

# Los Angeles Section

*Monthly: Est. 1913*

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## OFFICERS'S MESSAGE

Daniel Cronquist, P.E., P.L.S  
Los Angeles Section President

### President's Message



This month I want to implore you to make research part of the first step you take when working in a new geographic area or with a new client. As a project manager with AECOM I get to design projects for a variety of public agencies throughout California. I've found that each agency has a unique history that has shaped their decisions and they want to hire employees and consultants who understand them.

Don't make assumptions about who an agency or client is, or what they need. They have more experience with their problems than you do. Instead, take time to understand how the issues were originally created and how they have evolved over time. It is also important to understand their limitations in staff resources, experience, and equipment. The best technical solutions are wrong if the staff cannot adequately maintain or operate the finished product.

Understanding an agency or client requires research. The first step is to check the usual sources, such as the client's website and Wikipedia. Then I review websites for organizations in the local community, such as the Chamber of Commerce, city, and county. Local newspapers and television stations are also useful in understanding which issues are important to local residents. Many museums, historical societies, and libraries also have online resources.

After exhausting online sources, I then try to find published books on the area. For instance, before doing a project at the U.S. Military Academy several years ago, I first read the book *Duty, Honor, Country* by Stephen Ambrose. That book helped give me an understanding of how West Point operates and provided me a common point of reference when working with their staff. Another hardcopy source is the *Images of America* series by Arcadia Publishing. They have thousands of titles containing historic photographs from throughout the nation. I try to find historic photographs of my project site, so I can see how it changed over time.

Most important, actually go in person. Eat in the local restaurants, visit the local attractions. Don't let your job or client interview be the first time you've set foot in that community. If you wanted to work in Bakersfield, for instance, I would hope that you would try Basque food or go to a concert at Buck Owens Crystal Palace. Doing this will help change your attitude and help you better understand the community.

So, the next time you start a project or take a job somewhere new, have some fun researching ahead of time. Understanding what the needs of the local community are will help you to be a more effective civil engineer.

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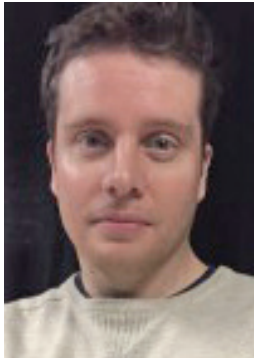
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# Truax Elected 2021 ASCE President-Elect

by Ben Walpole



Dennis D. Truax has been elected ASCE's 2021 president-elect by a majority of Society members.

Truax, Ph.D., P.E., DEE, D.WRE, F.NSPE, F.ASCE, has spent four decades on the civil engineering faculty at Mississippi State University. Since 2006, he's served as the James T. White Endowed Chair and Department Head.

He has also worked as a consulting engineer or managing principal of several firms. In addition, he has served as adviser and regulatory consultant with various governmental agencies.

"I'm pleased that the members of ASCE feel that I merit their trust," Truax said. "Everything I am is a result of being a civil engineer. This profession has afforded me great opportunities, and in the same breath, I cannot disconnect ASCE from the profession or my successes."

"Having an opportunity like this, to continue what I've been calling my servant-leadership at ASCE, it's humbling and very exciting."

Truax's lengthy ASCE career includes service as District 14 Director from 2001 to 2004, two terms as the Society's treasurer and tenures

on many Society-level committees and working groups. This includes his current role as chair of the Committee on Technical Advancement and member of the Committee on Licensure. At Mississippi State, Truax was ASCE Student Chapter faculty adviser for 26 years. He has served in multiple roles for the Mississippi Section, including president (1991-92).



Truax

Truax will join Gunalan and 2021 ASCE President Jean-Louis Briaud as ASCE's presidential triumvirate when he is inaugurated as president-elect at the Annual Business Meeting this fall during the ASCE 2020 Convention. He will succeed to 2022 president the following year.

## 2020 ASCE Election Results



### Region 9 Director

Kenneth H. Rosenfield, P.E., ENV SP, F.ASCE was elected to a 3-year term as Region 9 Director, which represents all of California. Mr. Rosenfield has served in many ASCE leadership positions, including Region 9 Governor, President of the Los Angeles Section, President of the Orange County Branch, Chair of the ASCE Public Policy Committee, and Chair of the Region 9 Government Relations Committee. He works as the Assistant City Manager/Public

Services Director for the City of Laguna Hills, California.

### Constitutional Amendment

As part of the 2020 ASCE election, the membership also approved, by the required two-thirds vote, proposed constitutional amendments intended to improve the organization's flexibility, nimbleness and responsiveness, as well as giving voting equity to dues-paying Affiliate members. The amendments were carried by 75.4% of the vote.



### Region 9 Governor – Los Angeles Section

Tapas Dutta, P.E., ENV SP, QSD, F.ASCE was elected to a 3-year term as Region 9 Governor, representing the Los Angeles Section. Mr. Dutta previously served as President of the Orange County Branch, Chair of the Region 9 Transportation and Development Committee, and Chair of the 2016 Orange County Infrastructure Report Card. He works as a Program Manager at CNC Engineering.

# State Investments and Legislative Update

by Richard Markuson, CA Region 9 Legislative Advocate



May saw the return of committee hearings in the State Capitol – but in an entirely new format. Eschewing the usual setting in multiple hearing rooms, the Legislature met exclusively in 4202 and 4203 and on the floor of the two houses. While some in-person witnesses were accommodated – most testifying occurred via telephone.

Assemblyman **Jim Frazier**, chair of Assembly Transportation Committee, responded to the California High-Speed

Rail Authority's 2020 Business Plan — "Once again, it seems the High-Speed Rail Authority has released in the 2020 Draft Business Plan a proposal for its future that it can't afford and that won't deliver what is promised. Every version of the Business Plan has increased costs and reduced scope and no longer resembles the vision promised in the 2008 ballot measure. Despite efforts by myself and some of my colleagues, the Authority continues to propose electrifying a segment of a train line in the Central Valley that will add billions of dollars to the project and provide little or no benefit. I believe there is a way to rescue this project from failure, but I think it requires honest evaluation and true cost-benefit analysis, neither of which the Authority has ever been able to provide. Every iteration of the business plan comes with new promises without results. It is going to take a lot of explanation for me to believe that, this time, the Authority's cost and ridership estimates are legitimate and this is something the state should continue to invest in."

## Legislation update

AB 2038 (Committee on Transportation) Transportation: omnibus bill. Transportation omnibus bill. This bill makes several non-substantive, non-controversial changes to provisions of law related to transportation. Specifically, this bill: 1) Makes conforming changes in language related to parking offenses; 2) Removes a reference to an obsolete code section and replaces it with a relevant reference; 3) Deletes an obsolete reporting requirement; 4) Repeals provisions related to a two-year pilot program. Approved by Assembly Transportation. (Y:15 N:0 A:0)

AB 2285 (Committee on Transportation) Transportation. Makes various non-controversial changes to transportation-related statutes. Specifically, this bill: 1) Extends the requirement for a person driving a vehicle to slow down and move over for certain stationary vehicles displaying flashing amber or emergency lights on the freeway to also apply on local streets and roads; 2) Extends the pilot program for alternative license plates and vehicle registrations issued by the DMV until January 1, 2023; 3) Continuously appropriates interest earnings derived from revenues deposited in the RMRA to Caltrans for maintenance of the state highway system or purposes of the SHOPP; 4) Extends by one year, until January 1, 2022, the requirement that CARB dedicates 20% of California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Clean Truck Program) to

support early commercial deployment of existing zero- and near-zero-emission heavy-duty trucks. Approved by Assembly Transportation. (Y:15 N:0 A:0) (P)

AB 2560 (Quirk D) Water quality: notification and response levels: procedures. Requires the State Water Resources Control Board to post on its internet website and distribute through e-mail that it has initiated the development of a Notification Level (NL) or Response Level (RL) for a contaminant and the draft NL or RL along with supporting documentation. Approved by Assembly E.S. & T.M. (Y:9 N:0 A:0)

AB 2800 (Quirk D) Climate change: infrastructure planning. Existing law requires the Natural Resources Agency to update its climate adaptation strategy, known as the Safeguarding California Plan by July 1, 2017, and every three years after that, by coordinating adaptation activities among lead state agencies in each sector. This bill eliminates the sunset on the Climate-Safe Infrastructure Working Group. Approved by Assembly Natural Resources Committee (Y:8 N:3 A:0) ASCE position: Support

AB 3213 (Rivas, Luz D) High-Speed Rail Authority: high-speed rail service: priorities. This bill would require the High-Speed Rail Authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria. Approved by Assembly Transportation Committee (Y:15 N:0 A:0)

AB 3256 (Garcia, Eduardo D) Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020. Proposes the Wildfire Prevention, Safe Drinking Water, Climate Resilience, Drought Preparation and Flood Protection Bond Act of 2020 (Bond), subject to voter approval in the November 3, 2020, statewide general election. This bill proposes the issuance of \$6.98 billion in general obligation bonds to implement its provisions. Approved by Assembly Natural Resources Committee (Y:7 N:1 A:3)

AB 3278 (Patterson R) High-Speed Rail Authority: passenger train service. Clarifies that the prohibition contained in Proposition 1A of 2008 on operating subsidies for passenger train service applies to high-speed train service using the high-speed train system owned by the CHSRA, regardless of whether the service is provided directly by HSRA or provided by a third party under a lease agreement with HSRA. Approved by Assembly Transportation Committee (Y:12 N:1 A:2)

SB 795 (Beall D) Economic development: housing: workforce development: climate change infrastructure. This bill allocates \$10 billion over five years to several existing housing, homelessness, and pre-apprenticeship programs, as well as creating two new infrastructure financing programs at the Governor's Office of Business and Economic Development (Go-Biz) Approved by Senate Housing Committee (Y:8 N:2 A:1)

SB 974 (Hurtado D) California Environmental Quality Act: small disadvantaged community water system: exemption. Exempts from

CEQA projects that primarily benefit a small disadvantaged community water system by improving the water system's water quality, water supply, or water supply reliability; by encouraging water conservation; or by providing drinking water service to existing residences within a disadvantaged community where there is evidence of contaminated or depleted drinking water wells. Approved by Senate EQ Committee (Y:6 N:0 A:1)

SB 1238 (Hueso D) Department of Transportation: highways and roads: recycled plastics study and specifications. This bill requires Caltrans to conduct a study to assess the feasibility, cost-effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as paving materials, and, depending on the findings, authorizes Caltrans to develop specifications for the use of recycled plastics in asphalt. Approved by Senate Transportation Committee (Y:12 N:0 A:2)

### New Reports of Interest

Caltrans released a report on the Business Logo Sign Program, that evaluates the program, which was established in 1978 to allow businesses to place their logos on freeway signs in rural areas, "defined as populations of less than 5000." Once the population surpasses 10,000, Caltrans replaces business logos with generic signs unless the logos were placed before January 1, 2003, or were placed through legislation. The report finds there are 38 areas in the state with populations over 10,000 where logos for 236 businesses are on freeway signs and two of those areas, one along Hwy. 65 in Lincoln and the other along Hwy. 80 in Truckee, were established by legislative exemption. The report recommends allowing the areas established through legislation to sunset on January 21, 2021, and to not expand the program to other areas.

The Legislative Analyst released "The 2020-21 Budget: California's Spring Fiscal Outlook," that presents "two potential scenarios – a somewhat optimistic 'U-shaped' recession and a somewhat pessimistic 'L-shaped' recession – and assumes a baseline level of expenditures." The report finds there would be an \$18.1 billion deficit under U-shaped recession and a \$31.4 billion deficit under L-shaped recession; either way, "budget deficits persist until at least 2023-24 with multiyear deficits summing to \$64 billion in the U-shaped recession and \$126 billion in the L-shaped recession."

The DWR released its' final Agreement in Principle for the State Water Project Contract Amendment for the Delta tunnel. It sets forth terms of an agreement between state water project public water agencies and DWR for amending supply contracts to pay for construction and maintenance of tunnel; topics include how public water agencies may opt-out of costs and benefits and how an agency may assume additional costs and benefits.

The California Energy Commission released "Energy Insights" to show "changes in supply and demand since March." The findings include: "1) Average weekday demand for electricity in California declined by more than 4 percent in late March and 9 percent in April compared to the same time last year. 2) Residential energy use by customers in the three investor-owned utilities increased by 8.9 to 12.4 percent for 2020 year-to-date compared to the same period last year, but this was offset by substantial reductions in commercial and industrial demand. 3) Natural gas demand during April 2020 was up about 6 percent, compared to April 2019. 4) In the Pacific Gas & Electricity service territory, natural gas demand for electricity generation was up about 12 percent for April 2020 compared to April 2019. 5) Gasoline production declined 47.5 percent; jet fuel production dropped 68.3 percent; and diesel production decreased 33.2 percent."

Pacific Research Institute released a study titled "Legislating Energy Prosperity." It finds "California implements 218 different energy efficiency regulations, incentives, and tax programs that reduce job and income growth across the state," also finds CO2 emissions "peaked in 2007" and have since "fallen over 14 percent nationally but only by 9 percent in California;" recommends changing California's approach to "unlock potential economic opportunities that include more affordable gasoline, more affordable electricity, badly-needed new job opportunities, and higher family incomes while still achieving the same goal of lowering GHG emissions."

### Appointments of Interest

By Governor:

As deputy director of the State Water Project at the California Department of Water Resources: **Ted Craddock**, El Dorado Hills, acting deputy director since 2019.



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## Kenneth H. Rosenfield – Short Biography

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Kenneth H. Rosenfield, P.E., F.ASCE, Env SP is the Assistant City Manager/Public Services Director for the City of Laguna Hills, California. He has served in this position for the past 25 years. He is a Registered Professional Engineer in the State of California.

During his career, Mr. Rosenfield has worked in both the private and public sectors and has evaluated and processed substantial private developments, overseen multimillion-dollar public works construction projects, initiated Engineering Departments in newly established cities, and directed the design of numerous street and infrastructure improvement projects. He believes in the tenet that civil engineers are here to serve the public good, to work to improve everyone's quality of life and to use their knowledge, training and experience to solve problems in a positive manner.

Mr. Rosenfield is currently the Vice-chair and Director-elect of the Board of Governors of Region 9 (California) of the American Society of Civil Engineers (ASCE), Chair of the ASCE Public Policy Committee, Chair of the Region 9 Government Relations Committee and a member of the Committee on Preparing the Future Civil Engineer. Formerly, he held the positions of an ASCE Region 9 Governor, President of the Los Angeles Section, and President of the Orange County Branch, as well as several other ASCE positions.

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.



[www.ascelasection.org](http://www.ascelasection.org)



# Introducing: The Committee on Preparing the Future Civil Engineer and the Engineer Tomorrow Initiative

by Kenneth H. Rosenfield, P.E., F.ASCE, Vice-Chair, ASCE Region 9 Board of Board of Governors, Region 9 Director-Elect, ASCE Board of Direction, Member, ASCE Committee on Preparing the Future Civil Engineer



There is an awareness among many that the knowledge base civil engineers must now acquire to keep up with the world's complexity and increasing regulatory and standards growth cannot be accomplished in a four-year baccalaureate degree. While mentored experience and on the job training is a significant contributor to enhancing knowledge, postgraduate education is typically required in order to meet several

of the recommended outcomes in the Civil Engineering Body of Knowledge, third edition (CEBOK3). This advanced level of education may be obtained through a master's degree program or through alternative learning options. In either case, we, as a profession, must recognize that the future of the profession will require more education.

The ASCE Board of Direction (BOD) has approved the following definition of this issue:

*The American Society of Civil Engineers (ASCE), as the acknowledged leader of the civil engineering profession, has a responsibility to establish and advance standards to fulfill its mission to protect the public health, safety, and welfare. This responsibility includes the establishment of a body of knowledge (BOK) to describe the minimum knowledge, skills, and attitudes necessary for the future professional practice of civil engineering. ASCE has determined there is a gap between the CEBOK and the current educational and experiential requirements for professional licensure in civil engineering. Additional education and relevant experience is required for the future civil engineer. Otherwise, civil engineering is at risk of losing relevance and its place as a learned profession.*

To address the issues identified in this statement, the BOD designated a new committee, the "Committee on Preparing the Future Civil Engineer" (CPFCE). Encompassing the former Raise the Bar committee and its associated initiative, the new charge statement is the Committee "shall advance the Society's educational qualifications and professional standards for the practice of civil engineering." This Committee's function is fully aligned with ASCE Goal No. 4 which states, "ASCE advances the educational and professional standards for civil engineers." The BOD has refreshed the efforts on the importance of all civil engineers striving to meet the outcomes of the CEBOK3 (see [https://www.asce.org/Civil\\_Engineering\\_Body\\_of\\_Knowledge/](https://www.asce.org/Civil_Engineering_Body_of_Knowledge/)) and to identify new pathways for future civil engineers to be recognized for the attainment of those outcomes. Among the specific tasks assigned to the CPFCE were updating Policy Statement 465 (see <https://www.asce.org/issues-and-advocacy/public-policy/policy-statement-465-the-civil-engineering-body-of-knowledge-and->

[the-practice-of-civil-engineering/](#)), developing a new brand and creating a communications plan to inform the membership of this new direction. It is an exciting time of new energy being invested into this important effort, recently branded as "Engineer Tomorrow."

The Engineer Tomorrow initiative has an emphasis on early outreach to all student and younger members and, as well, to inform all membership levels. CPFCE members are available to speak with your group and to share the goals and benefits of the Engineer Tomorrow initiative.

Informed by the services of a marketing consultant, the CPFCE communications team finalized a formal communications plan in late 2019 to build awareness around the evolving initiative.

Within this plan, The CPFCE has identified the following objectives as essential to fulfilling its purpose:

- Increase awareness of the need for post-graduate education and mentored experience for CEs to fulfill the necessary body of knowledge
- Increase the percentage of CEs enrolling in post-graduate educational programs
- Underscore the positive impact of higher educational standards on the profession as a whole
- Empower individuals to take responsibility for the future of the CE profession
- Highlight the opportunities and successes of ASCE members with advanced education
- Prompt members with advanced degrees to mentor and encourage others to gain additional skills, knowledge, and education

A task committee of CPFCE has also completed a robust evaluation of if and how professional certification could be used to acknowledge attainment of the CEBOK3. In 2019, the task committee presented an interim report to the BOD which included research on certification processes and programs offered in other fields and how aspects of these systems may be applied to credentialing within the civil engineering profession. The committee also reviewed the available certifications relevant to civil engineering practice, including those offered by ASCE via Civil Engineering Certification, Inc. (CEC) and by other organizations. Data gathered confirmed that no single existing certification is universally recognized as the qualifier of the appropriate knowledge, skills, and attitudes for the practice of civil engineering,

including its specialty areas, at the professional level, and meeting the outcomes of the CEBOK3. The task committee has concluded that this may present an opportunity for ASCE to develop such a system, informed by the success primarily evidenced in the medical profession's model. More recently, the task committee worked with a market research consultant to gather data from various stakeholders within the engineering industry related to the desirability, feasibility, and viability of a certification program. The results of this research are currently being evaluated and will be presented to the BOD before any decision is made on creating a certification program.

For more information on the Engineer Tomorrow initiative and to schedule a presentation to your group, please contact ASCE's Manager of Professional Advancement, Jennifer Hofmann at [JHofmann@asce.org](mailto:JHofmann@asce.org), or you may contact me, Kenneth Rosenfield, Region 9 Director-Elect, at [krosenfield@lagunahillsca.gov](mailto:krosenfield@lagunahillsca.gov).



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## ARTICLE

## Award of Excellence Winner Works to Make a Difference

by Janice L. Tuchman, Editor-in-Chief, ENR Magazine



*(Editor's Note: This article was published in ENR Magazine on April 15, 2020 a few weeks after the COVID-19 lockdown. The in-person event, originally set for April, will now be virtual and open to all (visit <https://www.enr.com/enr-award-of-excellence>). Life has changed for all of us, but the effects of our advocacies, including those where opportunities in my life had taken me, remain impactful. That's the legacy I want to share and leave to ASCE, our ASCE LA Section and*

*to the millions of people I serve in my work every day. Thank you)*

Eager to see LA Metro's Liban in action, Russell booked a ticket to Los Angeles to meet Liban's family and attend Metro's Sustainability Council meeting, where Liban was promoted to chief sustainability officer. Then she booked a round-trip ticket from L.A. to D.C. to shadow him at a Transportation Research Board meeting and back for an LA Metro Board meeting. But her next ticket was home to New Orleans. "I simply couldn't make the last leg," Russell said. Liban was heading to D.C. again the next day for an American Society of Civil Engineers' sustainability committee meeting.

On her journeys, Russell got to see Liban interact with his professional peers, and at home. She was wowed by the amount of energy and passion Liban has for everything, saying she "couldn't quite grasp how he does it all." Then, she met his wife, Benel, a force in her own right. Benel is an accomplished CPA who not only started her own business but has beat cancer. The two feed off each other's passion and energy and encourage one another in all that they do, Russell observes. "They set an incredible example for their 19-year-old son, J.P.," who is following in his father's footsteps as an engineering student at Purdue, she says.

Two other characters involved in telling Liban's story are photographer Jessica Savidge, on her third cover shoot for ENR, and videographer Scott Blair, also ENR's managing editor. The video about Liban's accomplishments will debut as usual at the Award of Excellence celebration in New York City—postponed this year to Aug. 4-5.

As we put the final touches on this Award of Excellence issue, Cris Liban, like all of us, is working much from home, attending virtual planning meetings and applying his big-picture thinking to possible changes in future work patterns after the COVID-19 crisis. But a key thought in an essay he wrote with his wife still applies: "Influence does not matter if one does not effect a difference in other people's lives."



Photo Credit: Scott Blair, ENR Magazine

Back in January, when Pam Radtke Russell, ENR's deputy editor for national news, started reporting the cover story (<https://www.enr.com/articles/49187-award-of-excellence-winner-cris-liban-tackling-the-big-picture-issues-of-infrastructures-future>) on this year's Award of Excellence winner Cris Liban, she tried to keep up with his hectic cross-country schedule.

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# Los Angeles Section

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Metropolitan Los Angeles	Christopher Sheppard, P.E.	LA County Dept. of Public Works	(626) 458-5163	csheppard@dpw.lacounty.gov
Orange County Branch	Ravi Shah, P.E.	Mark Thomas	(949) 247-3953	rshah@markthomas.com
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San Luis Obispo	Wes Thomson, P.E.	County of San Luis Obispo DPW	(805) 788-2101	wthomson@co.slo.ca.us
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Younger Member Forum	Chirath "Chuck" Karunathilake, E.I.T.	Mark Thomas	(310) 967-9678	ckarunat@gmail.com
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Region 9 Governor	Yazdan Emrani, P.E.	City of Glendale	(818) 548-3950	yazemrani@gmail.com

## NEWSLETTER INFORMATION

### *Publisher*

ASCE LA Section  
Gayle Stewart  
1405 Warner Ave., Suite B  
Tustin, CA 92780  
Phone (714) 258-8306  
Fax (714) 784-7806  
E-mail: gstewart@gsecorp.org

### *Editor*

Dr. Cris B. Liban, P.E.  
LACMTA  
One Gateway Plaza  
Mail Stop 99-16-9  
Los Angeles, CA 90012  
Phone (213) 922-2471  
FAX (213) 922-6875  
E-mail: cliban@alumni.ucla.edu  
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