Discharge Elimination System (NPDES) requirements. Associated product produced per day is

- 500 tons of biosolids sent to Green Acre Farms in Kern County
- 45 tons of biosolids to produce composting material
- 90 tons of biosolids to Terminal Island Reclamation Plant
- 7.5 million cubic feet of biogas converted to electricity per day

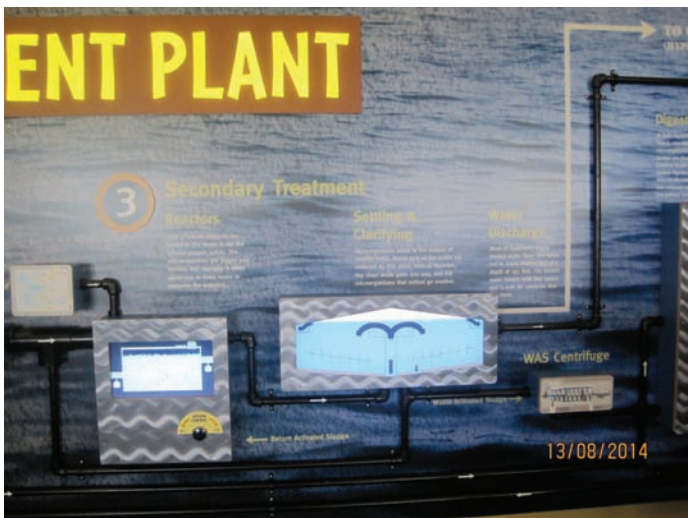
Currently, construction is underway to return the conversion of biogas to electricity, from the adjacent Scattergood Steam Power Plant to the facility, along with various facility upgrades.

Process

The Environmental Learning Center contains 3 levels of interactive exhibits that explain the cleansing process of the 120 gallons per day of wastewater received from each of the approximate 3 million LA Basin residents, discuss water usage reduction, waste reduction and sustainability. The tour included the buildings green roof with solar and wind electricity generation and solar water heating. This part of the tour is highly recommended for aspiring STEM students. Tours are open to the public and easily arranged by calling 310-648-5856.



Hyperion Wastewater Treatment Plant Primary Treatment Schematic



Hyperion Wastewater Treatment Plant Secondary Treatment Schematic

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1) Increase Membership – ASCE is only able to present its programs and services to members if membership grows over time. Members that also pay their Section dues allow us to continue to provide locally excellent programs and enhance member value. I encourage each ASCE member to discuss the virtues of ASCE membership with every Civil Engineer they know is not currently a member. There are multiple benefits to ASCE membership and every Civil Engineer should be a part of our team! In addition, we are seeking a Membership Committee Chair and if you have the passion to seek new members and want to interact with all student groups in the furtherance of this goal, please contact me.

2) Expand Legislative Advocacy and Education – One of our duties as ASCE members is to help the public understand the role of Civil Engineers in creating quality, sustainability and safety in our living environment. We must be advocates for those attributes and need to increase our profile in the public discussion. This is truer than ever in the area of legislative involvement. I encourage all ASCE members to visit their elected official's local offices and discuss the role of Civil Engineers and our willingness to share our knowledge and understanding of complex issues with those that develop and enact our laws. The Society provides a wealth of background information and hundreds of ASCE Policy Position Statements on all manner of issues that you can rely upon in your discussions with elected officials. On a regular basis, you should be calling upon your State Assemblyman, State Senator and Congress Member to discuss our infrastructure issues, environmental issues, health and safety issues and education issues, to name a few topics. In addition, you should be a Key Contact for the Society; it's easy to do and starts you on the path of advocacy. Please join the Key Contact program now. This year, become an advocate for the advancement of Civil Engineering!

3) Establish Uniform Web Page Information – Much of our communication with members is through the information contained on our individual web pages. I have found that some web sites are inconsistent with others and do not provide easy access to basic information. I will work with each of you to develop a minimum format for the information to be contained on your web page and seek to develop uniformity across all of the subsidiary organizations.

4) Streamline Award Nominations – This year, there is a major push to simplify the nomination of projects and individuals for awards given at the Branch, Section and Region level. The Orange County Branch took the lead in this effort and last year completed its transition to a fully electronic submission procedure for both individual and project nominations. The Section has followed this lead and this year all award nominations were required to be submitted electronically. The Section, to ease this effort for all other Branches, has budgeted funds this year to create an award nomination web site for each Branch on an individual basis. The architecture will be consistent with the Branch's desired format but will link in the background to the web infrastructure hosted by the Section. In this manner, you will be able to complete your annual Branch awards and then all of your award winners will be capable of being automatically submitted to the Section. The Section award winners will then be automatically

submitted to Region 9 for their awards consideration. It is our plan to have this system operational by mid-2015.

5) Grow Our Brand – This is an all-inclusive sentiment to increase the visibility of ASCE on all fronts – with students, with members, with non-members, with the public and with elected officials. Each of the previous four goals has the intended consequence to grow our brand. ASCE is an organization of which I am proud to be a lifelong member and I am sure you concur. Yet, we do not do enough to talk about our profession, our accomplishments, our achievements, our knowledge, our abilities and our successes. We can do more. You are encouraged to join me in espousing the benefits of Civil Engineering and the great organization that is ASCE. Talk to your family, talk to your neighbors, talk to students and advertise our accomplishments. Only through this effort will our reputation for excellence be enhanced.

From my early years associated with ASCE, I acquired a copy of the Code of Ethics (as amended October 25, 1980) and this Code has guided my participation in Civil Engineering since the beginning of my career. The Code has since been amended to improve its reach and, of course, has been digitized for easy access. We, as members of ASCE, are bound by the Code of Ethics. The current version of the Code can be viewed at the Society's web site and was most recently amended in 2006 and is now accompanied by a discussion guide prepared in 2012. I have my copy of the Code framed and make it a practice to be conversant with it. This Code provides the underpinnings of the public's confidence in Civil Engineers and is hopefully referred to in your regular business practices. But, beyond that, the Code should continue to be shared with clients and emphasized as the practices that we all follow. The public's knowledge of Civil Engineering and our high ethical standards will serve to promote our profession and further the betterment of our society.

As you receive this Newsletter, I am preparing to attend ASCE's Global Engineering Conference in Panama City, Panama. I am excited that I will be seeing the great wonder of the world, the Panama Canal, in its 100th anniversary year and the new canal currently being constructed. I hope you can also attend this event and learn the latest about our profession. I will report back to you on the Society's focus for the coming year, ASCE policies, initiatives and emerging topics of impact and how it all applies to us.

Please take note the Section's Annual Meeting, Installation of Officers and Awards Event will be held on November 5, 2014, at the Renaissance Hotel, Long Beach, CA and will coincide with Envision Training that morning and the Society's Sustainability Conference on the following days. I look forward to seeing you at this Annual Meeting and other events. Please watch for the email notice of the event and register as soon as possible. It will be a great program as we celebrate the successes of our peers, profession and projects throughout the Section. Should you desire to contact me, please email me at Krosenfield@ci.laguna-hills.ca.us or call me at (949) 707-2655.



The "Green" roof of the City of Los Angeles Environmental Learning Center located at the Hyperion Wastewater Treatment



The "Green" roof of the Environmental Learning Center

The wastewater arrives at the Headworks building for preliminary treatment from four major sewer lines serving much of Los Angeles and 29 contracting cities. Bars and screens trap and remove the largest solids such as branches, plastics, and rags. The major sewer lines rank with the largest in the world – over eight feet in diameter. The wastewater then moves to primary treatment in covered underground concrete tanks where most solids are removed as the wastewater flows thru the tank during timed retention. Large pumps transfer the sludge to the world's largest egg shaped digesters. This shape is very efficient for the digestion process. Another set of pumps – the world's largest wastewater Archimedes screw pumps - lift the treated primary effluent to a height sufficient to allow the remainder of the flow thru the process by gravity. During timed retention, in the settling tanks, bacteria consume most of the remaining organic particles. The fattened bacteria settle to the bottom of the tanks and are transferred to the clarifiers. Additional timed retention allows final settling and collection.

Enabling the process is a separate cryogenic air separation facility that daily liquefies 250 tons of oxygen at 196 degrees below zero and transfers it to the reactor tanks to help the bacteria grow. Additionally, bacteria is recovered from the clarifier settling process and either sent back to the reactor tanks as biomass or thickened



Access to the City of L.A. Environmental Learning Center from Dockweiler State Beach

and sent to the anaerobic digesters. The clean effluent from the clarifiers is pumped into Santa Monica Bay thru the surviving five-mile long outfall at a depth of 190 feet. The effluent meets all federal and state clean water standards, AND is compatible with Bay waters and the creatures that live there. About 6 percent of the clean effluent is pumped to the West Basin Water Recycling Plant in El Segundo for processing to reuse as recycled water for landscape irrigation and in industrial applications.

The sludge that is received in the digesters is eaten by the bacteria living in this oxygen-free space. The bacteria, along with the heat, destroy virtually all pathogens and release approximately 7.5 million cubic feet daily of biogas (methane) that is piped to the adjacent Scattergood Steam Power Plant. This daily supply of methane is converted to electricity and returned to Hyperion to fulfill its daily electrical power needs.

The biosolids leaving the digesters are very wet and large centrifuges remove most of the water. The resulting dry product is mostly trucked to the City owned Green Acres Farm in Kern County where it is used as fertilizer for non-food crops.

Hyperion maintains its own world class laboratory that continuously monitors the quality of the treatment process products all along the way. In addition, it continuously monitors Santa Monica Bay to ensure the bays environmental health.

Future

The Life and Younger members debriefed the tour over a relaxing buffet at the Proud Bird Restaurant. Their unanimous conclusion is that Hyperion is a world class treatment facility leading the way into the 21st century and that planned improvements will keep the facility on the leading edge of environmental protection. Leading edge technological improvements will continue in air emission controls, odor management and resource recovery that capitalize upon every possible opportunity to recycle renewable resources of wastewater and sludge treatment products.



ASCE Members touring the secondary settling tanks at Hyperion Wastewater Treatment



Larry Lewis (upper right), President of the Los Angeles Section Life Members Forum, enjoying lunch with other life members at the Proud Bird Restaurant after the tour of the Hyperion Wastewater Treatment



ASCE Members touring the secondary settling tanks at Hyperion Wastewater Treatment



Los Angeles Section Life Members enjoying lunch at the Proud Bird Restaurant after the tour of the Hyperion Wastewater Treatment



Secondary settling tanks at Hyperion Wastewater Treatment. Power plant in the distance currently supplies the Hyperion Plant. In the future Hyperion will supply all its power produced from treated digester gas



State Investments and Legislative Update

by Richard Markuson, CA Region 9 Legislative Advocate



The California Legislature completed its 2013-14 session when the State Senate adjourned Saturday morning, August 30 at 3:00 am. Despite some major skepticism, the Legislature passed a revised Water Bond and three intertwined groundwater management bills. Region 9 has endorsed the bond (Proposition 1 on the November ballot) and will be considering the groundwater bills in the coming month.

Water Bond

Governor Jerry Brown signed [AB 1471](#) by Assembly Member Anthony Rendon (D-Lakewood), which replaces the current \$11.1 billion water bond on the November ballot. The legislation passed the Senate 37-0 and the Assembly 77-2. The new bond includes \$7.12 billion in new debt, plus the repurposing of existing unspent bond funds of \$425 million for a total of \$7.545 billion. None of the repurposed bond funds will be taken from existing projects. Brown issued the following statement following his signing: "Water is the lifeblood of any civilization and for California it's the precondition of healthy rivers, valleys, farms and a strong economy. With this water bond, legislators from both parties have affirmed their faith in California's future."

Groundwater

The Legislature also passed a three-bill package of groundwater management initiatives.

[AB 1739](#) by Assembly Member Roger Dickinson (D-Sacramento) was passed on a 47-28 vote in the Assembly and 26-11 in the Senate. The Legislature passed [SB 1168](#) by Sen. Fran Pavley (D-Agoura Hills) on a 47-27 Assembly vote and 25-10 Senate vote. The Legislature also passed [SB 1319](#), also by Pavley.

According to ACWA, "The bills are largely based on recommendations by ACWA's Groundwater Task Force earlier this year as well as recommendations by the California Water Foundation. Last week, SB 1168 and AB 1739 – which previously were identical – were amended to distribute key provisions of the legislation between the two measures. A third bill – SB 1319 – was added to the package to include language from the Brown Administration to address concerns raised during the legislative process by stakeholders including ACWA and its member agencies.

Greenhouse Gases

The Legislature passed ASCE supported [AB 1447](#) Waldron (R-Escondido) that would authorize moneys in the Greenhouse Gas Reduction Fund to be used for traffic signal synchronization that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse

gas emissions and includes specific emissions-reductions targets and metrics to evaluate the project's effect.

Infrastructure and revitalization financing districts

The Legislature passes ASCE supported [AB 229](#) John Pérez (D-Los Angeles) that would authorize the creation of an infrastructure and revitalization financing district, 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.

Transportation

The Legislature passed [SB 1077](#) DeSaulnier (D-Walnut Creek) that would require the Chair of the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program.

Recent Reports

The Board for Professional Engineers, Land Surveyors, and Geologists Summer 2014 Board Bulletin is now available on the Board's website.

The Institute of Transportation Studies at UC Davis has released its study, [The Hydrogen Transition](#), finds hydrogen fuel cell vehicles are "poised to get rolling" with automakers having spent "more than \$9 billion on fuel cell development."

The Legislative Analyst's Office has released [Letter to the Honorable Henry Perea Regarding Transportation Fuels and the Cap-and-Trade Program](#), finds "Our review indicates widespread agreement that including transportation fuels in the cap-and-trade program will increase the retail price of gasoline. The magnitude of this price increase is uncertain. Under the most likely outcome, the price increase will be 13 cents to 20 cents per gallon by 2020. However, the price increase could exceed 50 cents per gallon by 2020. The actual magnitude of the price increase will depend on a wide variety of economic, technological, and regulatory factors that are very difficult to predict."

The Little Hoover Commission has released [Governing California Through Climate Change](#), recommends "the Governor and Legislature to create a new state entity – or enhance the capacity of an existing state organization – to establish and share the best-available state science and risk assessment procedures for anticipated climate impacts."

American Council of Engineering Companies releases [Build California Better: Options For Long-Term Road And Highway Funding](#), explores

transportation funding alternatives to the gas tax including special fees for transportation, charging drivers by miles traveled, etc.

Assembly Member Rich Gordon, Chair of the Select Committee on Sea Level Rise and the California Economy, releases report *Sea-Level Rise: a Slow-Moving Emergency*, finds "Sea-level rise threatens water supply and water quality by aggravating saltwater intrusion in our freshwater sources like coastal aquifers, estuaries, and even the Delta."

Groundwater Voices Coalition has released *Central Coast Groundwater: Seawater Intrusion and Other Issues*, finds "Groundwater levels have declined as a result of several dry years and over-pumping, which has allowed seawater to contaminate the region's underground water supply. Seawater intrusion directly threatens the Central Coast's economy, where many high-value, salt-sensitive crops, such as strawberries, are grown."

California Natural Resources Agency has released its *Final Safeguarding California Plan for Reducing Climate Risk*, outlines areas impacted by climate change including agriculture, emergency management, energy, forestry, public health, and water; recommends developing an urban water use plan that reduces reliance on distant, unpredictable sources.

The Brookings Institution has released *How the Private Sector Can Improve Public Transportation Infrastructure*. "The public sector has generally provided the vast amount of a nation's infrastructure – roadways, waterways, railways and airways—and expanded it to satisfy users' growing demand for transportation. But as demand has increased and ageing infrastructure facilities have required ever-greater funds for maintenance and new construction, capacity has become increasingly strained and travellers and shippers have experienced more congestion and delays.... [T]echnological advances in the transportation modes could facilitate significant improvements in infrastructure performance provided its implementation is not impeded by the government."

The National Cooperative Highway Research Program, Transportation Research Board has released *Recommended Bicycle Lane Widths for Various Roadway Characteristics*. "This report presents recommendations for bicycle lane widths for various roadway and traffic characteristics, including traffic volume, vehicle mix (i.e., percent trucks), lane width and/or total roadway width, and presence/absence of on-street parking. The conclusions are most applicable to urban and suburban roadways with level grade and a posted speed limit of 30 mph and should be used cautiously for the design of roadways with motor vehicle speeds outside of the range of 25 to 35 mph, and in particular for higher-speed roadways. This report will provide valuable guidance for traffic and design engineers in areas where bicycle lanes are being considered and implemented."

The American Journal of Public Health has published *Impact of Texting Laws on Motor Vehicular Fatalities in the United States*. "Using a panel study design, we examined the effects of different types of

texting bans on motor vehicular fatalities.... We used the Fatality Analysis Reporting System and a difference-in-differences approach to examine the incidence of fatal crashes in 2000 through 2010 in 48 US states with and without texting bans. Age cohorts were constructed to examine the impact of these bans on age-specific traffic fatalities.... Primarily enforced laws banning all drivers from texting were significantly associated with a 3% reduction in traffic fatalities in all age groups, and those banning only young drivers from texting had the greatest impact on reducing deaths among those aged 15 to 21 years. Secondly enforced restrictions were not associated with traffic fatality reductions in any of our analyses."

Appointments

The Governor has made the following appointments:

To Delta Stewardship Council: **Aja Brown**, Compton, Democrat, Mayor of Compton. Replaces Gloria Gray, whose term expired.

A Great Idea from the Life Members

The ASCE Life Members' Public Image Committee request that members take their (to be discarded) Civil Engineering magazines to their doctor's office or barber shop and merge them with the stack of magazines. We feel that this will be an effective way to make the general public more aware of what civil engineers do.

National ASCE (800) 548-2723 (ASCE)

Access National ASCE at: www.asce.org

L.A. Section web site at:
www.ascelasection.org



History
&
Heritage

Celebrating the 100th Anniversary
of the Los Angeles Section

Incoming Region 9 Director Perspective

by Jay Higgins, P.E., F.ASCE



on which I also serve.

I am looking forward to my three term as your Region 9 Director starting this October. I will be succeeding Jennifer Epp and will strive to continue the great work she has accomplished over her term as Director. Jennifer is a talented leader and I thank her for her service to ASCE. I will have the opportunity to work in the future with Jennifer as she will be continuing her service to ASCE on the Society's Board level Member Communities Committee,

We are currently developing specific steps to achieve these goals and will review and refine them as necessary. To help achieve these goals the Region has, in addition to the Director, six Governors - one for each of the Region's four Sections and two Governors-at-Large. These Governors are:

- John Hogan, Los Angeles Section
- Oscar Serrano, Sacramento Section
- Larry Pierce San Diego Section
- Kwame Agyare, San Francisco Section
- Gregg Fiegel, Governor-at-Large (member of the San Luis Obispo Branch)
- Mark Norton, Governor-at-Large (member of the San Bernardino/Riverside Branch)

With the change in the leadership of the Director and Governors (one Governor this term), the ASCE Region 9 Board of Governors will take the opportunity to review the activities that have been successful in the past, reflect on those which may warrant some change, and look for new opportunities to benefit the members in the Region.

In September the Board had a face-to face meeting during which we held a strategic planning session. I believe one question that should always be asked is: "How can ASCE provide benefit to the members?" As part of the planning session, I also posed the question: "What is the purpose of Region 9?" As background information, I presented the purposes and objectives that are stated in the Region 9 Bylaws as follows:

The purposes and objectives of the Region 9 Board of Governors shall be to assist the Society's Board of Direction on a regional basis in governing the Society and to provide leadership and carry out programs for the benefit of Region 9.

In essence, we assist the Society in carrying out their strategic initiatives. Currently the Society's top three strategic initiatives are:

- Infrastructure - raise America's grades
- Professional Engineering Practice – "Raise the bar" to future entry
- Sustainability - a more sustainable natural and built environment

Our activities will be geared around these initiatives, as it is our responsibility to assist the Society to achieve their goals. However, the Region Governors also have a responsibility to provide direct local benefit to its members. Therefore, the Region has developed our own goals and objectives. The priority goals of Region 9 over the past few years have been to:

- Facilitate collaborative activities between all ASCE groups within Region 9;
- Communicate with all ASCE groups within Region 9 to serve member needs; and
- Infrastructure advocacy, including legislative and policy support;

One of the responsibilities of our Governors is to visit with the Sections, Branches, Younger Member Groups, Student Chapters and Life Member Groups to gain an understanding of their needs and challenges. The Region will be happy to help in any way we can, and since we are your link to the Society's Board of Direction, we can bring to the attention of the Society Board issues that may require Board level action.

For your Governors to learn more about you successes, needs, and challenges, invite a Governor to your next event. The Governor's contact can be found on the Region 9 website. Please feel free to contact me to attend an event, if you have any questions, or would like to convey an idea you believe will benefit the members in your local organization. Your Governors and I would like the opportunity to assist you in making your organization a success. I can be reached at jayhiggins896@gmail.com or my cell phone at 818 406-4896.

Reminder:

Copy deadline for the November 2014 issue is October 1, 2014; copy deadline for the December 2014 issue is November 1, 2014

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" × 11".

Yes on Proposition 1 Water Bond

By Mark Norton, P.E., ASCE Region 9 Governor



On August 13th, a remarkable CA legislative breakthrough occurred with nearly unanimous support coming out of both Legislative houses for a new water bond replacing the previous 2009 Water Bond which could never quite make it to the ballot. With the full support by Governor Jerry Brown, the bond now goes to the voters for their consideration on Nov. 4, 2014. The new water bond,

Proposition 1 Water Quality, Supply and Infrastructure Improvement Act of 2014, modifies the previous 2009 water bond deferred to 2010 and then again to 2012 by the legislature. The previous bond was deemed by many as too large and pork laden with a price tag of \$11.14 billion potentially further exasperating State indebtedness ratios. Proposition 1 Water Bond provides funding, \$7.545 billion, for water recycling, stormwater capture, water conservation, integrated regional water management, groundwater sustainability and cleanup, watershed protection and ecosystem restoration, flood management, drinking water and clean water programs, and new water storage projects. The primary difference from this bond versus the previous 2009 water bond was the removal of significant funding to support environmental mitigation associated with the Bay Delta Conservation Plan. The removable of this funding was viewed as a significant disappointment to many in the water field recognizing the important role that the San Joaquin/Bay Delta improvements have in preserving this important ecosystem and continuing to serve as a major hub of clean and reliable water supply across the State of

California. However, it was probably the more political astute move based on early voter surveys that indicated that if the original \$11.1 water bond price was brought to voter, particularly with any Delta plan opposition campaigns, the bond was likely to be dead on arrival.

As civil engineers in California, we have long served as the voice of infrastructure throughout the State and Nation bringing attention to an issue that is often lost on the populace that our quality of life, environmental integrity, and long term economic well being is so dependent on infrastructure and water infrastructure in this case. As indicated in the 2012 ASCE California Infrastructure Report Card, the grade of a "C" for the State's water infrastructure is fading, having dropped from a "C+" grade in 2006. The report card states that significant investments are still needed to address renewal and replacement, maintenance, security and reliability for the state's water infrastructure. The attention to infrastructure is not lost on cities across the State either with a recent report from the California League of Cities observing that the state's "infrastructure is rapidly deteriorating. Quite simply, California is crumbling."

Proposition 1 Water Bond will go a long way to help Californian's address the need for more water supply and needed water infrastructure particularly in light of the continuing statewide drought conditions. As civil engineers, we ask that you join the ASCE Region 9 Board of Governors in supporting this new water bond and vote "Yes" at the ballot box on Nov. 4th.

Bi-Monthly Board Meetings



Day:

1st Friday of February,
April, June, August, October,
and December

Location:

ASCE LA Section Office
1405 Warner Ave., Ste B.
Tustin, CA 92780

Time:

7:30 am – 10:00 am

Everyone is welcome

Shake Table Activity at Eagle Rock Elementary School

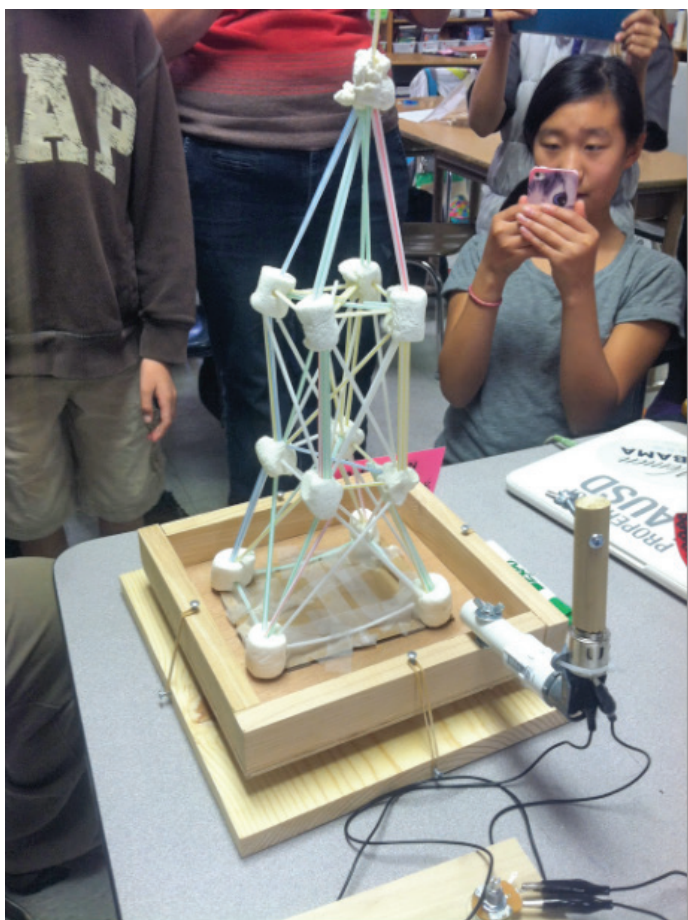
by Michael J. Howie, P.E.



LA YMF and MLAB hosted a shake table activity on January 24th to challenge the 5th and 6th graders of Eagle Rock Elementary to build the tallest structure possible using coffee straws and marshmallows to resist simulated earthquake ground motions from a battery powered shake table. Ten classrooms at the school participated, totaling 270 students.

The students were organized into groups of five and each group was given a limited amount of coffee straws and marshmallows to be used to build the tallest structure possible. Students were introduced to building engineering principles and then given a limited amount of time for design and construction. Once time was up, the students gathered round a battery-powered shake table in each classroom, on which the structures were tested. The students observed the performance of the structures and measurements were taken after the test on the shake table. Some students went so far as to add spires onto the top of the structure in order to reach greater heights, much like trends in current skyscraper design around the world. There was even a structure that resembled the Eiffel Tower (pictured here).

There was a great turnout of volunteers for this event. Thank you to all those who helped to make this event a success, including Julian Garcia, Stephanie Fong, George Huang, Alex Candelaria, Karina Estrada, Ethan Richardson, Rene Brill, Anish Saraiya, Joshua Svensson, Eugenia Lin, Linda Lee Miller, Tatiana Braun, Paul Choy, Andrew Tey, Nicole Chuhak, Jamie Ho, and Brooke Crowe. Please visit the LA YMF website at www.mlab-ymf.org to stay informed of upcoming K-12 outreach events. All are welcome and no prior knowledge or experience is required to volunteer.



Franklin Avenue Bridge Inspection Presentation & Tour

By George Huang

On the morning of Saturday, June 7th, Steve Martinez, P.E., a bridge inspector for the City of Los Angeles, Bureau of Engineering (BOE) gave a bridge inspection presentation to an engaging audience of 25 people comprising of ASCE professional and student members at the Franklin Avenue Bridge. With their new bridge inspection knowledge, the group was lead on a walking tour to inspect and document visual defects and deficiencies on the bridge's superstructure and substructure.

Quietly hidden in the Los Feliz neighborhood, the Franklin Avenue Bridge, also known as the Shakespeare Bridge, was built in 1926 by J.C. Wright and is 30-feet wide and 230-feet long. The quaint Gothic bridge features turrets and towers, arches and spandrel columns with three arch spans. The Shakespeare Bridge connects Franklin Avenue to St. George Street and was declared a Historic-Cultural Monument in the City of Los Angeles (No. 126) in 1974. The bridge sustained major damage in the 1992 Northridge earthquake and underwent a \$1.5 million seismic retrofitting before reopening for public use in 1998.

During the tour above the bridge deck, the group walked the narrow sidewalks to visually examine the conditions of the bridge roadway, railings, turrets, and towers. The inspection yielded only a few minor hairline cracks in the concrete, thus leaving the superstructure in very good condition.

From below the bridge, the participants were split into four alternating groups with each one tasked to inspect different bridge elements such as the abutment, arches and spandrel columns, girders, and deck. Steve shared some of the basic tools used in bridge inspection which included laser distance finders, measuring tape and wheel,

hammer, binoculars, and as-built plans. One of the simplest, but effective inspection tests is tapping the concrete structure with a hammer. A delaminated area will have distinctive hollow "clacking" sound when tapped with a hammer. A hammer hitting sound concrete will result in a solid "pinging" type sound. We detected some obvious cracks and minor spalling in the concrete, but none affected the structural integrity of the bridge.

In summary, the event was very successful. The group enjoyed touring the historical bridge while learning about bridge inspection and the methods to maintain them. LA YMF strongly supports increasing public awareness and understanding about our aging infrastructure and the long-term investment needed to properly maintain them. Look forward to additional infrastructure lectures and tours from LA YMF throughout the year.

ASCE would like to thank *Mr. Steve Martinez* for sharing his expertise with the group and helping make the tour possible.



WRYMC



"RYE-MACK", Western Regional Younger Member Council (WRYMC), registration is fast approaching. The Seattle YMF is excited to put on a conference that will provide leadership skills, networking opportunities, and showcase the beautiful Seattle area to all attendees. A pre-conference brewery tour in Seattle and an innovative scavenger hunt using social media will promote networking among younger members; while technical tours to the longest floating bridge in the world, the biggest tunnel boring machine, and one of the most sustainable treatment plants, will expose you to the complexities of engineering in the Seattle area. Don't forget about the Leadership Sessions planned for Friday and Saturday that will help prepare you for your current or future leadership role in your local Younger Member Forum. Look for registration information in your email or check the WRYMC website.



Michael Baker

INTERNATIONAL

Traffic Engineer Irvine, CA

RBF Consulting, a Company of Michael Baker International, seeks a **Traffic Engineer (Civil Engineer II)** to join our Traffic Engineering team in our **Irvine, CA** office. This opportunity will accommodate continuing growth in Southern California and support the advancement of our ITS initiatives.

The Traffic Engineer will be responsible for studying, analyzing, designing and delivering associated reports and plans to provide solutions for challenging issues for traffic and ITS projects. The ideal candidate will have relevant experience in planning, studies, analysis, design and implementation of traffic engineering solutions. In addition, the candidate should have some experience in the area of ITS planning, architecture, analysis and design.

Requirements:

- B.S. in Civil Engineering or related field
- Minimum of six (6) years of experience specific to traffic engineering and ITS
- PE license in the State of California
- Good problem solving and communication skills
- Able to work in a dynamic environment and multi-task

Baker, founded in 1940, provides professional engineering and consulting services for its clients worldwide. With nearly 3,000 employees in over 100 U.S. offices, Engineering News-Record consistently ranks Baker in the top 8 percent of the 500 largest U.S. engineering design firms and in the top 25 of numerous individual markets. The firm's primary business areas are architecture, aviation, defense, environmental, geospatial, homeland security, municipal & civil, oil & gas, rail & transit, telecommunications & utilities, transportation, urban development and water. Baker's headquarters is located in Moon Township, Pennsylvania, near Pittsburgh. Baker recently became part of Michael Baker International, LLC, a leading provider of end-to-end engineering, development, intelligence and technology solutions with global reach and mobility.

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To apply for this position, please log on to www.mbakercorp.com/careers select "Job Search" and reference **IRC47647** in "Keywords".

(Note: if you are unable to apply on line, please contact the Systems Administrator at BAKERHRMS@mbakercorp.com)



**Traffic Engineering Manager
Irvine, CA**

RBF Consulting, a Company of Michael Baker International, seeks a **Traffic Engineering Manager (Project Manager III)** to join our Traffic Engineering group in our **Irvine, CA** office. This leadership opportunity will accommodate continuing growth in Southern California and support the advancement of our ITS initiatives.

The Traffic Engineering Manager will be responsible for managing and leading the Traffic Engineering staff in the Irvine, CA office and collaborating with traffic staff in other California offices. In this position, the successful candidate will also be responsible for providing leadership in proposal preparation, interviews, technical direction and mentoring of staff.

The ideal candidate will have relevant experience in the planning, studies, analysis, design, and implementation of traffic related facilities for local government agencies, State DOTs, and private developers. In addition, the candidate should demonstrate strong experience in the area of planning, architecture, analysis, design and implementation of ITS solutions.

Requirements:

- B.S. in Civil Engineering or related field
- P.E. and T.E. license in the State of California
- PTOE certification a plus
- Minimum of 15 years of experience specific to traffic engineering and ITS
- Demonstrated supervisory and mentoring skills
- Experience in traffic engineering management and operations
- Strong presentation skills and proposal writing experience
- Strategic marketing skills to expand traffic engineering workload and revenue
- Knowledgeable on national traffic engineering initiatives
- Excellent problem-solving and communication skills
- Capability to work in a dynamic environment and conduct multi-tasking efforts is essential

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Wednesday, November 5, 2014 at 6:00 PM

Registration & Reception 6:00 PM, Dinner & Program 7:00 PM

Registration - \$80.00, Students - \$50.00 (*Ticket Prices Include Self Parking Only*)
International Conference on Sustainable Infrastructure 2014 Attendees - \$70.00

To register online and for sponsorship opportunities, go to www.ascelasection.org.

For reservations by check, please issue payment to:
ASCE LA Section, 1405 Warner Ave., Ste. B, Tustin, CA 92780

If you have any questions, please call the ASCE office at 714-258-8306

ENVISION TRAINING WORKSHOP

November 5th 8:30am-5:00pm

Envision™ provides a holistic framework for evaluating and rating the community, environmental, and economic benefits of all types and sizes of infrastructure projects. It evaluates, grades, and gives recognition to infrastructure projects that use transformational, collaborative approaches to assess the sustainability indicators over the course of the project's life cycle.

Preceding the International Conference on Sustainable Infrastructure, **ASCE Los Angeles Section Sustainability Committee** is hosting a full-day Envision Training Workshop. ISI approved Envision Trainers will utilize a mix of presentations, case studies, and group discussions to equip participants to take the Envision Sustainability Professional accreditation exam. The Workshop can be taken in lieu of the webinar training course and please note the exam is not part of the course offering. The Workshop Notebook, Envision Manual, and catered lunch with beverages will be provided. Please bring writing materials.

Registration is open until October 29th but space is limited. Additional details at

www.ascelasection.org/main/groups/sustainability_committee

For assistance contact Cody Briggs, Sustainability Chair, at cbriggs@pacificaservices.com

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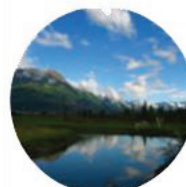
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ASCE Region 9 Announces the 2014 Award Nominations Period

Awards Submission Period: September 8 – October 31, 2014

Each year, the ASCE Region 9 Board of Governors presents Individual and Project Awards at the Annual ASCE Region 9 California Infrastructure Symposium and Awards Dinner. These awards are selected from nominations made by the Sections, Branches, Younger Member Forum, Life Member Forum, Technical Groups, Committees, and individual members. Next year's Awards Dinner event will be held in San Diego at the Air & Space Museum in Balboa Park, on Friday March 6, 2015.

Project Awards

ASCE Region 9 Project Awards recognize outstanding Civil Engineering projects in California. Only projects that have received an award in 2014 from one of the four ASCE Sections in Region 9 (Los Angeles, Sacramento, San Francisco, or San Diego) are eligible for consideration.

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. Nominations can be made by any Sections, Branches, Younger Member Forum, Life Member Forum, Technical Groups, Committees, or individual members. Additional specific criteria governing each Individual Award must also be satisfied.

New Awards Submittal Process in place effective September 8, 2014

Beginning on September 8, a new web portal will be available for electronic submittal of your award nominations. Please access the web site below after September 8, to submit your award:

www.asceregion9awards.org

For more information, please contact

Kwame Agyare, ASCE Region 9 Awards Committee Chair, agyare.kwame@gmail.com
Lori Campbell, Region 9 Administrator, lkc.consulting@sbcglobal.net

Region 9 Award Categories

PROJECT AWARDS	INDIVIDUAL AWARDS
Outstanding Airports & Ports Project	Outstanding Civil Engineer in the Public Sector
Outstanding Architectural Engineering Project	Outstanding Civil Engineer in the Private Sector
Outstanding Bikeways & Trails Project	Outstanding Civil Engineer in Community Service
Outstanding Bridge Project	Outstanding Civil Engineer in Legislative Activities
Community Improvement Project	Outstanding ASCE Section Officer
Outstanding Construction Project	Outstanding ASCE Branch Officer
Outstanding Energy Project	Outstanding ASCE YMF Officer
Outstanding Environmental Engineering Project	Outstanding ASCE Practitioner Advisor
Outstanding Flood Management Project	Outstanding ASCE Faculty Advisor
Outstanding Geotechnical Project	Outstanding ASCE Life Member
Outstanding Historical Renovation Project	Outstanding Younger Civil Engineer
Outstanding Parks & Recreation Project	Outstanding Civil Engineering Student
Outstanding Roadway & Highway Project	State Legislator of the Year
Outstanding Small Project	Excellence in Journalism
Outstanding Structural Engineering Project	Lifetime Achievement Award
Outstanding Sustainable Engineering Project	Other (please specify)
Outstanding Transportation Project	
Outstanding Urban or Land Development Project	
Outstanding Water Project	
Other (please specify)	

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