

# Los Angeles Section

*Monthly: Est. 1913*

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## OFFICERS'S MESSAGE

Seema C. Shah-Fairbank, P.E., Ph.D., M.ASCE  
Los Angeles Section President

### President's Message



Technology has played an incredible role in today's society. It impacts the way we communicate and learn in our personal and professional lives.

Communication has changed significantly over the past several years. As a child, my family had a rotary phone in our kitchen. We had to memorize all the numbers or write them in a notepad. There were times when my little finger would slip, and I would have to redial. I remember calling my relatives in Mumbai, India. There was only one landline phone in the apartment building complex. We would write letters, which would take days and weeks to arrive. Today, everyone has a cell phone. Not only can I call and send a text message, but we can video chat. We have numerous social media apps such as Twitter, Facebook, LinkedIn, and so much more. I can digitally see what my colleagues, friends and family are doing without a phone call. I use email to send messages to people and coordinate work projects. We can live in the US and work remotely on projects in Australia. Our ability to communicate worldwide has become easy and low cost, which has made the distance between people and places seem small.

We are learning and working differently than ever before. As a child I remember having large textbooks. I completed my homework and tests using a paper and pencil. My parents would have to drive me to the library, so I can work on a school project. Today my children (Kirin in Kindergarten and Chandani in 3rd grade) each have an iPad from their school. Most of their assignments and tests are done through various computer apps. They will never need to use a scantron since everything can be done digitally. We all use the internet to access information, which helps us complete assignments. When I cannot remember how to do something, I first check the internet and YouTube. These technology advances are making our working environment better as well. When I first graduated with my BS in Environmental Engineering, I was asked to use a planimeter to measure areas on a watershed map, so a draftsman could add it to the map. My then boss shared with me, that when he was an entry level engineer the entire team only had one computer that would be kept on a cart. Today, we have multiple devices for work and homelife. We have software that can complete tasks in hours that would have taken us months to complete by hand. We are working efficiently and more productively than ever before. We can analyze, design and construct projects that 50 years ago might have been impossible to imagine.

Technology has allowed for advances in our daily lives in ways that we could not imagine. We need to all remember not to let technology take over our lives, but remember the little things. Pickup the phone and give someone a call, write a letter to say hi, and sit together at the table with no devices.

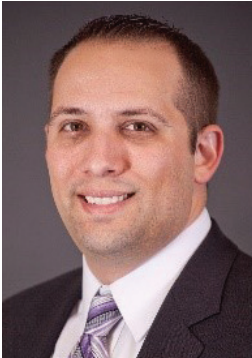
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# ASCE Region 9 – Membership Committee Newsletter Article

by Elias Karam, ASCE R9 Governor & Membership Committee Chair, Contact Email: [GOV.SAC@ASCE-R9.ORG](mailto:GOV.SAC@ASCE-R9.ORG)



As Membership Committee Chair for Region 9, I would like to start 2021 by reminding everyone of the Membership committee's mission:

**"The ASCE Region 9 Membership Committee monitors ASCE membership in Region 9, directs membership campaigns to recruit new ASCE members and participates in section, branch and student activities of Region 9 for the purpose of advancing knowledge and membership in ASCE."**

*ASCE Region 9 membership by section*

Section	Professional members	Student members	Total
Los Angeles	5,501	2,528	8,029
San Francisco	4,065	1,086	5,151
Sacramento	1,737	510	2,247
San Diego	1,361	423	1,784
<b>Total</b>	<b>12,664</b>	<b>4,547</b>	<b>17,211</b>

As a member-driven organization, we rely on engaged members to run our events and activities that provide value to over 17,000 members, including approximately 4,500 students, in Region 9. The challenges of the last year, both professional and personal, have definitely increased workloads and stress levels. However, that hasn't stopped ASCE from providing value to our members. In fact, we've discovered some unique opportunities for advancing membership as follows:

## Recent Membership Accomplishments

In December 2020, Director Toks Omishakin of the California Department of Transportation (Caltrans) became a member of ASCE

and signed a partnership agreement that provides membership discounts to Caltrans employees. This is available to all Caltrans Employees at all member grades. An announcement went out to all 20,000+ Caltrans members in January 2021. This opens the door for Sections and Branches to find new leaders within Caltrans by reaching out to their Caltrans Partners. Some existing Caltrans members may not have received this benefit and I encourage them to reach out to me via email [GOV.SAC@ASCE-R9.ORG](mailto:GOV.SAC@ASCE-R9.ORG) or directly to ASCE Society via email [memapp@asce.org](mailto:memapp@asce.org).

## ASCE Society Membership Resources

ASCE Society maintains an up-to-date website with numerous membership programs and resources. These are designed to assist Sections, Branches, and Student groups in retaining and increasing membership. Examples include templates for PowerPoint presentations, brochures, giveaways, flyers, postcards, and posters; swag for your next event; and tips for successful recruitment. This info can be found at the following link: [www.ASCEmembershipkit.org](http://www.ASCEmembershipkit.org)


One of the most successful programs for increasing membership is the Member-Get-A-Member (MGAM) program. For each new member recruited, the individual gets a \$50 Amazon Gift Card. The top 3 recruiting sections earn a prize as well. This information can be accessed at <https://www.asce.org/mgam>

## ASCE Region 9 Membership Resources

Sections can benefit greatly by identifying a Membership Champion that can analyze the current trends in membership changes for each branch. This allows Sections to collaborate and capitalize on Best Practices from the rest of Region 9. If interested in learning more about ways to improve your local membership, please email me at [gov.sac@asce-r9.org](mailto:gov.sac@asce-r9.org). To learn more about becoming an ASCE Society Membership Champion, please visit: <https://www.asce.org/champions/>


## Your Reward

### Individual Prize



You get a **\$50 Amazon.com Gift Card\*** for each newly joining professional member you refer.

### Grand Prize



You get a **\$500 Amazon.com Gift Card\*** if you have the most successful referrals in 2021.

# Huerta Del Valle Community Gardens Project – City of Ontario

by Jerry Burke, P.E., ASCE LA Section Past President



ASCE L.A. Section through partnership with Engineers Without Borders served as the Civil Engineer of record for the Huerta Del Valle Community Gardens Project in the City of Ontario. The project began as a student project by two Cal Poly Pomona Architecture students in 2016. Project includes an amphitheater, kitchen, library/study area and shade structure. The project will allow community members to grow gardens, hold after school tutoring sessions and community gatherings. After reaching out to ASCE L.A. Section for help in 2018 the project received approval from the City of Ontario January 20, 2021.

The process of hiring a civil, structural and geotechnical engineers to take the project through final design will be soon. Firms interested in providing a proposal to work on this project please contact Jerry Burke at [jburke@ieua.org](mailto:jburke@ieua.org).



# MLAB Air Transportation Technical Group Update

by Clint Isa, PE; ASCE MLAB ATTG Director At-Large



The ASCE Metropolitan Los Angeles Branch (MLAB) Air Transportation Technical Group (ATTG) ended our 2020 schedule of programs with a virtual presentation by Michelle Brantley (Director of Planning) and Keith Owens (Director of Program Management) from Ontario International Airport Authority (OIAA) on Tuesday, December 15, 2020. The presentation covered a broad range of topics that summarized a general update of the capital improvements program for Ontario International Airport (ONT).

Key points of discussion for the program management portion of the presentation consisted of upcoming airfield capital improvements, including new runway, taxiway, and NAVAIDS projects, and a summary of the disadvantage business enterprise (DBE) program that will help shape procurement of those projects. The planning portion of the presentation covered updates to the ONT airport layout plan, short- and long-term planning initiatives and considerations, commercial

developments, and sources of funding that are being explored to support the key planning initiatives. Some of the more exciting announcement included the overall recovery and growth of ONT during the pandemic, which has largely been supported by increased cargo traffic; the addition of four new airlines that are providing service through ONT; procurement for the upcoming Terminal 2 FIS facility; and planning efforts to provide rail connectivity to ONT.

Of course, no presentation would be complete without a discussion on the ongoing COVID-19 pandemic. Michelle and Keith provided an excellent summary of OIAA's response to the pandemic, which has included the November launching of an on-site testing center; the implementation of a signage program, some of which is cleverly lighthearted; and means for providing continued passenger service in a safe manner. OIAA has even found creative ways to entertain local residents, using their facilities to show drive-in movies.

The presentation was well-received by the nearly 80 attendees. Our presenters fielded numerous questions from the audience that made for an engaged closing to the event.





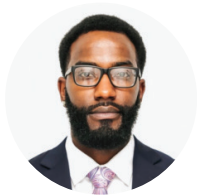
# ASCE recognizes 2021 New Faces of Civil Engineering–Professionals

Each February, ASCE marks Engineers Week by honoring 10 young professionals as New Faces of Civil Engineering.

They are admirably ambitious, remarkably accomplished, and supremely impressive.

Meet the 2021 class of ASCE New Faces of Civil Engineering–Professionals.

(Click on each FACE to learn more about the New Face.)



**Timothy Alston**  
A.M.ASCE

Water utility process control engineer for the Gary Sanitary District in Gary, Indiana



**Héctor Colón De La Cruz**  
EIT, A.M.ASCE

Civil engineer for O&M Consulting Engineering in Guaynabo, Puerto Rico



**Jayvon Garth**  
P.E., M.ASCE

Structural engineer at Progressive AE in Grand Rapids, Michigan



**Chloe Gharios**  
EIT, A.M.ASCE

Civil engineering associate at the Los Angeles Department of Water and Power in Los Angeles, California



**Lauren Nuxoll**  
P.E., M.ASCE

Transportation engineer for Kittelson and Associates in Boise, Idaho



**Aaron Opdyke**  
Ph.D., P.E., CPEng, M.ASCE

Lecturer in humanitarian engineering at the University of Sydney in Australia



**Kadapawo Gerald Opolot**  
S.M.ASCE

Project manager for East African Power in Kampala, Uganda



**Kimberly Pugel**  
S.M.ASCE

Doctoral candidate in civil systems engineering at the University of Colorado Boulder



**Danielle Schroeder**  
EIT, ENV SP, A.M.ASCE

Associate bridge engineer for Pennoni in Philadelphia



**Bahaar Taylor**  
P.E., M.ASCE

Structural engineer for Erickson Structural Consulting Engineers in Vancouver, Washington

**ASCE will announce the 2021 New Faces of Civil Engineering–College honorees, March 1.**





# State Investments and Legislative Update

by Richard Markuson, CA Region 9 Legislative Advocate



## 2021-22 Legislative Session – Focus on the Budget

The Legislature has focused entirely on preliminary budget hearings for the 2020-21 fiscal year. While the Legislative Analyst and the Governor disagree on how much of a surplus of taxpayer dollars the State will enjoy, the Governor proposes to budget more than \$19 billion in **new spending** for schools and community colleges. He offers to spend most of this

amount on three main priorities:

- Paying Down Deferrals (\$8.4 Billion One Time). The budget pays down \$8.4 billion of the \$12.5 billion in payments deferred in the June 2020 budget plan.
- Providing In-Person Instruction and Expanding Academic Support (\$6.6 Billion One Time). The Governor proposes immediate action to provide \$2 billion in one-time grants to incentivize schools to offer in-person instruction for younger students and students with high needs, potentially as soon as February 16, 2021.
- Funding Cost-of-Living Adjustments (COLA) (\$2.2 Billion Ongoing). This includes a 3.84 percent COLA for the Local Control Funding Formula and a 1.5 percent COLA for other education programs.

## New Legislation

ACR 15 & ACR 16 (Luz Rivas) These measures recognize Engineers Week and Introduce a Girl to Engineering Day, respectively.

SB 22 (Glazer) Like last year's Proposition 13, SB 22 would place on the ballot the Public Preschool, K–12, and College Health and Safety Bond Act of 2022 as a state general obligation bond act that would provide \$15,000,000,000 to construct and modernize education facilities. It requires the department of general services to prioritize projects for funding, including a project labor agreement (PLA).

SB 222 and SB 223 (Dodd) Would establish the Water Affordability Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California, and; would apply those provisions in existing law that prohibit specific water systems from discontinuing residential water service for nonpayment, on and after July 1, 2022, to a very small community water system, defined as a public water system that supplies water to 200 or fewer service connections used by year-long residents.

SB 230 (Portantino) Would require the State Water Resources Control Board to establish, maintain, and direct an ongoing, dedicated program called the Constituents of Emerging Concern Program to assess the state of information and recommend areas for further study on, among other things, the occurrence of constituents

of emerging concern (CEC) in drinking water sources and treated drinking water.

SB 273 (Hertzberg) Would authorize a municipal wastewater agency, as defined, to enter into agreements with entities responsible for stormwater management to manage stormwater and dry weather runoff, to acquire, construct, expand, operate, maintain, and provide facilities for specified purposes relating to managing stormwater and dry weather runoff, and to levy taxes, fees, and charges consistent with the municipal wastewater agency's existing authority to fund projects undertaken under the bill.

## Reports of Interest

The Legislative Analyst's Office (LAO) has released its report "A Framework for Evaluating State-Level Green Stimulus Proposals," it finds "potential for state-funded efforts to have meaningful [economic] stimulative impacts is likely limited by budget constraints due to the state requirement to pass a balanced budget," recommends: "Legislature limits the amount of emphasis it places on potential economic stimulus benefits when evaluating state-funded green stimulus proposals. Because the potential environmental and climate merits of such proposals are likely to be easier to identify, we recommend that the Legislature instead base its funding decisions primarily on those factors."

The LAO released "2021-22 Budget: Overview of the Governor's Budget," summarizes "Governor's budget structure and major proposals for the Legislature, including any themes that emerged as we conducted our preliminary review," concludes "revenues are nearly back to pre-pandemic levels, and state costs have not risen as dramatically as anticipated."

California Independent System Operator, California Public Utilities Commission, and California Energy Commission have released the "Final Root Cause Analysis" on "causes" of rotating power outages that occurred in August of 2020, finds "the three major causal factors contributing to the outages were related to extreme weather conditions, resource adequacy and planning processes, and market practices;" says new "contingency plan will draw from actions taken statewide under the leadership of the Governor's Office to mitigate the anticipated shortfall from August 17 through 19, 2020."

Public Policy Institute of California has released its report, "California's Future," outlines the state's "most pressing policy challenges in several key areas: criminal justice, economy, education, safety net, water, and a changing climate, finds that "California lost more than 3 million jobs between February and May 2020—an 18% decline" and that "all major labor market indicators (employment, unemployment, and labor force participation) saw bigger changes than in any economic crisis over the past three decades," says "policymakers need to prioritize direct support for struggling workers and industries" that were hit hardest by this recession.

California Environmental Protection Agency's Office of Environmental Health Hazard Assessment released a report "Achieving the Human Right to Water in California" findings include "water quality is worse in disadvantaged and severely disadvantaged communities than non-disadvantaged communities" and "among the systems with data, small and very small systems face greater affordability challenges compared to larger systems."

#### Appointments of Interest by the Governor

Reappointed to the Board for Professional Engineers, Land Surveyors and Geologists: **Coby King**, Los Angeles, President and CEO at High Point Strategies since 2013. (Public member)

To the California Water Commission: **Amy Cordalis**, McKinleyville, general counsel for the Yurok Tribe since 2016; **Kimberly Gallagher**, Davis, farm operations manager at Erdman Farms since 2014 and

owner and operator of Gallagher Farming Company since 2009; **Fern Steiner**, San Diego, attorney at Smith, Steiner, Vanderpool APC since 1987 and a shareholder there since 1993.

To the Central Valley Regional Water Quality Control Board: **Nicholas Avdis**, Sacramento, of counsel at the Thomas Law Group since 2013; **Sean Yang**, Sacramento, medical imaging specialist engineer at Kaiser Permanente since 2016.

To the Los Angeles Regional Water Quality Control Board: **H. David Nahai**, Los Angeles, President of David Nahai Consulting Services Inc. and partner Lewis, Brisbois, Bisgaard and Smith since 2010; **Michael Mendez**, Long Beach, assistant professor in the Dept. of Urban Planning and Public Policy at UC Irvine since 2019.

#### ARTICLE

## Engineers, planners 're-envision' the post-pandemic design of cities

by Robert L. Reid



What will the post-pandemic world look like for engineers and city planners? That was an underlying theme behind a series of five webinars held last year by the Los Angeles Headquarters Association, a business-membership organization that promotes economic growth in Los Angeles County.

Starting in late July and finishing in mid-November, the Los Angeles Recovery Series focused on "re-envisioning our cities" in the aftermath of both the COVID-19 pandemic and the racial justice protests that followed the killing of George Floyd during an arrest in Minneapolis. Each webinar focused on one of the following: urban design and planning,

development, city leaders, community, and mobility.

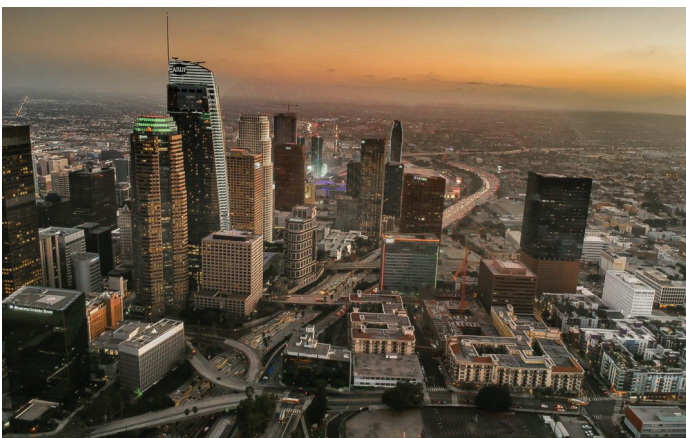
Katherine Perez, an associate principal in the Los Angeles office of the international engineering firm Arup, moderated the urban design and planning, development, and mobility webinars. In each discussion, panelists emphasized the need to promote greater equity and inclusion within the design profession and within the projects generated by those professionals.

#### Design dilemmas

During the urban design and planning session, Perez noted that design professionals need to examine the "systemic problems" in the land use decisions that traditionally have determined where certain public facilities — from parks to freeways — would be constructed. Such decisions often had "disproportionate impacts on communities of color," Perez explained.

These decisions were often influenced by the people able to attend the planning meetings with "the time and resources to advocate for their plans," noted Helen Leung, a planning commissioner for the city of Los Angeles and a co-executive director of LA Más, which advocates for neighborhood resilience, especially in "working class communities of color." Leung called for designers and planners to seek out the views of "people who have not traditionally had a voice in these matters."

Kush Parekh, an associate principal at the design firm Studio-MLA, noted that people living in single-family homes were experiencing the pandemic differently than those living in more densely populated neighborhoods. "The pandemic has brought out some inherent inequalities," he explained. Moreover, the design of public spaces — often intended to bring people closer together in social experiences — has flipped during the pandemic because of concerns over safety and the need for social distancing.



The Los Angeles Recovery Series webinars discussed how cities can be re-envisioned to promote greater equity and inclusion. (Photograph © Dudley Calle)



Construction of “The Stack” intersection in mid-20th-century Los Angeles displaced 4,000 homes and apartment buildings. The location of highways and other infrastructure can disproportionately harm poorer neighborhoods. (Photo by Kayle Kaupanger on Unsplash)

### Balancing acts

Christopher Hawthorne, the chief design officer in the Los Angeles mayor’s office, pointed out the need for balance in how the pandemic was being addressed in the public realm. For example, allowing restaurants to expand into public spaces, such as on sidewalks or in streets, to create more outdoor dining opportunities served as a “lifeline for restaurant owners,” he said. But the same measures presented challenges for some people unable to afford eating at those restaurants who were “just trying to move through their own neighborhood,” Hawthorne explained.

Achieving such balance is difficult. “The day of a small restaurant with no outdoor space is over in Los Angeles,” predicted Tom Gilmore, the CEO of the real estate developer Gilmore Associates, during the webinar on development. Gilmore also noted that the problem of homelessness in Los Angeles had just been gaining crucial attention when the pandemic struck and “took a lot of the oxygen out of the room.” But the pandemic will eventually end, he said, while homelessness will still need to be addressed.

A different sort of balance was at work in two projects discussed by the other development panelists. Lee Raagas, the CEO of Skid Row Housing Trust, a nonprofit organization that works to provide permanent stable housing for the homeless, discussed an innovative project that will combine housing units with an on-site medical clinic. Likewise, Ricardo Pagan, the founder of development firm Claridge Properties, highlighted a planned luxury skyscraper that will also house a school and include affordable apartments as a community benefit.

### Moving about

During the mobility webinar, Dylan Jones, director of the mobility lab at the architectural firm Gensler, discussed how smartphones and other technologies have created new choices and modes of transportation for people. Jones suggested that the concept of transit-oriented development was shifting toward a more broadly defined mobility-oriented approach. Under that concept, mobility hubs might not just provide different modes of transportation, Jones suggested, they could become destinations themselves — perhaps by providing the

technology for people lacking good broadband access at home to plug into the internet.

Justine Johnson, a mobility strategist at Ford Smart Mobility LLC, a subsidiary of the Ford Motor Co., discussed the concept of mobility as a service and the growing power — and contentiousness — of digital data that can be collected by vehicles and the surrounding transportation infrastructure. She also stressed the need for affordability in transportation networks to help ensure equity and provide greater choices.

George Kivork, a senior public policy manager at Lyft, discussed how various customers of his firm use both ride-sharing and public transit during an average week. Kivork also stressed the need for flexibility and adaptability among different modes of mobility. For example, a person who drives an electric vehicle to the airport must be able to find a charging station there, and someone who rides a bike to a bus stop to reach the same airport needs a safe place to leave that bike.

### Inclusive design

Although no engineers participated in the webinar panels, Perez has discussed the various topics of the series with her Arup colleagues. For too long, she notes, engineers have been part of an approach that essentially tells a community what it will be given — a new park, for instance — rather than trying to find out what the residents of the neighborhood actually want or need. Even worse, Perez explains, the decisions about where to locate freeways, landfills, or other less-desirable infrastructure “unevenly damaged diverse neighborhoods, poor neighborhoods, at-risk neighborhoods.”

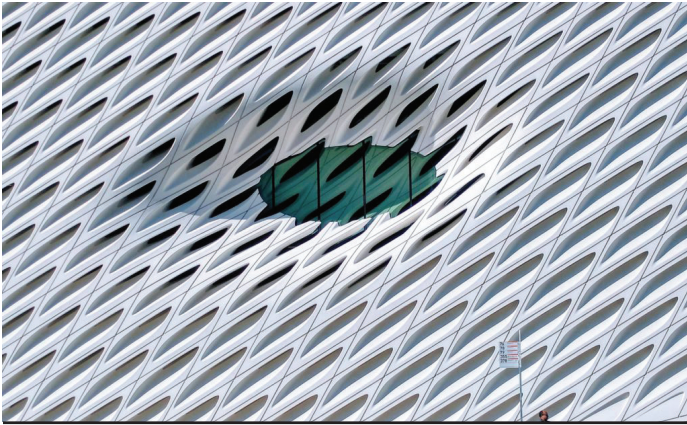
Moving forward, though, “engineers are fundamental” to issues of inclusion and equity because of “their innovation, their creativity,” Perez says. At various city bureaus of engineering, she adds, engineers tell her they would like to have data-driven systems — similar to the Leadership in Energy and Environmental Design green building rating system — to measure equity achievements.

Paul Moore, P.E., a principal in Arup’s integrated planning practice, stresses that engineers often control the budgets for infrastructure work, especially for transportation projects. “Lots of funding goes through state and city (departments of transportation) that are usually run and staffed by engineers,” Moore says. “So, while policymakers and planners can have fantastic ideas and intentions about how to reshape cities, it’s engineers who are often empowered to implement the ideas.”

In some locations, Perez notes, bus stops are designed essentially for what she describes as a 30-year-old white man — even though women, especially those of color and/or with young children, are more likely to ride the bus.

That scenario can lead to a design that fails to meet the needs of the actual users, Moore notes. “Your perspective as a designer can really influence what you see as the basics in the design of that bus stop,” he explains. For example, a hypothetical 30-year-old white male might not feel that “standing in the dark at night is a threatening situation,” Moore says. “Or maybe you’re young, and so standing in July sunlight for 15 minutes isn’t a big deal.” But considering “the full set of who might be using this bus stop is really important to making sure that the actual basic necessities are in place,” Moore stresses.





A bus stop outside the Broad Museum in Los Angeles. Bus stop designs often fail to meet the needs of users. (Photo by Joaquín on Unsplash)

### Ensuring equity

To help ensure that engineering projects are implemented in a more equitable manner, Arup uses the United Nations' Sustainable Development Goals as a general framework, notes Erin McConahey, P.E., an Arup fellow and principal. For specific projects, Arup also relies on its own social equity toolkit — developed internally by the firm's planning team — to help evaluate projects. The toolkit was created in 2019 and provides “the kinds of questions you might

want to ask the variety of stakeholders so that you get a more well-rounded picture of what their needs are prior to progressing with development of the project,” McConahey explains. “So as the design of the development moves forward, it adds information that may not be as quantitative as an engineer would usually feel comfortable with but still is as important as the numerical outcomes that we would usually be developing through engineering analysis.”

A key consideration involves any secondary impacts that might affect the local community, McConahey says. The toolkit helps engineers consider the project “from a value-chain point of view, asking to whom does the value accrue? And to whom do the adverse effects (cause) burden?” she explains.

The membership of the Los Angeles Headquarters Association includes several engineering, architecture, and construction firms, including Arup, AECOM, Gensler, KPFF, Skanska, and Walter P Moore.



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

# CALL FOR COMMITTEE MEMBERS

## COMMUNICATION & WEB DEVELOPMENT

Sam Potts - [saml.potts@yahoo.com](mailto:saml.potts@yahoo.com)

## DISASTER PREPAREDNESS

Dr. Keith Thomsen via [sking@octa.net](mailto:sking@octa.net)

## HISTORY & HERITAGE

William Lawson - [williamlawsonpe@gmail.com](mailto:williamlawsonpe@gmail.com)

## LEGISLATIVE ACTIVITIES

Jeff Meiter - [jeff@valued-eng.com](mailto:jeff@valued-eng.com)


## WATER POLICY

Dolores Salgado - [dsalgado@iecorporation.com](mailto:dsalgado@iecorporation.com)




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# Los Angeles Section

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