

# Los Angeles Section

*Monthly: Est. 1913*

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## PRESIDENT'S MESSAGE

John Rogers, P.E., F.ASCE  
Los Angeles Section President

VOL. LVI NO. 8

In This Issue	page
PRESIDENT'S MESSAGE .....	1,3
ARTICLES .....	2
LEGISLATIVE UPDATE .....	4,7
SPONSORSHIP/QUEEN MARY.....	5-6
PROFESSIONAL DIRECTORY.....	8-9



## WE HAVE A CHOICE

The Olympic flame is extinguished for another two years. The remarkable success of the events in Rio, the 24-hour TV coverage, the extra pages in the Time sports section, the wonderfully exuberant and inspiring opening and closing ceremonies are all memories. U.S. athletes were well rewarded (except on the soccer field, but that's a story for a different day). We can gratefully go back to a normal news cycle, can't we?

Not going to happen. The November election is just two months away, and most of us are desperate for it to be over. We wish the Federal, State and local elections would just go away. We're tired of the claims and counter-claims, the "gotcha" moments, the constant attempts to prove that the other side are all liars. Somehow, I've found my way onto too many email lists (from both parties – how does that happen?). I get dozens of requests every day for a "vital last-minute donation where a concerned citizen has offered to double or triple the value of your contribution". Lots of people I talk with are so overwhelmed by the tone of the campaign rhetoric, the tactics, the name-calling, the sheer volume of campaign advertising, that they are tempted to just not vote. Let someone else make the decision.

As Civil Engineers and as ASCE members, we can't do that. It is our duty, and our obligation, to choose a President, a U.S. Senator, Representatives, State officials, and local officials who will responsibly and intelligently lead us out of this mess into to which their predecessors have placed us. They will make the hard choices that will give us a start towards funding the many needs that we as Engineers have known about for years. Name your particular niche – highways, local roads, water supply, sewage treatment, ports and airports, rail lines, power distribution, sea level rise. Each of us have expertise in some of these areas, and they are all in trouble. Look at the ASCE Report Cards, including the newly-published Orange County version, that have gotten us such valuable publicity. Apparently, the one area where we're really good over most of the nation is in management of solid waste, which has earned a "B" or higher grade on many report cards. Come on, is this the best we can do?

At the top of the ticket, there aren't many choices. The next President is going to be either Hillary Clinton or Donald Trump. Or, if you really like long shots, the Libertarian candidate and former New Mexico governor, Gary Johnson.

The major party platform statements aren't much help. The Republican platform stresses a return to basics, "removing from the Highway Trust Fund programs that should not be the business of the federal government". They propose reducing spending on mass transit "an inherently local affair serves only a small portion of the population, concentrated in six big cities." Ferry boats, federal lands access, scenic byways and educational initiatives should all be funded "through other sources." They specifically intend to "end federal support for boondoggles like California's high-speed train to nowhere."

*continued on page 3*



## Innovations in Infrastructure: Reinventing Travel Convenience

by Olivia Wolfertz



According to the Chicago Tribune, Americans spent about \$15 billion in fares on public transit in 2014. Public transit use has been steadily growing over the past few decades, with ridership increasing by nearly 39 percent since 1995. Yet, according to a recent article in Forbes, more and more people are losing confidence in public transit as a reliable transportation option.

Travelers in cities like Chicago, Los Angeles, Nashville, Denver and our nation's capital continue to express frustration with their transit and public transportation systems as derailments, delays and unscheduled repairs are occurring more frequently than they should. However, despite such dismal circumstances, Americans continue to rely heavily on public transportation.

In an effort to improve public transportation, the U.S. Department of Transportation has launched an innovative research challenge. Public transit organizations can apply for \$7 million in federal funding for projects that demonstrate innovative approaches to improving safety for passengers and public transportation workers. "With these new grants, the Federal Transit Authority (FTA) is funding research on cutting-edge technologies to improve the performance of public transportation, making a safe mode of travel even safer for passengers as well as those who keep the trains and buses running," said U.S. Transportation Secretary Anthony Foxx.

A rising trend in the world of public transportation is the growing use of microtransit in cities throughout the nation. With seemingly unending options for new rideshare services available to the public, microtransit is starting to revolutionize the way Americans get around. While the idea of sharing rides is not new, better data on mobility patterns and widespread smartphone access have made microtransit more popular.

Commingle of private microtransit services and public transportation abound. For example, The Kansas City Transit Authority partnered with the Boston-based microtransit agency Bridj and Ford on a one-year pilot project that will bring on-demand public transit to Kansas City. This partnership gives Kansas City residents the option of using an app to reserve a seat on a Bridj vehicle, a commuter shuttle service, at \$1.50 per ride. This small-scale example shows the potential for microtransit to become a viable public transportation option.

While the widespread maintenance issues and investment needs of our nation's public transportation system are vast and complicated, innovative adoptions like microtransit are promising steps forward.

## Outgoing Governor Perspective

by Doug Taylor, P.E., M.ASCE, Chair,  
ASCE Region 9 Disaster Preparedness Committee



### Are You Certified?

Picture this... you're at work doing what you do best, when your office furniture starts swaying. You duck and cover, and pretty soon the shaking is over. But then you begin hearing reports of damage... real serious damage in several large cities in California. The word is getting out that thousands of homes and businesses have been damaged or destroyed by an earthquake. Being

the person you are, you feel you need to do something to help since you're an engineer. Unless you're a certified Evaluator with the Safety Assessment Program (SAP), you won't be able to go in to the disaster area to offer help.

So let's get you certified NOW, before the disaster happens!

It's easy to get trained. The six hour course is often FREE (or at a small charge for lunch and meeting room) and is provided in areas around the State periodically. You can check the training schedule at [www.caloes.org](http://www.caloes.org) and click on their Training Calendar. Look for an SAP Evaluator training class in your area.

If you don't find a class in your area, send an email to me saying you're interested. Once I get enough names in an area, I'll set up training and you'll be an SAP Evaluator... ready to help when people will really need you!

Doug Taylor, Chair, ASCE Region 9 Disaster Preparedness Committee,  
at [doug.taylor@fire.ca.gov](mailto:doug.taylor@fire.ca.gov)



The Democratic platform identifies similar goals in broader terms: "We need major federal investments to rebuild our crumbling infrastructure and put millions of Americans back to work in decent paying jobs in both the public and private sectors." They mention the "climate emergency", and "updating our roads, bridges, public transit, airports, and passenger and freight rail lines." They will "protect public health and safety by modernizing drinking and wastewater systems". Neither party is forthcoming on how all of this will be funded. The Republican platform proposes a top-to-bottom reform of the federal tax system, along with the elimination of "special interest provisions and loopholes". Democrats propose the creation of "an independent national infrastructure bank that will support critical infrastructure improvements." Forgive me for being skeptical of both positions. Reforming the tax code is a monstrous undertaking that will long outlive I-5's pavement through Los Angeles. The infrastructure bank is a great idea, but I've always enjoyed the perhaps naïve view that a bank takes in money in order to lend it to borrowers. So there you are. Give it your best shot. Your job, and ASCE's infrastructure initiatives, are at stake. You don't get to pick "None of the Above."

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Last year at this time, the Los Angeles Section selected Los Angeles Times' columnist George Skelton as their Outstanding Journalist of the year for his hard-hitting articles on infrastructure repairs and spending in California. Mr. Skelton's recognition was seconded by ASCE's Region 9 when he received the Statewide award. He is still carrying the torch for our cause, as seen in his LA Times article on August 22, castigating the State legislature for "flailing toward adjournment of their two-year regular session, cranking out . . . inconsequential favors for special-interest patrons" while ignoring

substantive issues including highways fixes. I urge you to look up this article in the Times archives, and to follow Mr. Skelton as he continues to address so many of the subjects in which we are vitally interested.

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Next month brings to a close my term as President of the Section. We enter a new year with new leaders; on October 8, Kathereen Shinkai will be installed as Section President at the Annual Meeting and Awards Luncheon on the Queen Mary in Long Beach. Jerry Burke will join her as President-Elect, while Ziad Mazboudi will become Secretary of the Section. I encourage your attendance, where all of the local officers from our six branches will also take their oaths of office, and where the Section's 2016 recognition of significant individuals and outstanding projects will take place.

I carry a heavy debt of gratitude to my fellow Board members for putting up with a full year of my ingrained tardiness and inexperience. I have boundless admiration for departing Secretary Androush Danielians, Treasurer Edward Quinones, long-time Newsletter Editor Cris Liban, Vice Presidents Jong-Wha Bai and Kash Hadipour, Region 9 officers John Hogan and Jay Higgins, the members of the Life Member Forum, and all of the Branch and Technical Group officers. You are all amazingly smart Engineers, the best of the American Society of Civil Engineers. Knowing all of you, it's very easy to see why, in those occasional opinion polls of the most trusted, most admired professions, Engineers rank at the very top.

Finally, a very special thank you to Past President Ken Rosenfield and to our administrator, Gayle Stewart, and to her staff, who collectively have managed to keep me in the correct lane for the entire year.

## Bi-Monthly Board Meetings



Day:  
First Thursday of every other month

Time:  
6:00 pm

Location:  
OCTA  
550 S. Main St.  
Santa Ana, 92868

Everyone is welcome

# State Investments and Legislative Update

by Richard Markuson, CA Region 9 Legislative Advocate



The State Legislature reconvened for its final month of its 2016 session, and several infrastructure issues – including the transportation special session – are still pending.

ASCE supported AB 2800 (Quirk D) that establishes a Climate-Safe Infrastructure Working Group at the Natural Resources Agency to examine how to integrate scientific data concerning projected climate change impacts into state

infrastructure engineering is in the Senate Appropriations Committee. The bill embraces the findings of a 2015 ASCE report - Adapting Infrastructure and Civil Engineering Practice to a Changing Climate that presents an accurate discussion of the potential significance of climate change to engineering practice.

AB 2873 (Thurmond D) will require, commencing January 1, 2020, that all building inspectors employed or retained by a local agency who conduct permitting and plan check services to review for compliance with state construction-related accessibility standards by a place of public accommodation with respect to new construction or renovations, including, but not limited to, projects relating to tenant improvements that may impact access, be Certified Access Specialists. The bill would also increase the fee attached to an application for a local business license from \$1 to \$4, and by removing an existing sunset, would extend this fee indefinitely.

ASCE supported AB 1928 (Campos D) that extends the date the State Energy Resources Conservation and Development Commission is required to adopt landscape irrigation equipment performance standards and labeling requirements from January 1, 2010 to January 1, 2018 is awaiting action in Senate Appropriations. The bill also requires the CEC to take into consideration recent developments in landscape irrigation efficiency when developing the standards and requirements.

ASCE supported SB 1085 (Richard Roth D) that will require licensees under the BPELSG, upon renewal of their license, to complete a board-administered online assessment to reinforce their knowledge of laws applicable to their practice area is in Assembly Appropriations. It provides that failure to complete the assessment within the allowed timeframe is cause for disciplinary action but provides that failure to complete this assessment does not prohibit renewal. The board is prohibited from charging a fee to take the assessment.

ASCE supported SB 1165 (Cannella D) that extends the delinquent license reinstatement timeframe of a professional engineer and land surveyor's license from three to five years after the expiration of the license is on the Assembly consent calendar. The bill also allows geologist applicants to substitute relevant study in geology, for a degree, to apply for licensure.

## Appointments

Reappointed to the California Board for Professional Engineers, Land Surveyors, and Geologists: Natalie Bamshad-Alavi, (Mechanical Engineer Member), president and owner at NBA Engineering Inc.; Coby King, (Public Member), president and CEO for public affairs at High Point Strategies LLC; Asha Brooks Lang, (Public Member), advertising, marketing and promotions paralegal at the Walt Disney Company.

## Recent Reports

The CA Public Utilities Commission has released its "2016 California Solar Initiative Annual Program Assessment," finds that the CSI program has completed 100% of its goal to install 1750 megawatts by 2017, and "between the last quarter of 2008 and the last quarter of 2014, the average cost of installed residential systems has decreased 53 percent."

The State Water Resources Control Board has released statewide water conservation data, finds that "Californians reduced residential water use by 28 percent in May, compared with the same month in 2013."

The Natural Resources Agency released Delta Smelt Resiliency Strategy, plan for state and federal agencies to "work rapidly to improve conditions for endangered Delta smelt, which are close to extinction," includes calling for such things as treating invasive aquatic weeds to protect smelt habitat and adding sediment in some zones to make water more murky, which helps smelt hide from predators.

The U.S. Department of the Treasury, Office of Economic Policy released An Economic Framework for Comparing Public-Private Partnerships and Conventional Procurement "In spite of its potential to benefit taxpayers, procurement of infrastructure through a public-private partnership (PPP) can be complex and difficult to structure.... This discussion paper aims to demystify infrastructure PPPs by explicitly describing the conditions under which a PPP can be a better choice for procurement over conventional methods.... This paper also describes ... steps for a government sponsor to take before a project being procured through a PPP is started" and best practices for successful PPP implementation.

The Community Water Center, Environmental Justice Coalition for Water released Are We Providing Our School Kids Safe Drinking Water? An Analysis of California Schools Impacted by Unsafe Drinking Water. "This report assesses the magnitude, location, and characteristics of the impacts of unsafe water in California public schools, and provides a basis to guide further research and public policy solutions. Neither the state nor local jurisdictions maintain a record of school water system providers, so this report matches 6,974 California schools with public water systems through both direct matching and spatial correlation. It then uses spatial analysis to overlay water quality violations to assess the magnitude of water quality violations on schools. This first-of-its-kind report provides Californians with insights





# ASCE Los Angeles Section

## SPONSORSHIP OPPORTUNITIES

### Annual Meeting, Installation of Officers & Awards Luncheon at The Queen Mary

October 8, 2016 at 11:00 am

This year's event promises to attract the firms, agencies, and people who have helped shape Southern California. We will also be installing our new Section Officers. By helping to sponsor the event, your company will be featured at the Awards Event and in the ASCE Newsletter. The breakdown of the benefits is as follows:

BENEFIT	PLATINUM (\$1500)	GOLD (\$1000)	SILVER (\$500)	BRONZE (\$250)
Listed in Event Program	X	X	X	X
Logo in Program	X			
Logo on display at Event	X	X	X	X
Acknowledgement during Event	X	X	X	X
Ticket(s) Provided to Event	6	4	2	1
Reserved Seating at Event	X			
Newsletter Publicity in December Issue				
- Listed by Name	X	X	X	X
- 1/2 Page Ad Space (\$465 value)	X			
- 1/4 Page Ad Space (\$300 value)		X		

**SIGN ME UP!** I want to be a part of the ASCE LA Section Awards Celebration and take advantage of the promotional opportunities afforded to me as a selected sponsor (check one).

Platinum \_\_\_\_ Gold \_\_\_\_ Silver \_\_\_\_ Bronze \_\_\_\_

Company Name: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email: \_\_\_\_\_

# of Included Tickets: \_\_\_\_ # of Paid Tickets: \_\_\_\_ x \$70 = \_\_\_\_ Total Due for Tickets: \_\_\_\_

Sponsorship Fee: \_\_\_\_ + Amount Due for Tickets: \_\_\_\_ = Grand Total: \_\_\_\_

Names (for name badges): \_\_\_\_\_

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## *The Los Angeles Section*

*Cordially Invites You to*

### *The Queen Mary*

*1126 Queens Highway, Long Beach, CA 90802 (Windsor Salon)*

## *Annual Meeting, Installation of Officers & Awards Luncheon*

*Saturday, October 8, 2016 at 11:00 am*

*Registration & Reception—11:00 am | Lunch & Program—11:30 am*

*Member & Guest—\$70 per person | Student—\$25*

*(After Sept. 30th, Member & Guest—\$85 per person | Students—\$35)*

*Menu Selection*

*Grilled Tuscan Style Chicken or Roasted Vegetable Wellington (Vegetarian)*

*For reservations by check, mail to:*

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

*Register online at [www.ascelasection.org](http://www.ascelasection.org).*

*Questions can be directed to the ASCE Office at 714-258-8306.*

*Please Print & Return Coupon with Payment*

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***Registration Deadline is Friday, September 30, 2016***

*Name (for name tag): \_\_\_\_\_ Phone: \_\_\_\_\_*

*Company: \_\_\_\_\_ Fax: \_\_\_\_\_*

*Address: \_\_\_\_\_*

*City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_*

*Email (Reservation Confirmation): \_\_\_\_\_*

*Spouse/Guest Name(s): \_\_\_\_\_*

*Check for \$ \_\_\_\_\_ enclosed for # \_\_\_\_\_ Chicken # \_\_\_\_\_ Vegetarian*

into a statewide problem that has gone unmeasured, untracked and unaddressed for too long.” The report estimates that “the range of schools impacted by unsafe drinking water between 2003-2014 is 979-1,688 schools, or 14-24% of all study population.”

The California Public Utilities Commission released 2016 Geospatial Analysis of California’s Utility Services: Electricity, Gas, Water and Broadband. This report analyzes electric and gas bills and consumption patterns, low-income and energy efficiency programs, and broadband availability. “Using data from 2015, this analysis answers the following questions: What is the average residential electricity and gas bill by ZIP code? Where are the high-consumption areas for electricity, gas and water in the state? What is the daily per capita water usage in the state? How do income and regional climate affect usage of utility services? Where are the low-income customers located within the state? Which areas are the most in need of low-income and conservation programs? How much do consumers save through energy efficiency programs?”

The Public Policy Institute of California released Managing Water for the Environment During Drought. This report compares California environmental drought management to that of the Australian state of Victoria. “Four general lessons could be of high value to California: 1. Better planning prior to droughts can improve drought resilience of native species and reduce conflicts, 2. Strong federal-state partnerships—involving both policies and funding—are vital to reducing drought impacts, granting the environment 3. A water right that can be traded improves flexibility in environmental water management during drought, 4. Integrating the environment as an equal priority to other water uses improves drought preparation and response. Much more needs to be done to improve the drought resilience of California’s freshwater ecosystems.”

The Stanford Woods Institute for the Environment released Expanding California’s Water Resources with Deep Groundwater. For this study, “the researchers analyzed 938 chemical, geological and depth data points from 360 oil and gas fields across eight counties in California—Los Angeles, Ventura, Santa Barbara, Kern, Fresno, Solano, Yolo and Colusa—and depth data from 34,392 oil and gas wells.” The report found that groundwater volumes in the Central Valley are three times higher than previous estimates. There are abundant sources of fresh water at deeper depths despite increasing salinity levels. Underground sources of drinking water and freshwater zones in all eight counties are exposed to oil and gas activities. The authors recommend utilizing deeper groundwater aquifers for fresh water, and continuing to gather well depth data.

The California State Transportation Agency released California Transportation Plan 2040: Integrating California’s Transportation Future “The California Transportation Plan (CTP) provides a long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions. The CTP defines goals, performance-based policies, and strategies to achieve our collective vision for California’s future statewide, integrated, multimodal transportation system. The plan envisions a sustainable system that improves mobility and enhances our quality of life.”

The National League of Cities released State of the Cities 2016. Among other findings, the report noted “In addition to facing the deteriorating state of America’s existing infrastructure, city leaders are faced with the added complexity of investing in new, smarter infrastructure that can support and augment a 21st century economy.”

## 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.



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