In response to the worldwide pandemic and the Mayor’s Safer at Home directive, the Bureau of Engineering (BOE) worked quickly to update their Continuation of Operations Plan (COOP) to address this crisis. Hui Huang (Central) worked closely with Development Services Program (DSP) management to meet the specific needs of the private development community and its customers.

On March 23, 2020, the DSP Constituent Services Centers were essentially on lockdown and closed to the public, in-person interactions at the public counters had to be suspended. The updated COOP had to address the specific need to electronically provide services to the customers that were normally provided in-person at the public counter. Fortunately for BOE, due to earlier initiatives almost all of our permit applications, such as U-Permits, S-Permits and A-Permits were already available online.

In order to address the needs of the customers normally seen in-person at the public counters, the BOE District Offices implemented new procedures to utilize the general office email address, the general office telephone and a document drop-off service. Most DSP staff are now telecommuting at home with their personal devices and with help from the Systems Division, were able to remotely access their office workstation when necessary.

It took a minor miracle and many work hours, including the weekends, for the Systems Division to work out the details to allow the entire bureau to remotely access their office workstations. In fact, in the last two weeks, the Bureau averaged approximately 740 staff telecommuting out of approximately 940 total staff, which includes student interns and consultants.

The transition also included more video conference meetings, which DSP staff were already familiar with. During this time, district offices have reported that group leaders and management staff have been holding regular weekly video conference meetings to keep up communication. In addition, the Harbor District office has also been holding a voluntary weekly video “Coffee Break” meeting where staff can enjoy a cup of coffee while discussing fun and non-work related subjects to help keep up morale and a sense of normalcy.

Prior to the lockdown, the Valley District and Central District offices were seeing on average, 600 to 800 customers per week at their public counters, respectively. Currently the Valley District public counter staff has been remotely serving approximately 400 customers a week by email or telephone.

At this time, only the Central District and Valley District offices have drop-off areas where customers can drop off documents that cannot be submitted electronically. That meant staff were needed to be scheduled to physically come into work and were required to follow the City’s Best Management Practices, such as frequently washing their hands, wearing the appropriate Personal Protective Equipment (PPE), such as wearing face coverings and utilizing disinfectant wipes and sprays to keep their work area clean. Sam Navid (Central) worked closely with Robert Kadomatsu (ASD) and his staff to supply the district offices with the appropriate PPE’s and supplies.

One fortunate coincidence for BOE was the fact that prior to the lockdown, Essam Amarragy and the GIS Application

A transaction screen of the Universal Cashiering System (UCS) that allows BOE staff to process cash register transactions at their own workstation.
staff were already working on an online Universal Cashiering System (UCS) which would allow staff to process cash register transactions on an internet browser at their own workstation. This eliminated the need for staff to be at the public counter to use the old fashioned stand alone cash register. Brainstormed and developed by Essam, the UCS was designed to be easy to use and utilized a “shopping cart” similar to your online shopping experience at any major retail website.

The UCS can process credit cards, checks and for the first time, electronic checks or Automated Clearing House (ACH) payments. Processing ACH transactions was an important step, because the funds would almost instantly be pulled from the customers bank account, rather than having to manually process a paper check through the bank’s scanning system. Staff can also use the UCS to send an invoice to a customer by email and allow the customer to pay the invoice online with a credit card or by ACH, 24 hours a day. When the new system was officially implemented on April 13, 2020, Dee Dee Smith (Valley) and Pam Teneza (Central) worked tirelessly to provide valuable feedback and help work out early issues with the system.

BOE’s B-Permit electronic plan check process (ePlanLA) was implemented in May 2019 for B-Permits and quickly was adapted to allow for use by staff that had to work outside the office.

DSP Meets Challenge - continued from page 1

staff were already working on an online Universal Cashiering System (UCS) which would allow staff to process cash register transactions on an internet browser at their own workstation. This eliminated the need for staff to be at the public counter to use the old fashioned stand alone cash register. Brainstormed and developed by Essam, the UCS was designed to be easy to use and utilized a “shopping cart” similar to your online shopping experience at any major retail website.

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BOE’s B-Permit electronic plan check process (ePlanLA) had also already been implemented in May of 2019. Since the ePlanLA system was already implemented by BOE B-Permit staff, the transition to telecommuting was almost seamless. Integrating the ePlanLA system with BOE’s B-Permit application was again shepherded by Essam Amarragy, with the help of Sonia Nanda (Psomas), Randy Price (recent retiree), Bert Moklebust (PCM) and Wesley Tanijiri (Valley). Several staff from each district office were essential to help test the system and work out any issues with the process. Rolled-up paper plans were no longer accepted which saves on material costs, gas, travel time and not to mention, trees.

With the help of BOE’s consultant, Psomas, the new online Development Services Procedure Manual (DSPM), was also recently implemented. Psomas staff researched thousands of pages of documents and spent countless hours interviewing several staff from each district office to develop the DSPM. Many of the district office “subject matter experts” had to be interviewed several times in order to extract all of the information possible. The DSPM outlines permit procedures to help train new staff, ensure consistency between the district offices and provide transparency to the customers. The DSPM is available to the public on the BOE internet website.

DSP staff have received compliments on the ability to transition from person-to-person service to electronic service without a large drop in responsiveness or permit performance. In fact, during the week of April 20th, DSP staff issued 300 U-Permits, a 7.1% increase over the average weekly number of 280 U-Permits issued during the current fiscal year.

This is a great example of how hard-working and dedicated DSP staff quickly adapted to meet customer demands. Of course, the transition to fully support customers electronically could not have been possible without the leadership of Deputy City Engineer, Ted Allen and the technical expertise of the GIS Application Section.

In closing, it should be noted that even though only a few DSP staff were mentioned by name, it really was a team effort in the way everyone in the program stepped up to meet the challenge with a real sense of urgency.

WEAR NON-MEDICAL FACE COVERING IN PUBLIC

Bandanas  Scarves  Other cloth or fabric

N95 masks are reserved for medical workers
The April 2020 issue of *Civil Engineering* magazine published by the American Society of Civil Engineers included an article titled *Best Places for Civil Engineers*. The City of Los Angeles ranked second in the country. The portion of the article about Los Angeles, shown below, featured an extensive interview with City Engineer Gary Lee Moore.

2. LOS ANGELES

In Los Angeles - the second city on ASCE’s list of the Best Places for Civil Engineers 2020 - the size and scope of civil engineering projects can seem as dramatic as any movie or television show filmed within Hollywood’s hometown. There are, for example, plans for a $9-billion rail line extension; a nearly $5-billion, 30-year program to design, build, and operate an automated people mover system at Los Angeles International Airport (LAX); $1.9 billion worth of freeway improvements; and a 30-year, $1.4-billion improvement program for, of all things, sidewalks!

Civil engineering work in Los Angeles can be so out-of-scale with other localities that a $500-million project is considered “small” there, whereas such a budget elsewhere might be a region’s “whole capital program for the next ten years,” notes Cris B. Liban, P.E., Env SP, F,ASCE, the chief sustainability officer of the Los Angeles County Metropolitan Transportation Authority. Known as L.A. Metro, the organization is a countywide entity covering the city of Los Angeles and 87 other cities and special jurisdictions in the region.

In addition to the enormity of its civil engineering projects, Los Angeles also offers engineers the chance to work on “transformational” projects that promote greater sustainability and try to improve the lives of some of the city’s most vulnerable residents, explains Gary Lee Moore, P.E., Env SP, MASCE, the City Engineer in Los Angeles’s Bureau of Engineering. For example, Moore points to a series of sustainability-focused projects that are revitalizing areas around the Los Angeles River, a concrete-encased waterway that historically served primarily as a flood-control system. But the city’s growing population and density - Los Angeles is expected to reach 14.5 million residents by 2030 - have led a drive to develop more open spaces, Moore says. This includes creating new parks, bikeways, pedestrian bridges, and other amenities along the L.A. River. In particular, the Taylor/Yard C2 River Park Project involves a 42-acre former railroad facility - and brownfield - that is part of a plan to help restore the ecosystems along an 11 mi corridor of the river from Griffith Park to downtown Los Angeles, according to the Bureau of Engineering.

Albion Riverside Park is another former brownfield along the river, and it now features soccer fields, a running track, and a playground for children - along with stormwater infiltration facilities. “We’ve taken an eyesore and transformed it into a park in a neighborhood that needed more open space and recreational opportunities,” Moore explains.

Noting that “sustainability is at the front and center of [the bureau’s] strategic plan,” Moore describes these efforts as “very exciting transformational projects for civil engineers to work on - not just traditional infrastructure projects, but projects that go beyond the imagination.”

Another nontraditional project is the city’s “A Bridge Home” effort, which is creating temporary housing centers to help move Los Angeles’s growing number of homeless residents “off the street and into housing,” Moore says. Generally constructed on empty lots, many of these shelters feature tension membrane structures for sleeping quarters; trailers with showers, restrooms, and laundry facilities; spaces for counseling services; and even areas to help homeless people care for their pets. Six such temporary centers have already been completed, providing more than 600 beds, Moore says. Over the next six months or so at least another seven facilities will be completed.

Although the Bridge Home program is probably “something none of us thought about when we went to [engineering] school,” Moore says that “there could be nothing more important than what we’re currently doing.”

New civil engineers in Moore’s bureau - he hires between 30 and 40 a year - get other opportunities to try out new approaches to their jobs via a formal rotation program that lets them experience three different aspects of engineering over their first three years of employment. It lets new engineers spend time in three of four departments within the bureau: design, construction, program management, and development services.

The rotation program “gives engineers an excellent opportunity to take theory and turn it into practice,” Moore explains. “People who never thought they wanted to do construction management fall in love with it. Those who thought they’d only want to do design love project management - and vice versa!”

“Being an engineer here forces one to get out of the typical engineer mold,” adds Liban, who stresses that engineers in the region can move beyond technical expertise and take on greater responsibilities in social, business, and even political activities. “The city is rich in opportunities for leadership roles,” he stresses.

At the same time, the volume of civil engineering work in Los Angeles can sometimes make it difficult for Liban to find all the engineers he needs for L.A. Metro projects. The sprawling size of the city itself, and its notoriously bad traffic, can also create problems. Some work sites can seem less desirable to potential employees because of long commutes, while other projects can have 20 or more engineers apply for each opening, Liban says.

Mentoring and investments in training programs are important aspects of civil engineering careers in the Bureau of Engineering and L.A. Metro. The promotion of diversity is also critical, says Moore, who notes that over the past four years some 40 percent of new engineers hired by the bureau were women.

Among the many major civil engineering projects recently completed or under way in Los Angeles is the Terminal Island Water Reclamation Plant’s Advanced Water Purification Facility expansion, which doubled the existing site’s capacity to produce 12 mgd of recycled water, providing a vital and reliable local water source.

Crossing the L.A. River will be the 3,500 ft long, nearly $500-million replacement of the Sixth Street Viaduct-an iconic structure that has appeared in multiple movies and other productions. The new bridge - dubbed “Ribbon of Light” - will feature 10 sets of illuminated arches as well as bike lanes and expanded pedestrian paths. There will also be a 12-acre park beneath the viaduct.

At LAX, the Landside Access Modernization Program includes the 2.25 mi long elevated automated people mover (APM), an electric train that will carry an expected 30 million passengers a year between the system’s six stations. The APM will also provide easy access to L.A. Metro’s new 96th Street station, which is linked to the $2-billion Crenshaw/LAX Transit project.

Other key L.A. Metro efforts involve the 9 mile long, roughly $9-billion Purple Line Extension Transit project, designed to provide high-speed rail service from downtown Los Angeles to the western side of the city.

continued on page 5
Sustainability Corner

by Edward Arrington, S.E., WCED

As the Bureau of Engineering joins Mayor Eric Garcetti in helping to battle climate change (see Mayor Executive Directive No. 25) it is incumbent on us to expand our knowledge and breadth of terms needed to effectively take on this task. On such term is Environmental Product Declaration (EPD).

The following is an excerpt from a “Frequently Asked Questions” (FAQ) listing on the State of California’s Buy Clean California Act for which the City of Los Angeles is a participant in to help us understand this very important sustainability document, particularly as it relates to this Act.

Q1. What is an Environmental Product Declaration, or EPD?

An Environmental Product Declaration (EPD) is an independently verified and registered document that reports a product’s environmental impact over its life cycle. (Think of it as a nutritional label for materials, except in this case, you are told of the extent of the material’s affect on the environment)

Q2. How do I obtain an EPD?

Contact a program operator to begin the EPD development process. A manufacturer will need to conduct a product life cycle assessment and utilize a program operator to verify and publish an EPD.

Q3. Where can I find a program operator?

You can find program operators at the Program Operator Consortium website.

Q4. What environmental impact category does the Buy Clean California Act use as a metric?

The Buy Clean California Act (BCCA) uses Global Warming Potential (GWP), which is reported as CO₂ eq.

Q5. What is Global Warming Potential, or GWP?

Greenhouse gases (GHGs) are those that trap heat in the earth’s atmosphere. Carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs) are types of GHGs. While all GHGs have the effect of trapping heat, each gas has a different amount of impact. The various GHGs produced when manufacturing a product, for example, can be represented by an equivalent amount of carbon dioxide associated with the warming effect of a given quantity of a GHG. This amount is labeled carbon dioxide equivalent, or CO₂ eq.

Q6. What construction materials are affected?

Structural steel (hot-rolled, hollow sections, plates), concrete reinforcing steel, flat glass and mineral wool board insulation.

Q7. Will any other construction materials be added to the BCCA?

It is likely that other materials will be added in the future. [Currently, the Bureau of Engineering is looking into adding concrete to its list]

Q8. Which state agencies have to comply with the BCCA?

The awarding authorities include: Department of Transportation, Department of Water Resources, Department of Parks and Recreation, Department of Corrections and Rehabilitation, Military Department, Department of General Services, Regents of the University of California, Trustees of the California State University and state agencies granted authority to work on public works projects under Management Memo18-01. [BOE is working on a Special Order that discusses compliance with this Act]

Q9. Who is responsible for setting the GWP limit?

The Department of General Services (DGS), Procurement Division, Engineering Branch. [BOE will identify GWP limits for additional materials it adds to its list of “eligible materials”]

Q10. How many limits will DGS establish?

There will be seven limits established for compliance by January 1, 2021:

• Three for structural steel (one each for hot-rolled sections, hollow structural sections, and plate)
• One for concrete reinforcing steel
• One for flat glass
• Two for mineral wool board insulation (one each for light and heavy density types)

Q11. Where will DGS obtain the data to establish the GWP limit?

DGS will obtain the data from publicly available EPDs.

Q12. How will the GWP limit be determined?

The legislation requires the limit to be set at the industry average of facility-specific GWP for the material. Prior to the required publication date, DGS will assess the data collected to date to determine the average. Since EPDs have a level of uncertainty in the reported GWP, DGS will add a tolerance to the baseline average to establish the GWP limit.

Q13. Will DGS exclude the GWP contribution from material fabricators when establishing the GWP limit?

Yes. For the four material types identified in the BCCA, the majority of GWP production is attributed to the manufacturer of the material rather than the fabricator. Therefore, the GWP limit will be based on manufacturer’s impacts. For example, a steel mill consumes much more energy to melt iron ore (or steel scrap) and forming it into a steel beam than a typical fabricator whose operations would consist of welding, drilling, or finishing. GWP production is directly proportional to energy use.

Q14. Once the GWP limit is established, will it ever be changed?

Beginning January 1, 2024, and every three years thereafter, DGS will review the maximum acceptable GWP for each material and may adjust the limit downward* to reflect industry improvements. (* The BCCA legislation prohibits DGS from adjusting the limit upward.)

Q15. Where and when will the GWP limit be published?

The GWP limits will be published on the BCCA webpage by January 1, 2021.

Q16. Who needs to submit EPDs to state agencies?

The successful bidder for a public works project must submit eligible material EPDs to the state agency awarding the contract. [BOE will issue a Special Order to address compliance for BOE projects.]

Q17. Is there a particular type of EPD that must be submitted?

An EPD must meet certain requirements before an awarding agency can determine material compliance. An EPD must:

• Be a facility-specific manufacturer EPD
• Be independently verified in accordance with ISO 14025 (Type III environmental declarations – Principles and procedures)
• Be developed according to the guidelines of the applicable Product Category Rule (PCR) as identified by DGS
• Have a validity date that has not expired
• Represent an eligible material (as described in Table 1, Section 2.0)

Q18. What is a facility-specific manufacturer EPD?

A facility-specific manufacturer EPD is a product EPD in which the environmental impacts can be attributed to a single manufacturer and manufacturing facility.

For the complete FAQ listing on EPDs visit the State of California Buy Clean California Act site at https://www.dgs.ca.gov/Procurement-Division-Resources-List-Folder/Buy-Clean-California-Act

1. Mayor Executive Directive No. 25 - L.A.’s Green New Deal: Leading by Example was published in the 2/12/20 BOE Newsletter.
Free COVID-19 Testing
Mayor’s press release:
LOS ANGELES (April 29, 2020) Mayor Eric Garcetti announced today that L.A. will be the first big city in America to offer wide-scale, free COVID-19 testing to all residents, whether or not they are experiencing symptoms of the virus. The testing will open to any resident of Los Angeles County, with tests administered at eight locations inside the City of Los Angeles.

“So long as COVID-19 spreads, we have to scale up our response - and because this disease can be a silent killer, we have carefully built the capacity to get more people tested,” said Mayor Garcetti. “No one should have to wait, wonder, or risk infecting others. Don’t leave it to chance. Schedule a test.”

The online portal where testing appointments are made now enables any resident of Los Angeles County to schedule a test, regardless of whether they are showing symptoms of COVID-19. Priority for the same or next-day testing is still given to people with symptoms, such as fever, cough, and shortness of breath. Testing is also prioritized for medical professionals and certain other critical front-line workers who interact with the public as part of their job duties.

The testing program - which began with one Los Angeles Fire Department-staffed location, and has grown to eight sites within the City and 34 across the region - has grown dramatically in just over one month. Thanks to partnerships with Los Angeles County and the nonprofit emergency response organization CORE, the program has already completed about 140,000 tests since March 20.

If you would like to schedule an appointment for testing, please visit coronavirus.lacity.org/testing.

Mayor Garcetti has taken several emergency actions in the fight against the spread of COVID-19, including a “Safer at Home” emergency order requiring City of Los Angeles residents to remain in their homes except for the most essential activities - including critical tasks such as securing food and health, safety and medical necessities, as well as caring for children, elder adults, family, friends and people with disabilities; an order that workers providing non-medical essential services, and their customers, must wear face coverings while in those work locations; a plan to shelter thousands of Angelenos experiencing homelessness; restrictions placed on bars, nightclubs, restaurants, movie theaters, entertainment venues, bowling alleys and arcades, gyms and fitness centers, and Recreation and Parks facilities across L.A.; and limits on public gatherings in City facilities.

More details and answers to frequently asked questions can be found at coronavirus.lacity.org

Fuentes to Receive CMAA SoCal Leadership Award
We are pleased to announce that Construction Management Division Manager Jose Fuentes has been selected as the winner of the 2020 Leadership Award by the Construction Management Association of America Southern California. He is being recognized for his leadership in the field of construction management and record of delivering successful projects.

The CMAA SoCal 28th Annual Awards Gala which was originally going to take place in May has been rescheduled to September 3, 2020 at the Hyatt Regency Long Beach, 200 S. Pine Ave., Long Beach, CA 90802.

Notice No. 10 Supplemental Street Design Guide
Notice No. 10 dated April 30, 2020 titled Supplemental Street Design Guide transmitted a supplement to the existing Street Design Manual, which was last updated in July 1986. Street design has evolved since then and the purpose of this supplement is to include the following design elements and street features not currently included in the Street Design Manual to better accommodate all users, including pedestrians, bicyclists, and transit riders in addition to motorists.

- Corner Radius
- Curb Extension
- Mountable Truck Apron / Pillow
- Bus Bulb
- Crossing Island
- Raised Crosswalk
- Traffic Circle / Mini-Roundabout

As with the original Street Design Manual, this supplement is intended for use by City of Los Angeles (City) staff, City design consultant staff, private developers, and anyone proposing to do work or implementing work within the City’s right-of-way.

The guide can be accessed via the internet by visiting eng.lacity.org, clicking on Technical Information, and then clicking on Supplemental Street Design Guide. The following is a direct link to the document:


If you have any questions regarding its use, please contact Ramnik Mungra at (213) 485-4526 or via email at Ramnik.Mungra@lacity.org.

The census response period has been extended to August 14, 2020
Respond without having to meet a census taker

My2020Census.gov
1-844-330-2020
by mail

Engineering Newsletter - 5/6/20
Mayor Delivers His State of the City Address

Mayor Eric Garcetti delivered his 2020 State of the City Address on April 19, 2020.

Good evening, Los Angeles.

President Martinez, Councilmembers, and fellow Angelenos who are staying Safer at Home: 46 days ago, our world changed. There were just under 100,000 confirmed cases of COVID-19 on the planet, and seven in Los Angeles county.

Here in Los Angeles, we took drastic measures immediately, and I know for some of you it felt early, but as I said at the time, when something feels wrong, it’s the right time to take action. Because by the time it feels right, it’s too late.

So we moved swiftly. And night after night, we asked more of you at every step.

The lessons of history taught us that the cities that acted the slowest during pandemics suffered the most, in the toll paid both in lives and livelihoods.

So, we moved quickly. First, we banned gatherings. Then, we closed bars and nightclubs, movie theaters, gyms, and concert halls.

We asked you to keep your physical distance and issued our Safer at Home order, and thanks to Governor Newsom’s extraordinary leadership, California acted later that same day.

We required you to wear a face covering if you entered or worked at many essential businesses. And within days, cities around the state and country did the same.

We asked you to sacrifice and help us save lives, knowing that it would be a blow to your stability and your income, but knowing that not doing this would be far, far worse.

And while we asked most of you to stand still, we counted on others to move fast. Medical personnel, government workers, first responders, grocery clerks, longshore workers, truck drivers all kept open vital lifelines and transformed our city to boost beds, buy supplies, and to keep our city services functioning.

With more people staying home, more trash had to get picked up, so we started offering extra trash collection free of charge.

With more cars parked on residential streets, we shifted street paving to major corridors to complete big projects faster and to keep our neighborhoods more serene.

With rising fear came more questions, so 3-1-1 operators and our help desk answered more calls. We kept the lights on and the water flowing. MTA operators kept buses in motion to take nurses to work.

Our City workforce has filled roles they never expected. DWP and Department of Transportation staff now deliver meals to the elderly. Sanitation and Rec and Parks employees help run centers that shelter Angelenos experiencing homelessness. Our housing and economic development teams connect people and businesses with loans and relief that can make the difference between ruin and recovery.

Just as these folks were vital to our City’s response, our city has been vital to our nation’s response, with our port and airport serving as the entry points for personal protective equipment that comes from overseas on its way to the doctors and nurses on the front lines in every corner of this nation.

In years past, our region has been hamstrung by bureaucratic and political barriers. Not this time. Building on relationships fostered over the last few years, we came together. County Board of Supervisors Chair Kathryn Barger and her colleagues have been incredible partners. Dr. Barbara Ferrer has become a steadying presence in our homes, like a family doctor for a county of 10 million.

I have convened the mayors of L.A. County’s 88 cities on the phone. Several times a week, I have a Zoom meeting with the mayors of California’s 13 biggest cities. I talk weekly with mayors nationwide and around the world, where we share ideas and best practices.

Some leaders pass blame, but I’m working with leaders who share responsibility. We talk about how to protect our residents and how we can work together to deliver a robust, just, and healthy recovery.

It’s been the honor of my life to serve this city for 19 years, and I’ve been proud to be part of this City family every single day I have worked here. The days are long, the years pile up, but whenever I’m tired, I think about my fellow City family.

For two decades I’ve witnessed acts of courage from your public servants: I’ve seen firefighters on the line, in the heat and the smoke protecting our homes and our people. I’ve cried with the families of police and traffic officers after they’ve given their lives to us. I’ve seen workers volunteer on their weekends to clean up an alleyway with community groups on their own time and on their own dime.

When I said that this government would not shut down, I was confident because I know the people who make up your City government. And I knew they would make good on that promise.

All of us remember the 2008 recession. Until now, it was the biggest economic blow of our lifetime, and it hurt. But there’s no way to sugarcoat this. This is bigger, and it will hurt more.

Our City revenues have plummeted. Hotel reservations have collapsed. After 9/11, our airport closed for two and a half days, passenger traffic fell by as much as a third that month, and it took 10 years to claw our way back. Today airport passenger traffic is down 95%.

From a fiscal perspective, this is the worst it’s ever been.

We’ve borrowed $70 million to date from our Special Funds and our Reserve Fund to front the costs related to our COVID-19 response.

Some of that will be reimbursed by the state and federal governments. Some may not.

But under no circumstances was I going to save pennies and lose lives. Rolling out testing for Angelenos at highest risk, expanding it to cover everyone with symptoms - these expenses we couldn’t shy away from. And they won’t be the last ones either.

I am so grateful that, together with this City Council, we had the foresight to build up our reserve fund, year after year after year.

Combined with a budget stabilization fund, we headed into the pandemic with reserves equivalent to double what we had before the great recession and the highest on record. You don’t get awards for saving money, cutting costs, and boosting bond ratings, but our prudence has paid off.

Tomorrow, the City Charter requires, and I will release my projected budget for the fiscal year that begins July 1.

I always say that budgets are a statement of our values. But this year, it is also a document of our pain.

Soon, many departments will have to operate at sharply reduced strength. Cherished programs will lose funding, while recreational and community services will see significant changes. We’ll have less to spend on removing graffiti and caring for our urban forest.

We face sharp limits right now. But I draw a red line around the foundation of our common good - those “back to basics” investments that keep our neighborhoods safe, our streets clean, our families housed, and our children and seniors fed.

We’ve already enacted a hiring freeze in our City government, and we will continue that in the coming year. Unfortunately, we must also face another painful reality: that our civilian employees will take 26 furlough days over the course of the next fiscal year, the equivalent of a ten percent reduction in pay.

I don’t take that step lightly. Every day we’re down one person is a loss to our City.

It’s my priority to reduce the number of furlough days as soon as possible, and I’ve called on the federal government to either loosen restrictions on emergency funds that prevent us from using them to replace lost revenue, or in the next cares package, help bail out cities, as they’ve bailed out banks.

The bottom line, though, is, just like households are doing, we will have to scale back the scope of our spending.

But even as we scale back, we will never lose sight of our core commitments to protect your health, to jumpstart your recovery, to deliver your fundamental services, as we continued on page 7
keep pursuing our long-term missions: ending homelessness, saving our planet, and eradicating poverty.

Hard times like these raise big questions. And there are four that we need to ask ourselves right now.

First is the most urgent: how will we make it through?

It may be months before we safely gather in large groups. It may be a year or more before a vaccine or medicine frees us from periodically returning to safer at home. But I’m so proud of what we have done as a City to stanch the bleeding. Emergency protections like our eviction moratoriums and our rent freeze are helping.

Our manufacturers have retooled their assembly lines to produce face coverings and essential equipment and keep people at work. Our labs and universities have lent their expertise on testing, tracing, and economic revitalization.

And our philanthropic community has stood up to ensure that no one gets left behind. With donations large and small, the Mayor’s Fund for Los Angeles has put food on the table and grocery cards in people’s hands; provided childcare for our healthcare workers, meals for our seniors, and beds and safe havens for victims of domestic violence.

And my wife, Amy Elaine Wakeland, First Lady of this City, was a driving force behind our launch of the Angeleno Card initiative of the Mayor’s Fund, which offers funded debit cards to our low-income neighbors and doesn’t discriminate based on immigration status.

The resilience and resolve of this City is on display every single day, in our embrace of physical distancing, in mutual aid networks and neighborhood support groups.

Right now, we’re in the first battle of this fight. Without a vaccine, we will almost certainly see a second wave of this novel coronavirus. But let me be clear: we cannot stay indoors for six or seven months without risking an even greater economic catastrophe.

So that brings us to the second question: when can we begin to leave our homes?

The choice between saving lives and saving our economy is a false choice. The only way we can save our economy is by saving lives, and the only way we can save lives is by clearing a path to safely reopen our economy.

So how do we get there? Just as we didn’t wait for cases to ramp up to take action, we don’t wait for cases to ramp down to start planning. Last week, I laid out the key elements of our return.

One, testing both for the virus and for its antibodies.

Two, real-time dynamic monitoring to see where cases are, followed by three, an immediate tracking and tracing response to quarantine people so that the virus can’t spread to others.

Four, we need to build and maintain our hospital capacity, both the human talent of nurses, techs and doctors, and the equipment and supplies so they can safely treat the worst cases.

And five, we need ongoing research & development into treatments and a vaccine for this disease.

To lead this effort and rebuild our economy, I have proposed the formation of a “CARES Corps” - a coalition of local governments and health agencies, medical professionals and businesses, backed by federal funding and built to combat covid-19 and to accelerate our economic recovery.

In the short term, the CARES corps would helm contact tracing efforts, deliver food to vulnerable populations, support testing sites, build and staff shelters, and assist small businesses.

In the long term, it will address systemic disparities in access to medical services, incentivize careers in high need fields, train corps members in disaster response, and cross-train individuals from the public, nonprofit, corporate, and independent sectors to support essential services during emergencies. It will take advantage of the skills of public workers and put to work unemployed Angelenos.

And we will get this done by putting the power in the hands of any Angeleno willing to step forward.

The CARES corps is only one facet of our comeback. We’re also going to have to accept lasting changes and new realities in our daily lives, new rules of the road for our workplaces, our schools, our train stations and airports and malls.

And I want to be clear: it won’t all happen at once. Going back out won’t be like flipping a single switch in a single moment. Think about a circuit breaker box. To stay safe, some switches stay off while you turn on the lights one room at a time. It won’t be everything at once.

But it will be so much better than the darkness.

Our third question is about that darkness. When we do go back, what damage will have been done?

At the height of the great recession, our city’s unemployment rate hit 13.4 percent. Today it’s higher. Preliminary numbers for the top of this month show nearly 300,000 Angelenos unemployed. That number will rise. Behind those numbers are neighbors, behind those statistics, stories, and it hasn’t fallen upon us equally. Fewer Latinos, Asian Americans, and African Americans have the option of working from home. Many working-class Angelenos of color who could keep working have had to risk their health by doing so, so we were among the first cities to protect vulnerable workers by requiring face coverings and hand sanitizer at essential businesses.

So far 600 of our neighbors have died from COVID-19 across the county. Nearly 3,400 have been hospitalized.

There’s good reason to believe that your actions have flattened this curve, but to be clear, the numbers are still going up. Yesterday, we lost 81 Angelenos. Until our numbers start to shrink, we still have work to do.

And each one of those dots on a graph represents one human life cut short. And that one life is connected in turn to families, communities, workplaces, neighborhoods. We are all inextricably linked to every single loss, each day.

And in the grip of this disease, that means a final embrace denied, for the sake of the health of loved ones and medical personnel. This cruel virus steals even the hour to gather and mourn and salute their memories.

We are in the midst of a collective trauma that will leave none of us unmarked and so many of us deeply wounded.

If there’s any justice to be had, it will be in how we heal.

Which brings me to my final question: when do we return, who do we want to be?

You see, outside of our homes there is a great city waiting for us. The things we love about L.A. Will persist: our weather, our music, our food and culture, our drive to transform and innovate, our freedom, and what we believe in - the idea that we all belong to a block, a neighborhood, to this entire place, and to one another.

We live, in the words of my friend Antonia Hernandez, in a city that is an imperfect paradise. While our weather and our people are unmatched, we, like everyone, struggle with our challenges. We grapple with homelessness, with children growing up unequally, with traffic and pollution, with decades of neglect that have piled up.

And while we set the pace for the nation in so many ways, in innovation, in freedom, in belonging, we must ask of our city and our nation, at this time, is normal really what we want to come back to?

Before this crisis, on a normal day in the United States, we could see the federal minimum wage stand still for years while executive compensation knew no limit, and hear the slogan of America first elevated above actually putting all Americans first, pushing our immigrant neighbors into the shadows.

We knew some families who could easily pay the full costs of college, while too many others drown in debt.

We had some friends who had better health insurance and better health, and others whose bodies pay the toll of the discrimination in our society and disparities in our medical system.

Long before this, too many Americans had been forgotten by a country that speaks about the many, but too often favors the few.

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But just as I believe that Los Angeles was uncommonly prepared for the unforeseeable, I believe that Los Angeles can inspire the groundwork for a future that is much better than normal ever was.

To have 36,000 people without a place to call home - that was a public health crisis well before COVID-19 came along.

I called for a FEMA-level response to our homelessness crisis almost two years ago, and it took this virus to finally get the federal funding to begin to make it happen.

As a City, we haven’t been waiting to take action. We’ve been digging deep, passing record investments like Prop HHH and Measure H to deliver housing, healing, and hope to the unheltered. But in this crisis we have a new county-wide plan to find thousands of hotel and motel rooms to prevent the spread of the virus among people experiencing homelessness. And once those fellow Angelenos come inside, they must not return to the streets.

We passed a moratorium on evictions. But let us guarantee that the loss of a job need not mean the loss of your home. Let’s back with federal funds a suspension of rent and mortgages during this crisis. Let’s use a massive expansion of Section 8 to create the affordable and the social housing that will end our housing crisis for good.

Here, we made our College Promise - the largest now in the country - our commitment to making community college free for every LAUSD graduate.

Let’s build on that nationwide with a promise to make college free for everyone who wants it.

Give millions more the opportunity to pursue education as part of our recovery, to attend four-year universities as well as trade schools and community colleges as a way to get ahead, just as the GI Bill after World War II democratized education and wealth.

The soul of our recovery will shape the contours of Los Angeles’ future. We’ve been addressing our biggest problems head-on: homelessness, traffic. So let’s not just try to recapture the past when we have the blueprint of the city of the future.

A few footsteps away from here, seven years ago, I stood on the steps of City Hall and made a promise to get us back to the basics. We filled enough potholes to fill the Coliseum. We paved enough streets to stretch half the length of the equator. We didn’t do it to stand still, we made ourselves a runaway to our destiny.

Strengthening City services, common sense reforms and a culture of problem-solving - these were the keys to building up our economy. That same solid foundation will help us build it again. After the last recession, we recovered faster than the state, and the state faster than the nation. Los Angeles was a sprinter.

And that same solid foundation and that same speed can help us do it again.

We’re not just Angelenos. We are the caretakers of the third-largest metropolitan economy on the planet.

We don’t just live in L.A. We work in the nation’s busiest port and live in some of the safest neighborhoods in recorded history.

And as we look ahead, we carry no small plans. So, here’s the deal I’m going to put on the table.

To our friends in Washington, D.C.: Do what it takes to keep us building. Pass a national infrastructure bill now, so we can put people back to work, and we’ll show the country how to get it done.

In L.A., We have already begun this work.

We passed Measure M, the sales tax measure that funds our transit vision, the nation’s biggest in history, times two, a vision of connected communities, 21st century infrastructure, and an L.A. economy that’s green, resilient, and built to last.

When we passed it, I said we would produce over 787,000 middle-class, recession-proof jobs and I said we would make those jobs found their way to communities who have too often been denied a fair share of our common prosperity. Now it’s time to accelerate those jobs.

But with transit agencies nationwide bleeding right now, we need federal support to keep America moving.

When I released L.A.’s historic Green New Deal, I thought I would see my grandchildren before I would see a sky as blue and pure as the one outside our windows today. We won that sky by saving each other from a disease. But if we can keep that sky blue, we can save many more lives from asthma, from cancer, and from climate catastrophe. Do we dare do any less? We’ll need bold steps to protect our planet and build a green economy that works for everyone. Let’s take them.

Because L.A. Leadership gets results. We’ve led the way by staying home and by raising the wage. We’ve led the way by wearing face coverings and by protecting the undocumented. Those Angeleno cards were followed by California’s $125 million fund to support immigrant families - let’s follow that by opening every part of our recovery to every immigrant no matter their status.

You see, when Los Angeles takes action, we inspire the nation and the world. And god knows we could all use a little inspiration right now.

The shock to our economy and our lives recalls the scale of the challenges faced by the generation who sacrificed through the Great Depression and world war two and who turned their eyes to president Franklin Delano Roosevelt.

What he offered throughout was reassurance and resolve, healing and hope. And in his second-to-last State of the Union address, he said that “true individual freedom cannot exist without economic security and independence.” He told us that on top of the liberties of speech and worship, we must guarantee jobs, homes, medical care, education, and protection in old age and infirmity.

Roosevelt didn’t try to get America back to normal. He painted a picture of “new and better days.” He called us to imagine not only what we could have, but what we could and must stand for.

We owe each other no less this very day.

The forces that fought the new deal tooth and nail would be astonished to see how much more wealthy our nation is today, and how much more concentrated that wealth is once again.

This nation has the resources to fund a real recovery. And it must, so that we can hire and train the teachers, the homeless outreach workers, the contact tracers, and lab technicians of the cares corps.

Because the stark budget choices in front of us must not be the final don’t. Don’t bail out banks but leave cities with cuts and collapse.

If you want to reopen America, America’s cities are where this nation begins. A weakened city brings the pain of laid off workers, fewer services and sends ripples through every main street and every home. But in resilient and strengthened cities, businesses will find their footing once again, the jobless will find their work and their worth, and communities will protect their loved ones’ health.

Our strong City is willing to lead the recovery just as we moved fast when the pandemic arrived. We, like cities across this country, must not be abandoned now.

So, tonight, I stand before you because our City’s Charter directs the mayor to “publicly address the Council on the state of the city.” I’ve never before hesitated to assure you that our city is strong.

But I won’t say those words tonight.

Our City is under attack. Our daily life is unrecognizable. We are bowed and we are worn down.

We are grieving our dead.

But we are not broken, nor will we ever be.

So the real question - the real test - is how we will come back. Not just our initial response and recovery, but our commitment to each other and to long term change.

The spirit that we have felt each night at home and across this city is the spirit that must move our economic recovery and our commitment to heal an unjust world.

There is no plan, no purchase, no wall that will forever protect Los Angeles from a threat like this. But we can forever promise ourselves that the next threat we face, we will face stronger and more equal, with the chasm between rich and poor closed and covered. We can promise ourselves that we will leave behind the old normal in favor of continued on page 9
Design Competition for a New Los Angeles Streetlight
Deadline Extended to June 1st for High School Students

Know any Los Angeles area High School Students? Pass this on!
The City of Los Angeles is excited to launch the L.A. Lights the Way streetlight design competition. The goal of the design competition is to select a new standard Bureau of Street Lighting (BSL) streetlight design that connects with the rich design tradition of the Los Angeles streetlight while also incorporating new requirements related to technology and climate and making room for text or other elements reflecting community input.

High School Student Competition Summary
The City of Los Angeles is inviting students to submit designs for a unique LA streetlight pole. There is no entry fee for students. The winners of the design contest will be presented Inspirational Awards and $500 cash as the prize. The design will be used to inspire the final LA pole design.

Student Competition
The Student Competition will be open to high school students in schools located within the City of Los Angeles, its departments, boards, commissions, successors, and assigns. The school must be listed as an eligible school that has registered with the LA Light the Way program.

School Competition Jury, in alphabetical order: Jessica Caloza, Public Works Commissioner; Nia Smith, Mayor’s Youth Sustainability Council; Megan Hackney, Assistant Director, Bureau of Street Lighting; Christos Chrysiliou, Los Angeles Unified School District

Selection criteria:
- 35% Originality and strength of the proposal’s design vision
- 35% Creativity and feasibility of the proposal’s strategy
- 30% Visual coherency of the proposal

Program Description
The program for the BSL Student Design Competition includes one basic streetlight model. The competition may include a new fixture/ luminaire design as an option. The City's basic streetlight currently is a tapered round galvanized steel pole that have a four foot arm with a standard street light fixture at the end that provides for the illumination of the roadway. There is no base or other decoration element of this pole. This basic system has been in place since the 1950 with few iterations that includes fluted poles.

The City would like students to design a new standard streetlight that will be unique for the City of LA and meet the following guidelines:
- The pole must have a height of 30’ to 32’.
- The pole must have an arm that reaches out 4’ from the pole.
- Streetlights are typically placed with the centerline 2’ behind curbside.
- A base for the pole is strongly recommended.
- Placement for a cultural placard at 5’ to 6’ up on the pole. This placard will have an LA poem inscribed on it.
- The competitor must designate the material used for the streetlight (preferably a recyclable, sustainable material that reduces environmental impact and mitigates operations and maintenance issues such as copper wire theft and rust).
- The competitor must designate at least one color for the streetlight. The competitor may include up to three colors.

Required elements:
- Streetlight - The streetlight will be considered the main element of the design. There are certain criteria the streetlight design must meet. Basic Elements - These elements include the streetlight, luminaire, and cultural plaque, LED Strip, LA logo or other marker to signify this is an LA pole.
- Luminaire/Fixture - The design may include a new fixture design or you can use the fixture to the right.
- Pedestrian Fixtures - Pedestrian fixtures are mounted on roadway streetlights oriented over the sidewalk area to illuminate the pedestrian pathway. The design submittals shall include a rendering with a pedestrian fixture attached.
- Cultural Plaque - For lack of a technical term, a “plaque” to carry text - poetry, references to community and architectural history of particular communities, etc or some other means of conveying text, with a particular emphasis on legibility for pedestrians. The poetry selections for the new pole will be completed by the City’s Poet Laureate in the Spring 2020. This piece should be at a normal height level for reading.
- LED strip
  - Recommended 3-foot strip with LED lights. (Length).
  - The proposal should recommend the appropriate height from the ground.
  - Colors can change for context of event and emergencies
- Shade Sail - Streetlight pole design with a “Shade Sail” or other shade element, including hardware to affix that element to the pole

Applicants Registration
Registration is not necessary but please visit our website at and sign up for announcements so you don’t miss any events or changes to the program or follow us @LAlight.

Timeline
All student submittals should be sent to the following address:

Bureau of Street Lighting
LA Lightpole Student Design Competition
1149 S. Broadway, Ste 200
Los Angeles, CA 90015

Or emailed to LAlightsthewaySC@lacity.org

Deadline for submittals has been extended to June 1, 2020 at 4:00 pm.

Submittals
The submittals should be on an 11” X 17” sheet of paper with your name and email address on the back of the paper and a front sheet that is 8 1/2”X11”. Your submittal can use any type of drawing method or electronic drawing method.

Awards
Student category: A total of no more than five student entries will be chosen to receive Inspirational Awards, which will include a cash prize of $500 each. The award amounts will be sent to the school who will distribute the cash award to the student. The winners will be notified through email and invited to the Board of Public Works for their award and prize. If the winner cannot attend the prize and award will be sent through the school.

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a new justice.
Our City is hurting. How could it not be? But our City is ready.
Our eyes are open wide to the high demands of justice.
Our arms, outstretched, announcing to a neighbor we may not touch that we will not let you fall.
Our hearts, Los Angeles, are stronger than ever. We are the City of Angels and we will fly again.

Thank you, and good night.
The Construction Management Association of America Southern California Chapter is offering the following seminars. For additional information please go to www.cmaasc.org.

Coronavirus Impacts & Implications for US Construction and LA Metro’s Construction Market Analysis on May 7, 2020, 9:00 am - 10:30 am, Zoom Meeting. Log in/access information will be e-mailed 24 hours prior to the meeting.

Hear from Ken Simonson, AGC’s Chief Economist, to learn about AGC’s recent survey on the impacts and implications of the Coronavirus on US construction. Also hear from Brian Boudreau, LA Metro, about Metro’s recently completed construction market analysis, which includes the impacts of the Coronavirus.

Register by May 6, 2020: $75/member - $75/non-members.

Construction Safety in the Age of COVID: Safety Best Practices Panel Discussion on May 13, 2020, 8:30 am - 10:30 am, Zoom Meeting. Log in/access information will be e-mailed 24 hours prior to the meeting.

COVID-19 outbreak conditions have changed construction job site protocols. Please join us for an informative discussion including information about virus, its transmission, and impacts. This educational panel discussion will feature industry safety leaders and medical professionals to address COVID-19 planning guidance and best practices for construction and engineering projects. The discussion will focus on strategies and protocols for employers, managers and safety professionals to implement for construction site, engineering, administrative, and work place safety.

Moderator: Cameron Desart, Safety Manager, Twining, Inc.
Panelists: Shree Jay Krishnan, MD, FACP, FHM, Internal Medicine, SCPMG; Steve Shingary, Southwest Division Safety Manager, Flatiron Construction; Jim Wathen, CSP, Safety Director, C.W. Driver; Rodd Webber, Safety Director, The PENTA Building Group
Register by May 12, 2020: $45/member - $75/non-members.

Building Commissioning from Inception to Facility Operations on May 19, 2020, 8:30 am - 10:30 am, Zoom Meeting. Log in/access information will be e-mailed 24 hours prior to the meeting. Join us for a panel discussion on:
- What changed under the current code and how to stay in compliance?
- When should you bring on a commissioning professional on board to be cost effective?
- What are your typical commissioning construction phase best practices and pitfalls?
- How is the final commissioning baseline report useful for the life of the building?

Moderator: Ed Roman, Western Region Commissioning Manager, SysTek, A Twining Company
Panelists: Travis Short, President, SysTek, A Twining Company; Joshua Massey, Project Executive, IMEG Corp.; Geraldine Massey, Engineer, P2S, Inc.
Register by May 18, 2020: $45/member - $75/non-members.

China Lake Earthquake Recovery Program on Thursday, May 21, 2020, 11:30 am - 1:30 pm, Joint teleconference. Log in/access information will be e-mailed 24 hours prior to the meeting.

The Society of American Military Engineers (SAME) Orange County Post and CMAA-Orange County are hosting a joint Teleconference to discuss the China Lake Recovery Program, with original estimates of $5.2B escalating to more than $6B. The California Ridgecrest magnitude 6.4 and 7.1 earthquakes that occurred in July greatly affected Naval Air Weapons Station China Lake base facilities. The work includes services to repair, replace, upgrade, and construct new facilities, utilities, and roadways.

NAVFAC had teams assess all buildings, utilities and facilities - 3,598 structures in all. Replacing buildings alone would cost $2.2 billion or more, but officials also must replace or repair specialized equipment, furniture, machine tools, telecommunication assets and other facilities, the document shows. Some of the highlighted projects include:
- The base's Hangar 3, which holds advanced weaponry and aircraft, suffered structural cracking. Replacing Hangar 3 alone is estimated to cost nearly $350 million.
- Michelson Laboratory houses Wing 8, a unit that tests advanced weapons technology. The lab was declared unsafe due to column and beam stress, major cracks throughout the facility's foundation and extensive damage to the facility's equipment and offices. Repairs are estimated to cost more than $270 million.
- Additional hangars, as well as the base's primary air traffic control tower, also must be replaced.
- Base utilities also suffered extensive damage and authorities estimate they need to fix 150 water valves, 180 electrical transformers and 400 electrical poles.
- Wastewater lines and natural gas systems remained untested at the time of the Navy's damage assessment report, but the report warned officials to “expect significant damage once operation of the base resume.

Presented by: John W. Coon, P.E., NAVFAC Chief Engineer
Register by May 20, 2020: $25/person. All revenue proceeds will be donated to non-profits.

Managing Stress Associated with the COVID-19 Outbreak and Optimizing Productivity from Home on May 26, 2020, 2:00 pm - 3:00 pm, Zoom Meeting. Log in/access information will be e-mailed 24 hours prior to the meeting.

The COVID-19 (coronavirus) outbreak has the potential to increase stress and anxiety. This can be because of the fear of catching the virus, stress of work practice changes or because of uncertainty about how the outbreak will affect us socially and economically. Join us to hear from expert about practical steps you can take to improve your wellbeing and productivity.

Emcee: Talin Espinoza, Chief Strategy Officer, Twining, Inc.
Moderator: Gregory Grabowski, PE, LEED AP, CCM, GCC LLC
Panelists: Clare Bielecki, Director of Business Development, Kitchell CEM; Tess Hamberg, MS, Wellness Consultant, WSP; Dr. Kendon Dressel, Salus, LLC
Register by May 25, 2020: $45/member - $75/non-members.

Inland Empire Education on May 27, 2020, 8:30 am - 10:30 am, Zoom Meeting. Log in/access information will be e-mailed 24 hours prior to the meeting.

Inland Empire Colleges have come a long way in the advancement of student admissions and achievements. None of this would be possible without the support of the community, bond program funding and a robust construction program. Speakers will also address the effects of COVID-19 has had with their capital programs.

Moderator: Brandon Dekker, Cannon-Design
Speakers: Hussain Agah, Associate Vice Chancellor, Facilities Planning and Development, Riverside Community College District; Farrah Farzaneh, Director, Facilities Planning and Construction, San Bernardino Community College District; Mac McGinnis, Program Manager MAAS, College of the Desert; Troy Ament, Executive Director of Facilities and Construction/EFC, Chaffey College; Jennifer Sorenson, Associate Vice President, Facilities Planning and Management, California State University San Bernardino
Register by May 26, 2020: $45/member - $75/non-members.

Riverside County Transportation Commission Plans on June 2, 2020, 8:30 am - 9:30 am, Zoom Meeting. Log in/access information will be e-mailed 24 hours prior to the meeting.

Hear about RTCI’s plans moving forward including the agency’s enhanced safety practices at project sites, fiscal responsibility, and economic recovery from COVID-19.

Speaker: Michael Blomquist, Toll Program Director, Riverside County Transportation Commission
Register by June 1, 2020: $45/member - $75/non-members.
Construction Network Seminars

The Construction Network - Connecting Owners to AEC and CFM Industries. To RSVP: www.construction-network.net

Caltrans D7 Project Updates on Wednesday, July 15, 2020 at City Club, 555 S. Flower, 51st Floor, L.A., 90071, 8:00 Registration, 8:30 am Presentation. Speakers: John Bulinski, District Director; Gloria Roberts, Chief Deputy Director; Mark Archuleta, Deputy District Director, Construction; John Yang, I-5 Construction Manager.

Registration: $89/person until 6/23/20, $129/person until 7/10/20. After 7/10/20 $149/person at the door.

California Prevailing Wage Law - How to protect yourself against fines, penalties and interest on Thursday, July 16, 2020 at the Long Beach Marriott, 4700 Airport Plaza Dr., Long Beach, CA 90815, 8:00 am Registration, 8:30 am Seminar.

A must for owners, estimators, project managers and office administrators who are involved in public works projects. Topics:
• New statute AB 5 - The practical end of independent contractors
• Critical updates and hot topics
• Compliance 101
• Know the difference between prevailing wage and Davis Bacon requirements
• Projects covered by state and/or federal prevailing wages
• Apprentice requirements
• Determining the correct rate/classification
• Recordkeeping requirements, including CPR
• Enforcement and Penalties

Instructor: Larry Lubka, Esq., Lubka & White LLP
Registration: $89/person until 6/23/20, $129/person until 7/10/20. After 7/10/20 $149/person at the door.

Legal Seminar: Design-Build Delivery - Best Practices for Success on Tuesday, August 11, 2020 at the Long Beach Marriott, 4700 Airport Plaza Dr., Long Beach, 90815, 8:00 am Registration, 8:30 Presentation.

In today’s construction market, the overwhelming majority of construction projects use some form of alternative delivery. Design-Build is a delivery method that has emerged in popularity over the last two decades on both public and private projects. However, this is by no means a fail-proof means of delivery. This informative seminar will help to ensure a greater likelihood of project success. Learn the following:
• Pros and cons of design-build compared to other delivery methods
• Understanding and managing risks and liabilities unique to design-build
• Benefits of teaming agreements
• Implementation of best practices during planning, design and construction
• Managing design deficiencies, differing site conditions, schedule delays and constructive changes

• Discussion of published case law and actual project experiences
• Tips for successful design-build project and much more. . .

Presented by: Mary Salamone, Esq., Partner - Procopio; William Reifsteck II, FDBIA CRIS, Director, Preconstruction - Wecbro Builders
Cost is $89/person until 7/21/20, $129 until 8/7/20, at the door $149.

Community College Districts - Capital Construction/Bond Program Updates on Thursday, September 1, 2020 at the Long Beach Marriott, 4700 Airport Plaza Dr., Long Beach, CA 90815, 8:00 am Registration, 8:30 am Seminar. Speakers: Joel Peterson, Director of Facilities, Glendale Community College District; Ynez Delgado Canela, Local Business Outreach Administrator, Measure CC, San Bernardino Community College District; Troy Ament, Executive Director, Construction & Facilities, Chaffey College; Nawar Al Juburi, CCM, LEED GA, Project Manager, DSACoordinator, South Orange County Community College District.

Moderator: Fred Parker, Director of Operations, GAFCON.

LA Metro Upcoming Rail and BRT Projects on Tuesday, September 22, 2020 at City Club, 555 S. Flower, 51st Floor, L.A., 90071, 8:00 Registration, 8:30 am Presentation. Speaker: Bryan Pennington, Deputy Chief Program Manager Office.
Cost is $89/person until 9/1/20, $129 until 9/18/20, at the door $149.

Exposition Park California Master Plan & Project Updates on Wednesday, September 30, 2020 at City Club, 555 S. Flower, 51st Floor, L.A., 90071, 8:00 Registration, 8:30 am Presentation. Speakers: Ana Lasso, Exposition Park General Manager; Neal Payton, FAIA, LEED-AP, Principal, Torti Gallas + Partners.
Cost is $89/person until 9/8/20, $129 until 9/25/20, at the door $149.

Los Angeles Community College District Project Updates on Thursday, October 1, 2020 at City Club, 555 S. Flower, 51st Floor, L.A., 90071, 8:00 Registration, 8:30 am Presentation. Guest speaker: Dr. Ruben Smith, Chief Facilities Executive, LAACC.

L.A. County Department of Public Works Capital Program Update on Wednesday, October 7, 2020 at the City Club, 555 S. Flower, 51st Floor, L.A. 90071, 8:00 am Registration, 8:30 Presentation. Guest speakers: Vincent Yu, Assistant Deputy Director; Joseph Nicchitta, Director, Department of Consumer and Business Affairs; Michael Owah, General Manager, Internal Services Department.
Cost is $89/person until 9/15/20, $129 until 10/2/20, at the door $149.

OC Streetcar Project Update on Thursday, October 15, 2020 at the Long Beach Marriott, 4700 Airport Plaza Dr., Long Beach, CA 90815, 8:00 am Registration, 8:30 am Presentation. Guest speaker Jim Beil, Executive Director, Capitals Programs, OCTA.

City of Los Angeles Bureau of Engineering Project Updates on Tuesday, October 20, 2020 at the Westin Bonaventure, 404 S. Flower St., L.A., 90071, 8:00 am Registration, 8:30 am Presentation.
Featured speakers: Deputy City Engineer Alfred Mata, Deputy City Engineer Julie Sauter, Deputy City Engineer Kenneth Redd, Deputy City Engineer Mahmood Karimzadeh.
Registration cost: $89/person until 9/29/20, $129/person until 10/16/20, $149 at the door after 10/16/20.

OC Public Works Capital Program Update on Thursday, October 22, 2020, at the Long Beach Marriott, 4700 Airport Plaza Dr., Long Beach 90815, 8:00 am Registration, 8:30 am Presentation. Guest speakers: Edward Frondoso, P.E., Deputy Director, Construction and Fiona Man, P.E., Program Manager, Infrastructure Programs.
Cost: $89/person until 9/29/20, $129/person until 10/16/20, $149/person at the door.

LA Metro P3 Projects on Tuesday, November 3, 2020 at the Westin Bonaventure, 404 S. Flower St., L.A. 90071, 8:00 am Registration, 8:30 am Presentation. Featured speaker is Colin F. Peppard, Senior Director, Office of Extraordinary Innovation.
Registration: $89/person until 10/13/20, $129/person until 10/30/20. After 10/30/20 $149/person at the door.

Thanks to MTD

This e-mail was sent to Curtis Tran, Metro Transit Division:
Date: Thu, Apr 9, 2020 at 12:40 PM
Subject: Water Line Approvals/Closure

Curtis,

I wanted to thank you and the entire LABOE MTD team on behalf of the Metro PLE Section 2 project team for your efforts in granting approval for the Water Line relocation work and for helping us obtain the 24 hour closure at Constellation Blvd.

Thanks again for your prompt reviews, your hard work and continued support in getting this project built.

Thank you,
Carlos Martinez
LA Metro
Director, Construction Management
Purple Line Extension Section 2
Arrivals
Karla Bissonnette, Civil Eng Assoc I, WCE; Eric Chang, Architectural Assoc I, ARC; Brian Beggs, Civil Eng Draft Tech, EED; Jenson Lee, Civil Eng Assoc I, WLA.

Promotions
Katie Doherty, Sr. Environmental Engineer, EED; Armen Mehrabian, Civil Eng Assoc II, CEN; Tracy Tate, Civil Eng Assoc II, WLA; Wirikit Wichianchan, Civil Eng Assoc II, POD; Eric Chang, Architectural Assoc II, ARC.

Departures
Cindy Pham, Sr. Civil Engineer, retired, WCC; Mark Nakata, Sr. Mgmt Analyst II, retired, ARC; Edmond Yew, Pr. Civil Engineer, retired, LGD; Phillip Wilson, Civil Eng Assoc III, retired, HAR; Fred Burnett, Eng Geologist I, retired, GED; Yan Dai Core, Civil Eng Assoc IV, retired, MT; Shokoufe Marashi, Environmental Supvr I, retired, EMG; Imani Elston, Student Engineer, resigned, WCC.

Professional Registration
Karynna Carlos, Civil Eng Assoc II, PE License, MTD; Matthew Quintanilla, Civil Eng Assoc II, PE License, WCC; Eric Chang, Architectural Assoc II, Licensed Architect, ARC; Luis Torres, Land Surveying Assistant, LSIT, SUR.

ICC Certificates
Renz Soriano, Civil Eng Assoc I, CEN; Patrick Schmidt, Geotechnical Engr III, GED; Bryan Powell, Civil Eng Assoc I, POD; German Panagua, Civil Eng Assoc I, PCE; Richard Liu, Civil Engineer, MTD; Katrina Yamakawa, Civil Eng Assoc IV, MTD;

Corrections
Corrections to the April 8, 2020 BOE Newsletter:

Under ICC Certification the correct title for Nadir Shah is Sr. Civil Engineer. His title was inadvertently listed as Civil Engineer.
Under Professional Registration Kayla Truong, Civil Eng Assoc II, was mistakenly listed as receiving her EIT, which she already had.

Memorial Day Holiday
Monday, May 25, 2020, is a City holiday. Remember to mark your timesheet for that day as HO 8.0. Since the holiday is only for eight hours, those of you on the 9/80 schedule must adjust your hours accordingly within the same pay period. (Non-FLSA exempt employees can only adjust their hours within their defined work week.) Check with your division timekeeper if you have any questions.

Notice No. 07 Board Report - Electronic Process
Notice No. 07 dated April 15, 2020 titled Board of Public Works Report Electronic Procedures states that effective immediately, in compliance with Mayor Garcetti’s Safer at Home emergency order, and in accordance with the Bureau of Engineering telecommuting plan, all Board of Public Works (Board) reports and motions will be processed electronically until further notice. The Board Report Unit (BRU) has established the following procedures for electronically processing proofs, edits, initialed approvals, and finalization of all Board reports and Board motions.

All draft Board reports and motions that require corrections should be done in “Track Changes” in Word. After editing, the Board report/motion is required to be saved as a Word document with the following naming format: file_name_division_acronym_your_initials_current_date. An example of the required naming format is the following: 03-2020-0031_ADM_fr_04-02-2020. The edited Board report/motion must then be emailed as an attachment to eng.boardrpt@lacity.org. This will serve as your initialed review/approval of the Board report/motion. The BRU will then save this version of the electronic file, with the revised naming format, for tracking and record-keeping purposes.

All final Board reports/motions requiring approval shall be signed in the designated place, scanned, uploaded, and saved as a PDF in the same naming format as above (file_name_division_acronym_your_initials_current_date). The final Board report/motion must be submitted using the same process identified above so that the BRU staff can complete the submission of the signed Board report/motion to the Board Office liaison for further processing.

For any BOE staff that is not familiar with “Track Changes” or need a refresher course, please see the following online tutorial: https://youtu.be/m-K0FIZPwCM

Any concerns or questions can be emailed to eng.boardrpt@lacity.org for a response from the BRU staff.

Organization Change
On April 13, 2020 the following message was distributed internally. Please be aware of the following changes to the division formerly titled “Land Development and GIS Division (LGD)” that are effective today:

The land development portion of the former LGD will now report to Bertram Molkebust as a part of the Permit Case Management Division (PCM). Land development staff already work on the 2nd floor of the 201 N. Figueroa tower adjacent to the PCM so there will not be a need for anyone to move or change phone numbers. The GIS, Mapping and Land Records functions will remain together in a division that will now be titled “GIS and Mapping Division” with the division initials GIS.

Essam Amarry is hereby designated as the Acting Principal Civil Engineer in charge of the GIS and Mapping Division.

DSW Timekeeping
Over the course of the last month, an increasing number of BOE staff have participated in the City’s Disaster Service Worker (DSW) Program. Per the Personnel Department, all City/BOE staff serving as DSW workers should use the following on their time sheet for all DSW related hours worked.

Variation Code: HW
Work Order: GASP0006
Task: C19
Sub Task: 000

For DSW work assignments during off hours and/or the weekend, BOE staff serving as DSW workers on an overtime basis should use the following Variation Code on their time sheet (Rather than using the normal OT Variation Codes PA and/or PB) while using the same WO, Task and Subtask Codes identified above (GASP0006, C19, 000). A BOE OT form must also be submitted and approved by your respective Manager and Deputy City Engineer for the DSW OT hours worked.

Variation Code: QA (Overtime 1.5 Worked and Paid); or Variation Code: QB (Overtime 1.0 Worked and Paid)

If you have any questions about the time sheet coding above, please contact your Division timekeeper or your immediate supervisor for assistance.

We’d Like to Hear from You
If you have any articles for the Newsletter, please e-mail them to BOENewsletter@gmail.com. Deadline for the next issue is Thursday, May 28, 2020.

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