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PERFORMANCE  
IN CHAPTER  
JOURNALISM



APWA YOUR COMPREHENSIVE PUBLIC WORKS RESOURCE

# Insight

THIRD QUARTER 2013

## Gold Line Bridge Highlights Native American Culture

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**Public Works: Serving you and your Community**

## SOCAL CHAPTER PRESIDENT'S MESSAGE



Bonnie Teaford, P.E.  
Director of Public Works, Burbank

I'm almost sad that the end of summer is here. If you can't tell by the subtle changes in Southern California's gentle seasons, surely the back-to-school ads that have been bombarding us for weeks have been a clue. But, what a terrific summertime we had as a Chapter! The field trips that our Program Committee organized this year got us outside to see some terrific projects and network with our colleagues.

In June, we went out to Riverside where we met up with many of our High Desert, Inland Empire, and Coachella Valley branch members to tour the award-winning Riverside County Flood Control and Water Conservation District's Low Impact Development (LID) facility. The District's gracious staff led small groups of us through the various best management practices (BMPs) that they incorporated into their facility retrofit. With built-in monitoring systems, data collected from the long-term operation of this facility will be available to our industry, providing much-needed information on the true sustainability of various

LID BMPs. The best part is that the District had the foresight to install built-in monitoring systems. Data collected from the ongoing operation of this facility will be made available to our industry so we can keep an eye out on what really works, and what doesn't. Check out their website for design and other details:

<http://www.floodcontrol.co.riverside.ca.us>.

In July, we met for our annual scholarship luncheon under the repurposed "ruins" of Burbank Water and Power's old electrical generating station. While enjoying the uniquely beautiful surroundings, we got to congratulate the 16 outstanding recipients of this year's scholarship winners who each received between \$500 and \$1,250. The APWA Southern California Chapter has awarded over \$250,000 in scholarships since 1997 – a tremendous achievement by

everyone who has been involved in the scholarship and fundraising efforts. By participating in our annual Golf Tournament on October 10 in Anaheim Hills, you will actively support this very good cause (Sign up information for all of our events is on our Chapter website at <http://southernca.apwa.net/>).

As we move into autumn, our Chapter committees are working hard to lure you away from the beach and into the classroom by offering valuable educational opportunities. Our GIS annual conference is being held just as this news magazine goes to print – what a great opportunity to stay up to speed with this field. Technical presentations are being offered on all sorts of topics essential to public works professionals – from pavement management to parcel management, this conference covers it all.

From October 22-24, our Education Committee is holding Module 4 (Advanced Management) Public Works Institute in Downey. Module 4 will focus on Advanced Management for public works. Taught by veteran public works leaders, this module offers intensive, three-day instruction in management, leadership, motivation, budgeting and finance, and strategic planning. What better way to celebrate the beginning of fall than by going back to class yourself?

*ALL ABOARD!*  
*Save the date for*  
**APWA's Annual**  
*Installation*  
*Dinner &*  
*Dance*  
*Feb 1, 2014*  
*Union Station, Los Angeles*



## 15th ANNUAL APWA GIS CONFERENCE

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Presentations and New Technology  
Demonstrations from Government and Private Sector Leading  
Practitioners in the Field of GIS

To Register: <http://southernca.apwa.net/events/11495/>  
Information: Ahmed Husain, [ahusain@downeyca.org](mailto:ahusain@downeyca.org)  
562-622-6721

**Breakfast & Lunch**  
**Fee: \$100**  
**FT Students \$50**  
**Vendors \$350**

**September 5, 2013**  
**8:30 am to 4:00 pm**  
**Cypress Community Center**  
**5700 Orange Avenue**  
**Cypress, CA 90030**



## 14th Annual BEST Awards December 10, 2013

Honoring Outstanding Public Projects, Programs,  
and Public Works Leaders

Online applications now available at <http://southernca.apwa.net>  
**Applications accepted through September 13, 2013**

Watch our website and emails for important announcements  
on applications and deadlines.

**Reservations for our BEST Awards luncheon are now being  
accepted on line - Reserve Early - This event will sell out!**

**BUILDING EXCELLENCE | SHAPING TOMORROW**

18<sup>th</sup> Annual APWA Golf Tournament  
Proceeds Benefit APWA Scholarship Fund

**October 10, 2013**

Registration 9:30 am – Shotgun starts at 11:00 am  
Anaheim Hills Golf Course  
\$135.00 per player

includes: green fees, cart, driving range, box lunch, BBQ  
dinner, 2 drink tickets, and 2 Mulligans each.

Join us for Dinner only: \$30.00

Sponsorships and foursome packages available

**DEADLINE FOR ENTRY & FULL PAYMENT:**

**October 3, 2013**

Info and registration on line at  
<http://southernca.apwa.net>

Not a golfer? Not a problem! Join us for a great Social Hour,  
Dinner and Raffle — Details and sign up on line!



## Public Works Institute

Module 4

### Advanced PW Management

3 days - October 22-24, 2013 - 8am-5pm

EARLY BIRD Rate: (+\$50 after 9/1/13)  
\$349/member - \$449/non-member

Handouts, breakfast, refreshments and lunch in-  
cluded on all days.

For questions please email :

Pamela Manning at [pmanning@dpw.lacounty.gov](mailto:pmanning@dpw.lacounty.gov)

Tony Antich at [tony.antich@gmail.com](mailto:tony.antich@gmail.com)

Jeff Cooper: [jcooper@gafcon.com](mailto:jcooper@gafcon.com)

Register on line at <http://southernca.apwa.net>



## SCHOLARSHIP PROGRAM ESSENTIAL TO YOUNG ENGINEER

JENELLE SAUNDERS | CLIENT RELATIONS MANAGER | BERG & ASSOCIATES



Insight committee member Jenelle Saunders of Berg and Associates asked Berg Intern Alex Sanchez, one of this year's winners what the APWA Scholarship meant to him:

### What is the importance of this scholarship to you, and how will this impact your studies/future career?

This scholarship is important to me for a number of reasons. Firstly, it provides financial assistance during a time where my focus needs to be on my studies, rather than my paycheck. Secondly, and more importantly, being awarded the APWA Scholarship reinforces my career choice. It humbles me that the Public Works community approves and encourages my academic goal of majoring in Construction Engineering and Management. I look forward to working full time in the Public Works industry as soon as I graduate and perhaps work alongside members of APWA.

### As a student, why should APWA or other organizations continue giving scholarships?

APWA should continue awarding scholarships because there are many worthy students in need of financial assistance. For example, I personally know many students that delay taking courses because of financial necessity. Some work long hours at low paying jobs in order to pay the basic necessities like food, rent and transportation. The end result is delaying graduation by as many as two years, thus staying out of the workforce for two years.

### Do you plan on applying for other scholarships?

Yes, I plan on applying for other scholarships in order to graduate with the least amount of debt. When apply-

ing to scholarships I understand there are, at times, hundreds of well deserving students also applying. It is a very competitive process, because of this I am honored that APWA has awarded me a scholarship.

### Any other information you'd like to share with us?

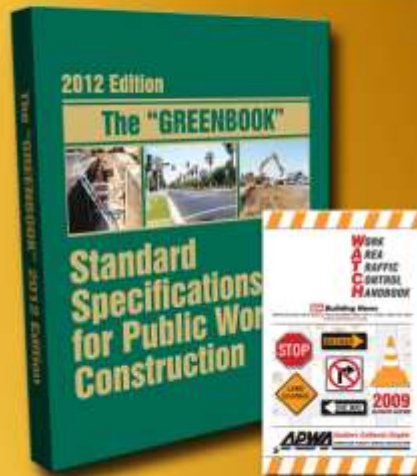
I would like to thank the American Public Works Association for awarding scholarships to my peers and me. Your support and contributions benefit us in more ways than one. By having this financial support we are focused on our studies rather than job schedule. In addition, your support is a morale boost that will not be forgotten.



Student Scholarship winners receive recognition at the Annual Scholarship Award BBQ held on July 25, 2013 at Burbank Power's Eco-Campus.

**2012 GREENBOOK:**  
STANDARD SPECIFICATIONS FOR  
PUBLIC WORKS CONSTRUCTION

**2012 WATCH Manual**  
**Work Area Traffic Control Handbook**



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**GET INVOLVED!**

The Southern California Chapters Greenbook Committee is looking for new members. This Committee is responsible for revisions to the Greenbook and shapes how we build our Public Works Project.

To join the committee, please contact Erik Updyke at: [eupdyke@dwp.lacounty.gov](mailto:eupdyke@dwp.lacounty.gov)

**BNI Building News**

Celebrating over 90 years of service  
to the construction industry



# SCHOLARSHIP SPOTLIGHT



**\$1,250 Dan Heil Scholarship**

**Rosa Lau**

Senior, Civil Environmental Engineering  
University of Southern California



**\$1,000 Willdan Scholarship**

**Naajia Jami**

Junior, Civil Engineering  
University of Southern California



**\$1,000 APWA Scholarship**

**Paige Lawrence**

Senior, Civil Engineering  
Gonzaga University



**\$1,000 APWA Scholarship**

**William Chenoweth**

Sophomore, Civil Engineering  
Cal State Polytechnic University, Pomona



**\$1,000 Ery Spindel Scholarship**

**Christopher Wise**

Sophomore, Civil Engineering  
East Los Angeles College



**\$1,000 Hal Harris Scholarship**

**Rosa Rivas**

Sophomore, Environmental Engineering  
East Los Angeles College



**\$1,000 APWA Scholarship**

**Ngoc Kiem**

Sophomore, Civil Engineering  
Pasadena City College



**\$750 APWA Scholarship**

**Charlyne Adones**

Senior, Civil Engineering  
Cal State University, Long Beach



**\$750 APWA Scholarship**

**Alex Sanchez**

Senior, Construction Engineering Mgmt.  
Cal State University, Long Beach



**\$750 APWA Scholarship**

**Chloe Gharios**

Freshman, Civil Engineering  
Cal State University, Fullerton

**Congratulations**  
**2013 Scholarship Winners**



**\$750 Roy Butler Scholarship**

**Natalie Ernst**

Freshman, Civil Engineering  
Cal State Polytechnic University, Pomona



**\$500 APWA Scholarship**

**Karina Lamadrid**

Sophomore, Civil Engineering  
East Los Angeles College



**\$500 APWA Scholarship**

**Christopher Martinez**

Junior, Civil Engineering  
Cal State University, Long Beach



**\$500 APWA Scholarship**

**Raymond Avalos**

Freshman, Civil Engineering  
Santa Ana College



**\$750 APWA Scholarship**

**Minh Sou**

Freshman, Civil Engineering  
East Los Angeles College



**\$500 APWA Scholarship**

**Nicholas Lasher**

Freshman, Civil Engineering  
Cal State University, Fullerton

## GOLD LINE BRIDGE—A NEW ICON FOR THE SAN GABRIEL VALLEY

MARIE MARSTON P.E. | PRESIDENT | CIVIL WORKS ENGINEERS, INC.



If you haven't been on the eastbound I-210 through Arcadia lately, you may want to go see the newly constructed Gold Line Bridge. This bridge combines art and engineering, transit over highway, architecture and community input more than any other bridge in California. Funded by Measure R, this \$18.6 million

dual-track bridge is the first completed element of the 11.5-mile Metro Gold Line Foothill Extension light rail project from Pasadena to Azusa, and provides connection between the existing Sierra Madre Villa Station in Pasadena and the future Arcadia Station. The Foothill Extension project is overseen by the Metro Gold Line Foothill Extension Construction Authority (MGLFECA).



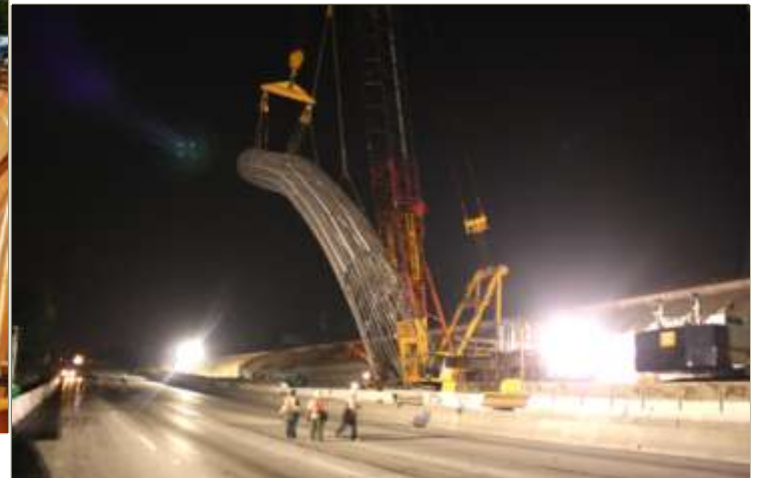
Unlike most public works projects, the bridge design was forged from a process that included the artist (selected by the community), the engineers, the builder, and multiple public agencies who shared the vision of the sculptural design.

**Habib F. Balian**, the Chief Executive Officer for the MCLFECA, set the vision for the bridge to be sculptural, wanting the bridge to be something fantastic, never done before. He wanted the artist to address the landscape – the mountains - as well as the community and its history and culture. His goal was to meld art with the transit experience. An award-winning public artist, **Andrew Leicester**, was selected as the Design Concept Advisor. When Mr. Leicester first watched a video of Habib Balian within the weblink for the Request for Proposals, he could not believe a public project was envisioning the use of an artist from the start, rather than an afterthought. He immediately started working on ideas for the bridge. Ultimately he envisioned the

6 Gold Line Bridge as a vivid expression of the commu-

nity, past and present.

There was a lot of experimentation in development of the design. Flexibility was key. It had to be equally functional and beautiful. More than a dozen different design concepts were considered before selecting the final one. The large baskets adorning the bridge metaphorically represent the indigenous peoples of the region and the growth of agriculture as a primary catalyst for the San Gabriel Valley's development. The baskets also pay tribute to the iconic sculptural traditions of nearby Route 66 with its oversize commercial architecture, such as the windmill atop the Denny's restaurant on Huntington Drive (originally an iconic Van de Kamp's restaurant) and the Aztec Hotel on Foothill Boulevard north of the freeway. Additionally, they represent the



centuries-old migratory history of the area when ancient peoples traveled from the interior desert states and great basin areas along the San Gabriel Foothills on their way to the ocean. Some of the most notable and recognizable artifacts of these peoples' cultures are their elaborately designed baskets, which served a utilitarian purpose and were valuable trading commodities. Each new generation of basket weavers improved upon existing designs and created completely new designs. For instance, think of the metal and plastic baskets we fill with food at the supermarket. Imagine the wooden baskets we tote to picnics, or the "virtual" baskets we use when shopping for goods online. Although they've changed and evolved with society, baskets continue to be useful tools and symbols of bounty and plenty. In that way, baskets weave together our past, present and future in ways that few other objects can.

The basic bridge is comprised of a superstructure (where the train will run) that is supported by a cross beam that straddles the I-210. The cross beam is supported by two columns on either side of the freeway. This simple arrange-



## FACTS AT A GLANCE:

**Length:** 584 feet  
**Width:** 115 feet between centerlines of the signature support columns  
**Height:** Rail vehicle wheels will be 33 feet above the freeway surface  
**BridgeType:** 3-span, Cast-in-Place post-tensioned box girder supported by single column bent and one outrigger bent  
**Foundation:** three large diameter cast-in-drilled-hole (CIDH) each approximately 110 feet deep and 11 feet in diameter  
**Clearance:** 19.5 feet above freeway  
**Exposure:** 255,000 vehicles pass beneath the Gold Line Bridge daily

**Materials:** 6,500 CY of concrete with 1.3 million pounds of steel reinforcement (92% from local and regional sources)  
**Woven Baskets:** 60 individually pre-cast segments featuring 16 “reeds” at the top which range from 2 to 10 feet in height; precast segments for the basket have unique aggregate blend with black stone, clear, grey, and mirrored glass to provide subtle reflectiveness  
**Cost:** \$18.6 million, original estimate by Construction Authority \$25 million  
**Funding:** Los Angeles County Measure R  
**Design Completion:** November 2011  
**Construction Completion:** December 2012  
**Safety Record:** 95,000 incident-free work-hours logged



ment creates a giant “post and lintel” doorway for eastbound motorists. Adding to its immensity is the superstructure’s serpentine design, representing the Western Diamondback.

AECOM, hired by the builder Skanska USA, was the lead architectural and engineering firm for the project. **Rivka Night** was the lead architect. AECOM was responsible to ensure the bridge met the structural and maintenance requirements of the project stakeholders (Construction Authority, Metro, and Caltrans) and that the artist’s concept was implemented. To accomplish this, AECOM formed a team with **Patrick Nicholson** as the project design manager. Much coordination followed through the design and construction process with Skanska USA’s project executive, **Lawrence Damore**. Initial sketches for the architectural elements required change. For instance, originally the unfinished basket “reeds” were tall and skinny, however they couldn’t be built this way due to structural considerations.

The baskets needed to be larger because of seismic requirements. The baskets became wider as did the support columns. There is a magic line that goes from the tallest reed to the shortest reed, and everything around it proportionally goes along that line. Caltrans was also reluctant to allow the design grooves under the superstructure, usually accustomed to smooth structures. Finally after a lot of working through the agency concerns, it was allowed. During construction, the team had to implement architectural elements through their craftsmanship. All of the details seen on the exterior of the superstructure and crossbeams required crew members to install formliners one piece at a time by hand. The collaborative process resulted in a finished bridge which contributes to a cultural legacy for the region and its residents.

*Information and photos courtesy of Metro Gold Line Foothill Extension Construction Authority*

## ADA AND CASp: CODE CHANGES AND ACCESS REQUIREMENTS AFFECT YOU

CARMEN KASNER, PE, AND SANDRA MILES, CASp, ICC, LEED AP | ATKINS



Do you know the code? Getting up to speed on and preparing for accessibility updates in California is not an option—it is a requirement. The following information will provide an overview of the Certified Access Specialist (CASp) program, hit the high points regarding accessibility code changes, and explain how these requirements

affect local governments.

In 2006 the CASp program was created in California by Senate Bill (SB) 1608. In a nutshell, a CASp is a person who has been tested and certified by the state to conduct permit application and plans review services to confirm compliance with accessibility standards. SB 1608 set up a process in which business owners can hire a CASp to inspect their buildings to ensure compliance with disability access standards and obtain an inspection report as proof of inspection. A business that implements recommendations of a CASp is entitled to a 90-day hold on any legal proceedings and is eligible for an early evaluation conference.

Public entities are required to be aware of all code changes and implement associated Americans with Disabilities Act (ADA) Title II requirements, including additional requirements adopted in 2012 through SB 1186. Senate Bills 1608 and 1186 amended, repealed, and added sections to the California Business and Professions Code that modified code numbers and inserted deadlines for activities associated with the CASp program and accessibility.

**ADA self-evaluation and transition plans** ADA is not simply a code—it represents a civil right and all public entities must be compliant. Title II of the ADA requires local and state governments to make their programs and services accessible to persons with disabilities. One method to ensure that Title II requirements are met is a self-evaluation, which allows governments to pinpoint the facilities, programs, and services they must modify or relocate to ensure ADA compliance. Every local government, regardless of size, is required to have a self-evaluation plan.

The ADA requires public entities with more than 50 employees to develop a transition plan to outline the structural changes needed to achieve program accessibility. At a minimum, the plan should:

- ◇ Pinpoint compliance issues with streets, roads, or walkways to local and state government offices and facilities; transportation facilities; and other public places.
- ◇ Address any physical obstacles in public facilities that limit accessibility.
- ◇ Detail the methods that will be used to make the

facilities ADA compliant.

- ◇ Outline the necessary steps to achieve compliance in 1 year and/or subsequent years, if needed.
- ◇ Identify the person responsible for implementing the transition plan.



### **Pedestrian facilities in the public right-of-way**

The Federal Highway Administration (FHWA) implements pedestrian access requirements and oversees compliance of all federal, state, and local government agencies that build and maintain highways and roads, regardless of whether the project is federally funded or not. FHWA has indicated the

### **CASp requirements and code changes**

The following is a summary of specific CASp requirements and recent changes to Health and Safety Code Section 18949.29, Civil Code Section 55.53, and Government Code Section 4467:

#### **SB 1608 — Health and Safety Code Section 18949.29**

City, county, and state construction inspectors, plans examiners, and building officials are required to obtain 8 continuing education units for disability access laws every 3 years.

**Civil Code Section 55.53 — July 1, 2010**, local governments were required to employ or retain at least one building inspector who is a CASp to perform compliance reviews concerning state-related accessibility standards.

**January 1, 2014**, local governments are required to employ or retain a sufficient number of building inspectors who are CASps to perform compliance checks on permit applications and plans to ensure they meet state accessibility standards. CASps should be available so members of the public can request a consultation.

#### **SB 1186 — Government Code Section 4467**

**January 1, 2013–December 31, 2018**, local governments began collecting an additional \$1 for any application for new business licenses or permits, or the renewal of existing business licenses or permits. The city or county retains 70 percent of the fee, 65 percent of which is used to fund expanded CASp services and 5 percent covers administrative costs. The remaining 30 percent is sent quarterly to the California Division of the State Architect (DSA) to maintain the CASp program.

**April 15, 2013**, was the due date for the first payment to DSA, because the fiscal quarter ended March 31, 2013. Payments must be transmitted within 15 days of the last day of the fiscal quarter.

**March 1, 2014**, cities and counties must submit an annual report in compliance with Government Code 9795 that accounts for total fees collected and distributed in the previous calendar year.



**Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way** should be used as best practices and can be followed for areas not fully addressed in the current *2010 ADA Standards for Accessible Design*.

### Emergency management, 9-1-1, and emergency communication

Whether battling wildfires, earthquakes, storms, or man-made situations, communities need to prepare for, respond to, and recover from emergencies and disasters. ADA Title II requires local and state governments to have emergency programs, services, activities, and facilities that are accessible to persons with disabilities.

**DOJ takes enforcement seriously through Project Civic Access** Since 2000, the Project Civic Access program at the Department of Justice (DOJ) has reviewed 207 cities and counties by conducting on-site ADA compliance surveys of facilities that include polling places and 9-1-1 systems. A number of these local governments were non-compliant and have since reached settlement agreements with DOJ.

Public agencies in California have the dual responsibility of complying with the state's CASp guidelines and federal ADA



**ADA Compliant Curb Ramp meeting current standards**

requirements. Keeping up with state and federal updates ensures that you remain in compliance. The following websites provide legal guidelines for the information highlighted in this article: Division of the State Architect, [www.dgs.ca.gov/dsa/Home.aspx](http://www.dgs.ca.gov/dsa/Home.aspx); Department of Rehabilitation, <http://www.rehab.cahwnet.gov>; and California Commission on Disability Access [www.ccda.ca.gov](http://www.ccda.ca.gov).

*Atkins' Carmen Kasner, PE, has 23 years of municipal services experience that focuses on civil design of capital*

*improvement program projects including street improvements, site development, water, sewer and storm drain, and pipelines. She has assisted public entities with self-evaluation and transition plans, and offers vast insight into site and access constraints, project and design standards, permitting and coordination, and public participation.*

*Sandra Miles, CASp, ICC, LEED AP, has more than 20 years of civil design experience and currently assists local governments, architects, landscape architects, and engineers in gaining a better understanding of California code changes and ADA compliance issues. She conducts lunch-and-learn events to help answer specific questions about communities in Southern California. To schedule a lunch-and-learn event, call 858.462.1079.*

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### JOYCE AMERSON RETIRES FROM CITY OF IRVINE

Joyce Amerson, Deputy Director of Public Works for the City of Irvine, retired in July. Joyce retired after 39 years of service in federal and local government. She began her career with the Federal Highway Administration, working in 5 states and Washington, D.C. She was the Transportation Manager for the City of Santa Ana and the first Director of Transportation for the City of Pasadena. She ended her career after 6 years as the Deputy Director of Public Works for the City of Irvine. Joyce plans to remain active in the profession and she can be contacted at joyceamerson@ca.rr.com.

### MARK STOWELL P.E. LA MIRADA'S NEW DPW



After eight years as the Public Works Director/City Engineer for the City of Yorba Linda, Mark has moved to his new position as Director of Public Works/City Engineer for the City of La Mirada. Mark grew up in La Mirada so it was a welcome homecoming to return to his original hometown to now be responsible for the roads and parks in which he used to play.

The voters in La Mirada recently passed a 1% sales tax to pay for infrastructure upgrades. Mark will be responsible to manage a very aggressive capital improvement program utilizing the estimated \$4 million per year in addition to the normal capital improvement program. Prior to working for Yorba Linda, Mark worked for the Cities of Irvine and Corona and also was a consultant civil engineer for Berryman Hennigar, Hall & Foreman, and Walden & Associates.

### RAUL GODINEZ IS EL MONTE'S NEW CITY MANAGER



On July 15, Raul Godinez II began as El Monte City Manager. After nearly a year-long search, the El Monte City Council approved a three-year, \$195,000 contract to hire Raul Godinez II for the position. Godinez served as executive director of public works in Santa Ana since 2009. He previously worked in public works in Oakland under then-Mayor Jerry Brown. Before that, he worked in the private sector in Los Angeles for more than a decade and served on the San Fernando City Council from 1994 to 1998.



### TANJA BRIX JOINS HNTB

Tanja Brix joins HNTB bringing more than 14 years of experience working in both the public works realm and in land development. In her role as Project Manager, Tanja will participate in Southern California marketing activities as well as managing the project delivery. Her efforts will include proposal preparation, oversight and input into the design elements, and overall management to ensure quality products are delivered on time.

Before joining HNTB, Tanja worked for AECOM and RCE. Her diverse experience includes being the Deputy Project Manager for the \$180 million Westside Parkway, a new 7-mile freeway in Bakersfield; being the Project Manager for the Lions Field athletic facility and the Raymond Avenue Grade Separation for the city of Fullerton; and being the Project Manager for the Madison Club golf resort which encompasses 200 large custom home sites, a clubhouse, and an 18-hole golf course.

Tanja is a member of the APWA SoCal Chapter and the Hospitality Committee for the 2012 APWA Congress. She was the recipient of our chapter's 2012 Young Leader of the Year – Private Sector award. She has a bachelor's degree in Civil Engineering from the University of California, Irvine, and is a Registered Civil Engineer in California.

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## THREE SOUTHERN CALIFORNIA CHAPTER MEMBERS RECEIVE PRESTIGIOUS APPOINTMENTS TO NATIONAL APWA COMMITTEES



### MICHAEL SIMPSON NAMED TO THE BOARD OF APWA'S CENTER FOR SUSTAINABILITY

Created by the APWA Board of Directors in 2008, the APWA Center for Sustainability is leading an exciting initiative to drive the transformation of public works management. As a member of this Board, Michael will focus on

innovative, collaborative and whole systems thinking to assist the next generation public works professionals in identifying sustainable solutions for infrastructure challenges.

Michael will share the Center for Sustainability tools and resources with local APWA members and community leaders that allow decision makers to implement more sustainable, economically sound, and socially responsible long-term solutions. Public works professionals and community leaders, both in the private and the public sector, can benefit from the Center for Sustainability principles and guidelines.

A Senior Environmental Engineer, Michael Simpson, has been with the City of Los Angeles Public Works Department

for over 25 years and has worked in many different public works engineering functions. Mr. Simpson is a leader in several initiatives and programs within the City of Los Angeles, Industrial Waste Management Division, including, development of local limits, regulation of businesses process water, clean responsible dental practices, industry outreach workshops, reuse of industrial water, greening of pre-treatment systems, management of nano-sized particles effects on wastewater treatment, green chemistry and sewer science outreach for high school students.

Recently, Mr. Simpson led the California Water Environment Association Pre-Treatment Pollution Prevention Storm Water Committee (P3S) and last year was selected statewide Pollution Prevention Person of the Year. Michael has been a member of APWA for the past ten years and has been a presenter at the International Congress on numerous occasions. He was selected and participated on a national focus group to create the "Shaping the World of Public Works" outreach tool for high school students. Michael looks forward to working with the local APWA chapters and developing programming concentrating on the APWA's Center for Sustainability Principles and Guidelines.



### MARTIN PASTUCHA NAMED TO INTERNATIONAL TASK FORCES

Martin has been appointed to the Australia and New Zealand Task Force and has been re-appointment to the Czech/Slovak Task Force. The Task Forces meet annually at the APWA International Congress and participate in quarterly conference calls.

APWA maintains cooperative agreements with the Institute of Public Works Engineering Australia (IPWEA) and the Association of Local Government Engineering New Zealand ('INGENIUM'). These partnerships seek to establish strong bonds between our three respective organizations. Our common purpose is to enhance quality of life by facilitating the exchange of ideas, information, technology and management practices among persons professionally involved in the delivery of engineering and management services for public works infrastructure.

APWA and the Czech and Slovak Public Works Association (CZPWA) partner to foster communication, promote partnering; promote job site safety; explore new technology; and develop uniform cost accounting. CZPWA and APWA participate in each other's respective conferences.

For the last two years, Santa Monica has hosted tours for the representatives of the Institute of Public Works Engineering Australia of our projects and operations. We look forward to promoting the exchange of ideas and concepts with our international partners to promote and advance the field of Public Works.



### SHAHNAWAZ AHMAD NAMED TO NATIONAL PROJECT OF THE YEAR AND CONGRESS PROGRAM REVIEW COMMITTEES

Shahnawaz Ahmad has been selected to participate in the committee that will review the nominations and select the Public Works Projects of the Year according to established APWA criteria. Project of the Year

winners will be recognized at the 2014 APWA International Congress & Exposition scheduled for August 17-20, 2014 in Toronto, Ontario, Canada, as well as in the APWA Reporter magazine, the national publication sent to all APWA members.

He has also been selected to join the 2014 Congress Program Review Committee that selects topics and prepares the Education Program for the 2014 Congress.

# PUBLIC WORKS PROJECT MANAGEMENT # 11 —A Continuing Series

TONY ANTICH P.E., P.M.P. | PRINCIPAL | CITY ENGINEERING



## RISK MANAGEMENT PLANNING

Risk management planning is the process of deciding how to approach, plan, and execute risk management activities. The elements that should be considered

are: risk identification, qualitative & quantitative risk analysis, and risk response planning.

Risk can appear in cost or time overruns which translates to an unsatisfied client. The purpose of risk management is to increase the probability and impact of positive events, thereby decreasing the probability and impact of negative events on the project. Remember that the tighter the project schedule the greater the risk.

The project manager's goal is to eliminate risk. The ability to determine risk, analyze it, and develop responses is critical and can affect the project's success. When risk is eliminated, it helps to deliver a successful project -- on time, on budget, and with full client satisfaction.

Being prepared, knowledgeable, and responsible are keys to minimizing risk. Recognizing and managing the elements of risk permits the Project Manager to minimize them. By minimizing risk, this increases the ability to handle critical situations, reduces the probability of occurrence, and reduces their severity.

The Project Management Book of Knowledge (PMBOK) defines "Risk Identification" as the process of determining which risks might affect the project and documenting their characteristics. One way to assess the project's risk is to compare it to the overall risk of other projects that have been done. While risk identification should occur in the planning phase of the project, risks may also be identified during any part of the project.

When identifying risks, it is important for the project manager to determine who should be involved in risk identification. The best answer is that everyone involved in the project should assist in identifying potential areas of risk.

Risks can be divided into categories or "sources of risk". The project manager will need to consider specific risk possibilities in each category that follows:

External Risks These risks include: regulatory, environmental, governmental, or represent a shift in markets. Some examples:

- ◇ Schedule risk – "The material may arrive later than planned, delaying the completion of the plumbing work."
- ◇ Quality risk – "The concrete may not cure before winter weather sets in".

Internal Risks These include: time, cost, or scope changes; inexperience; poor planning; and staffing, materials, and equipment risks.

◇ Cost risk – "Because the hardware may arrive later than planned, we may need to extend our lease on the staging area at a cost of \$20,000."

◇ Performance or scope risk – "We might not have correctly defined the scope for the plumbing installation. If that proves true, we will have to add work packages at additional costs."

◇ Human resources risk – "AJ is such an excellent designer who may be called away to work on a higher priority project. If that occurs, we will have to use someone else and our schedule will slip."

◇ Client or stakeholder satisfaction risk – "There is a chance that the client will not be happy with the project deliverable and not tell us, causing at least a 20 percent increase in schedule delay."

Technical Risks These risks involve changes in technology, such as a product specified is not available, a manufacturer is out of business, or the sizes desired are no longer made.

Unforeseeable Only a small portion of risks is actually unforeseeable. Preparing for the project by doing detailed planning in many areas may enable the project manager to uncover some risks that might otherwise be unforeseeable.

Identifying the risks are the easy part. The next article will focus on risk analysis and developing a risk response plan.

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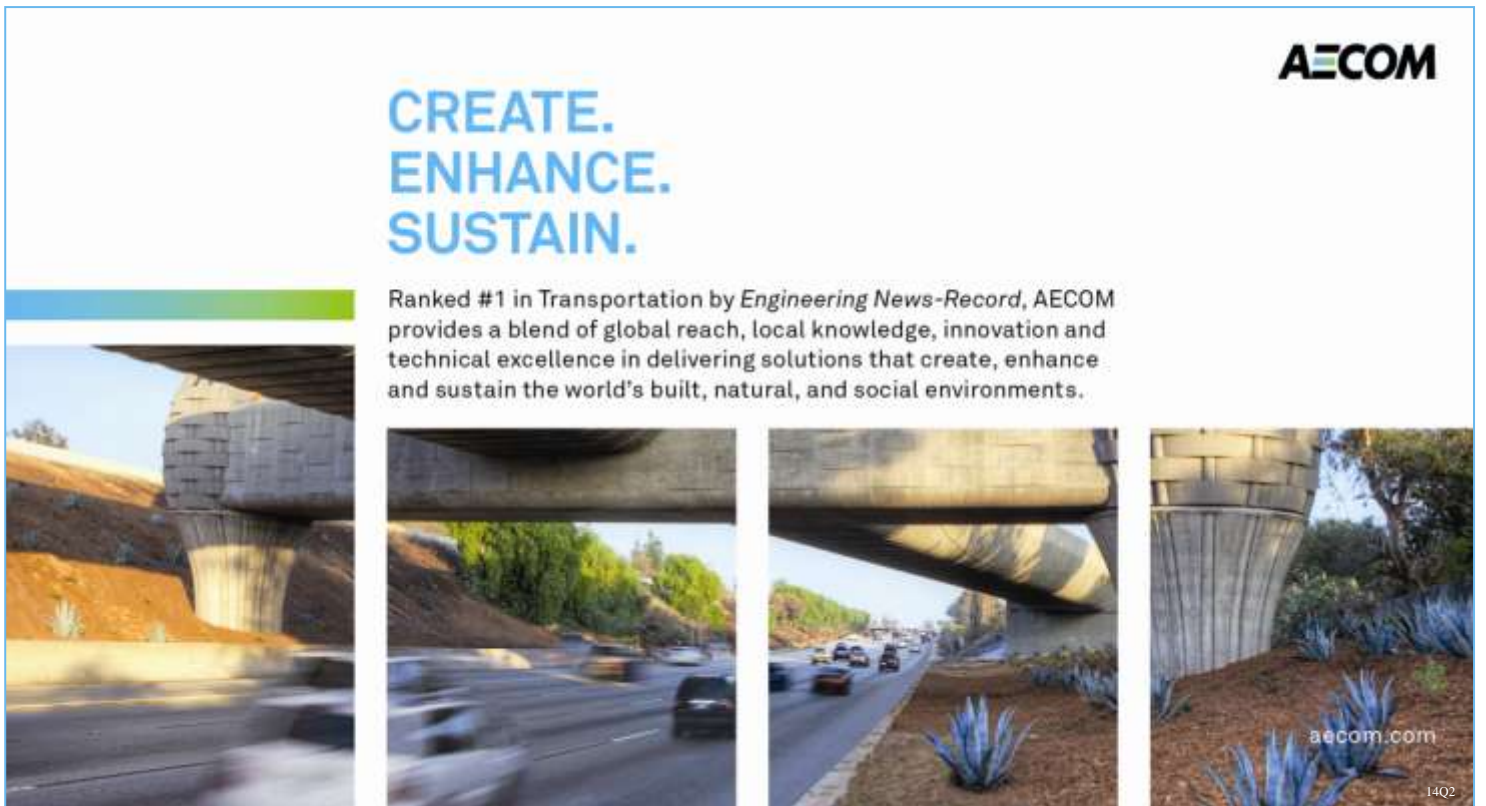
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## APWA FROM THE YOUNGER MEMBER PERSPECTIVE

TRAN TRAN P.E. | ASSOCIATE ENGINEER | CITY OF IRVINE



Talking about “APWA” and “Younger Members” is like saying you saw the Loch Ness monster, people think it’s a myth. Well, I’m here to tell you APWA does in fact have younger members and I am one of them.

You might be asking yourself, why join APWA? Isn’t it an association more for established professionals and not for younger professionals? So why would you join?

To be honest, I joined because my boss’ boss asked me to, and I don’t think it was a suggestion either, if you know what I mean. My membership began with me joining the Engineering & Technology Committee, whose main focus is to plan the “Annual Streets & Technology Conference” which is held in Carson every April. As a committee member, my responsibilities have varied through the years, but they mainly focused on providing suggestions and feedback on trending or emerging engineering and technology topics. For example, updates to the CA MUTCD, NPDES permits, Complete Streets, etc. The committee members were not only receptive to my suggestions and feedback, but they encouraged me to be a moderator. I would like to say I

nailed it, but I think I forgot my hammer that day. The experience was fulfilling and I continue to be a committee member today.

My involvement with this committee has helped with other APWA events, as well. As a younger member, it can be intimidating to network at social gatherings because of your professional status and/or simply not knowing anyone. However, being a part of a committee has helped me break those initial barriers and has made it easier for me to communicate with Directors, City Engineers, Presidents and Vice Presidents of companies whom I may not have had the opportunity to connect with prior to my involvement in APWA. Now, I have the confidence to share my thoughts and ideas on specific topics in a social gathering and my opinions are well received.

In the end, I am glad I was “asked” to join APWA and I hope to encourage other younger members to join because the experience, knowledge, and the advice you get from these events, committees, and members can be a great benefit to your professional development. This is why I continue to be a member of APWA.



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Did you know that there is a place in the American Public Works Association just for young public works professionals?



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[www.apwa.net/youngprofessionals](http://www.apwa.net/youngprofessionals)



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***Next issue layout is already underway!***

**Submission Deadline: November 9, 2013**

**Delivery Date: December 18, 2013**

**Email Lisa Rapp at [lrapp@lakewoodcity.org](mailto:lrapp@lakewoodcity.org)**





## ADVOCACY UPDATE

JAMES A. BIERY P.E. | PW DIRECTOR | BUENA PARK

Nearing the end of the 2013-14 legislative session, the budget negotiations are behind us, with many bills held as two-year bills or sent to the Governor for action. Bills must move to the Governor's desk by September 13, and his deadline to sign or veto is October 13. Typically, the League of California Cities, ASCE, APWA and others attend hearings to testify on their concerns or provide written comments. The following bills or issues may be of interest to cities in the final weeks of the session.

**SCA 4 and SCA 8 (Special tax for transportation) and SCA 9 (Special tax for local community and economic development):** Would lower the voter threshold for the stated purposes and could create more Public Works funds.

Former Assembly Member Blumenfield tried unsuccessfully to push this issue forward before he left the Assembly to join the Los Angeles City Council, these will likely be 2-year bills.

**Cap-and-Trade Auction Revenues:** No funding for Cap and Trade bills was included in the budget deal but there are still active discussions with the legislature about how to use the funds in the future. AB 574 would use transportation-related Cap-and-Trade revenues to create the Sustainable Community Infrastructure Program, providing funding to local governments for integrating transportation and public infrastructure investments to reduce GHG emissions. The Governor is eyeing the same funds for High Speed Rail.

**AB 612:** Adds one second to yellow light intervals whenever an automated enforcement system is in use.

**AB 719:** Upon request by a local government, this bill requires the PUC to order IOUs to submit a tariff to be used to fund energy efficient street lights.

**AB 755:** Once amended, it will require that a project study report that will be included in an RTIP, the ITIP, or the SHOPP include a document that shows that the need for a suicide barrier was considered. The CTC would decide what documentation meets the criteria of the bill.

**SB 254:** Used Mattress Recovery and Recycling Act (Act), a manufacturer and retailer stewardships program, which

recovers and recycles used mattresses. SB 254 ensures that local governments are provided with a mechanism for the recovery of illegally disposed used mattresses.

## INSIDE THE GREENBOOK

ERIK UPDYKE P.E. | CHAIR | GREENBOOK COMMITTEE



The June 27th Greenbook Seminar at the Anaheim Convention Center with 65 attendees was a huge success. Many thanks to Education Committee members Jeff Cooper, Beverly Jones, Pam Manning and Trish Pietrzak for their hard work, and Speakers Nelson Nelson, Jim St. Martin, Rod Elderton, and Dave Badgley for a great job.

The 2012 Edition of the *Standard Plans for Public Works Construction* will soon be printed and available for purchase. The Committee made the decision late to print a new edition after considering printing only a supplement to the 2009 Edition. The edition cycle for both the Greenbook and the SPPWC is three years so the next edition of both will be 2015. The publisher, BNi Publications, plans to offer an "online" version of the SPPWC. Further information and details regarding this version will be forthcoming shortly.

The Greenbook Committee's various subcommittees and task forces are continuing to work to update the next edition. The Specifications Subcommittee is reviewing Part 1, currently 2-7 and 5-1. New Materials-Underground is reviewing Section 306, Underground Conduit Construction, and Part 5, Section 500, Pipeline Rehabilitation. The Stabilized Base Task Force is developing specs for pulverizing in-place asphalt concrete and base material, and mixing with cement, lime, and engineered emulsion. A task force will be formed shortly to review and update Section 300, Earthwork. The task force will be focusing on developing more explicit specifications for the removal of existing improvements, and related measurement and payment clauses. Participation on subcommittees and task forces is desperately needed. For more information, please visit the Greenbook Committee website, [www.greenbookspecs.org](http://www.greenbookspecs.org), or contact Erik Updyke directly at [eupdyke@dpw.lacounty.gov](mailto:eupdyke@dpw.lacounty.gov) or 626-458-4914.

## 2013 Calendar

- August 25-28 **APWA International Congress and Expo**—McCormick Place, Chicago, IL
- Sept 5 **Annual GIS Conference** — Cypress Community Center, Cypress, CA
- Oct 10 **Annual Chapter Golf Tournament & Chapter Dinner** — Anaheim Hills GC, Anaheim, CA
- Oct 22-24 **Public Works Institute, Module 4** - Downey, CA
- Oct 24 **Chapter Luncheon** — Downey, CA
- Dec 10 **Annual BEST Awards Luncheon** — Lakewood, CA
- Feb 1, 2014 **All Aboard! Annual Installation Dinner Dance** — Union Station, Los Angeles, CA



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Oct 24 - Chapter Luncheon to be held at Embassy Suites in Downey, CA  
*This luncheon will be held in coordination with our Public Works Institute Module 4 — come and meet our students who are working toward their certificate in Public Works Management*  
Speaker and Topic TBA - check our website for updates

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## EMPLOYMENT OPPORTUNITIES

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**MANAGEMENT ANALYST II**  
Salary Range: \$65,124 - \$79,152  
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&  
**MANAGEMENT ASSISTANT**  
Salary Range: \$50,772 - \$61,716  
Closing Date: September 25, 2013  
More info: [www.bellflower.org](http://www.bellflower.org)

**Monthly Luncheon Program:**

- Time:** 4<sup>th</sup> Thursday of the month (Unless otherwise noted)  
11:30 am - 12:00 pm Registration  
12:00pm - 1:30 Lunch & Program
- Location:** To Be Announced for Each Program
- Cost:** \$40 members • \$45 non-members • \$55 all walk-ins  
**RESERVATIONS ARE REQUIRED**
- RSVP:** To register, go to <http://southernca.apwa.net>

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