

Los Angeles Section

Monthly: Est. 1913

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PRESIDENT'S MESSAGE

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

VOL. LVI NO. 5

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A Case for Continuing Education and Customer Service

Architects do it. So do doctors, attorneys, CPA's, nurses, and funeral directors. Even wild birds do it.

Engineers do not.

We're talking about Mandatory Continuing Education, or **MCE**.

In this competitive age, the body of Civil Engineering knowledge is growing exponentially as scientific and technological advances result in the application of new materials, expanded uses of old material, and incorporation of different methodologies. These become everyday occurrences. Laws are changed, environmental regulations are interpreted differently, citizen expectations evolve, political and social forces are in play on a constant basis. As Engineers, we are responsible to our client, be that a City Council, the Board of a regional transportation agency, the construction manager at a multi-national retailer, the regional head of construction for a national fast food chain – or a husband and wife trying to build a room addition. If you work for a public agency, your client base is possibly the entire population of your agency's geographic jurisdiction.

Each client expects state-of-the-art Engineering, on time and at minimal cost. "You're telling me it's going to cost THAT MUCH! And it's going to take 8 months to get my permit? You're crazy!! I'll go find another Engineer that can do it twice as fast for half the cost."

The expansion of the body of knowledge is exactly the reason for ASCE's "Raise the Bar" initiative, which is directed at students entering the profession. But the burden of understanding and managing this expansion also falls on the majority of practicing engineers who are expected to apply all of these new tools, these new materials, these innovative processes, in our daily work. We cannot be complacent and apply yesterday's knowledge to today's problems. I can't tell you how many times I have pulled out a trusted and worn textbook or handbook, thought to look at the publication date, and realized I'd better put it in the recycling bin and look up more current information. Sometimes nothing changes – a #4 bar is still 1/2" in nominal diameter, and a foot of fill over an acre is still about 1,600 cubic yards. But so many things have changed – and continue to change - almost on a daily basis. It's not easy to stay current.

I was told not too long ago by a member of the State Board for Professional Engineers, Land Surveyors and Geologists that as long as Governor Brown remains in office, there will be no MCE requirement for Engineers. We can speculate on the reason for this position; we've all heard tales of Hawaiian cruises or golf resort weeks in Indian Wells incorporating just enough classroom training to make them tax deductible. We've also heard the arguments about the costs of documentation or record keeping.

The National Society of Professional Engineers publishes an excellent chart displaying the MCE requirements in all 50 states, plus Puerto Rico and the District of Columbia. Only 10 of

continued on page 3



5 Issues Dominating the Civil Engineering Profession

by Griffin Brumbaugh



As an engineer, you are always tackling new challenges. It is important for you to stay informed on issues affecting your profession, so you can be prepared with better solutions for tomorrow. ASCE's senior managing director Casey Dinges interviews industry leaders on the hot topics dominating the civil engineering profession:

1. Creating sustainable communities that address the environment, economy and society

One of civil engineers' greatest responsibilities in addition to reinforcing our infrastructure will be to design and develop the sustainable communities of the future.

"Any investment you make in creating sustainable communities gives you a better economy, jobs, more affordable housing choices, and a much cleaner environment," said Harriet Tegoning, director of the U.S. Housing and Urban Development's Office of Economic Resilience. Engineers are not only the builders of these communities but will be a primary driving voice for advocacy as well.

2. Reinforcing and rebuilding America's failing infrastructure system

"America's infrastructure is as old, rusty, and energy defunct as this old 1949 Hudson," said Dan McNichol, an award-winning journalist and author, who traveled the country in his Hudson journaling America's crumbling infrastructure. ASCE's latest infrastructure report card gave America a D+, signs that there is a lot of work to be done.

Part of the journey is raising the money to rebuild. According to McNichol, a lot of money is sitting on the sideline – only one percent of America's infrastructure is privately funded compared to Canada's 25 percent.

3. Changing the business mindset to include sustainability and profit from it too

"Sustainability isn't a sacrifice, it's more of an advantage. If they are smart about it they can make 51 to 81 percent more profit," said Bob Willard, author and speaker, Sustainability Advantage, on what businesses can gain by adopting sustainability.

Convincing business leaders to adopt sustainability has been a hard sell, but it shouldn't be. "They don't think that the objective of looking after the environment and society is going to help them make money," said Willard.

4. Redefining mobility for a growing population

Self-driving cars aren't a thing of the future, they are part of our current reality. Randy Iwasaki, executive director of the Contra Costa Transportation Authority, believes autonomous vehicles will have a profound effect on transportation. "There are a lot of great opportunities not only from a safety perspective, but imagine not idling as much," Iwasaki said.

What's more, he believes connected vehicle technology, which allows vehicles to communicate with each other several times each second and react to each other's environments, will take safety and transportation efficiency even further.

5. Building platforms for renewable energy exploration and reducing the footprint of current energy practices

One of the key issues surrounding fixing America's infrastructure is the energy that will fuel the growth. Sustainable energy is found in many forms, including shale energy, which continues to be a growing source for energy.

"Shale energy is absolutely a game changer," said Douglas W. Duncan, acting coordinator, Energy Resources Program, U.S. Geological Survey. But it doesn't come without its challenges, as engineers will have to lead the charge in exploration and development of more sustainable ways of harvesting the energy without the seismic and water-pollution consequences it currently contains.



these 52 jurisdictions, including California and Washington in the West, Massachusetts and Vermont in the Northeast, and six others, have **NO REQUIREMENTS!** Most states require between 20 and 30 hours per year, or per license renewal period, with outliers in each direction.

The argument in California seems to be that Engineers are Smart People who will act in their own best interest. That's a nice assumption, but in this situation it is certainly optimistic. When work-life balance is considered, most of us are busy enough without having to make time for four or five day-long courses needed to meet a mandated obligation. I'm among the worst offenders; I spend a lot of time attending ASCE meetings and activities, technical tours, lunch-and-learn presentations. I look forward to Civil Engineering Magazine each month; I read Engineering News Record from cover to cover each week. I receive a dozen trade magazines on everything from land surveying to trenchless construction to asphalt paving. But in terms of formal continuing education, I'd have to grade myself as a questionable D+.

We must do better. Please let me know if you agree. Or perhaps more effectively, contact your State representatives. And let the Board know: BPELS.Office@dca.ca.gov.

Oh, about those wild birds – think about it. If they don't keep up, they starve – or get eaten.

Another Topic: Civility and responsibility in the daily business routine. In our company, my colleagues and I visit a lot of permitting offices; we've been burned three times in one week in three different cities, in a Building Department, a Fire Department plan check office, and

a City Engineer's office. We were not abused directly by Engineers, but by the front desk people who are supervised by the Engineers. In one case, we were forced to wait for 45 minutes, with just a few other customers present, to pick up a signed plan. The Plan checker finally wandered out, picked the plan up off someone's desk and handed it to us. In another city, we presented a complete permit application package – signed plans, calcs, application form, fees – only to be told that the contractor's representative had to make the application in person. "There's no written rule or law for it, it's just the way we want to do things". In the third case, we attempted to drop off a re-check package. The nice ladies behind the counter were "at lunch" for the last 45 minutes of their 1½-hour break, chatting and texting. All we wanted to do was hand the package to someone. To them, our time wasn't important.

Maybe we expect too much. Some agencies are wonderfully responsive, returning phone calls and emails in a regular and timely fashion. We know that an email to some agency professionals will be answered almost immediately with an accurate and reasoned response. Others, not so much. Individuals in private practice are often just as lax. Would it be unrealistic to adopt a goal of returning every call or email by the end of the day – or by the end of the next day – even if it was just an acknowledgment of the call, and an assurance that the question will be answered by a date certain? And to treat people as if their inquiry is the most important question they've heard all day – even if they can't wait to head for the door.

I hope I'm not being unrealistic.

Bi-Monthly Board Meetings



Day:
First Thursday of every other month

Time:
6:00 pm

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

Everyone is welcome

February 9, 2016

Hugo A. Loaiciga, Ph.D., P.E., F.ASCE
320 North Fairview Avenue
Goleta, CA 93117
hugo@geog.ucsb.edu

Dear Dr. Loaiciga:

Congratulations! You have been selected by the Environmental and Water Resources Institute to receive the 2016 **Arid Lands Hydraulic Engineering Award** *"For his substantial contributions to the advancement of arid-lands hydrologic research in areas including stochastic hydrology, global-scale hydrological processes and regional hydrogeology."* In selecting you for this award, the committee particularly noted your prolific research work.

We hope you can personally accept this award, which consists of a plaque and cash prize in the amount of \$450 during the World Environmental and Water Resources Congress in West Palm Beach, FL, May 22-26, 2016. Gabrielle Dunkley will be in contact with you soon to provide further details about your award presentation.

Please direct your attention to the important enclosures. As you will see, we ask your assistance in preparing publicity about your award. The attachments will guide you through the process of assembling requested documents and making your travel plans.

Please accept my personal congratulations on this important milestone in your career.

Sincerely,



Thomas W. Smith III, ENV SP, CAE, F.ASCE
Executive Director

Enclosures

cc: Jay H. Higgins, P.E., F.ASCE, Director, Region 9, jayhiggins896@gmail.com
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ASCE California Legislative Fly-In Save the Date May 18, 2016 California State Capitol, Sacramento



Save the Date May 18 and join ASCE Region 9 in Sacramento to advocate for Infrastructure

Legislative Training & State Capitol Visits

May 18, 2016

State Capitol, Sacramento, CA

8:30 AM-11:30 AM

Legislative Process Training; Public Relations Training; Review ASCE Legislative Talking Points

11:30 AM-12:30PM

Lunch and Picture-Taking

1:00 PM-4:00 PM

Legislative Visits at the California State Capitol, 1315 10th Street, Sacramento, CA 95814

For additional information or to participate, contact: Mojgan (MJ) Hashemi, Chair, ASCE Region 9 Government Relations Committee, at mhashemi@mwdh2o.com

Pre-Event Workshop and Advocacy Training on Raise-the-Bar for Engineering

May 17, 2016

4:00 PM-7:00PM

Kimley-Horn & Associates, Inc

555 Capitol Mall, Suite 300

Sacramento, CA 95814

For additional information on the pre-event workshop, contact: Kwame Agyare, Chair, ASCE Region 9 Raise the Bar Committee, at agyare.kwame@gmail.com

SUGGESTED HOTEL ACCOMMODATIONS

Holiday Inn Sacramento – Capitol Plaza, 300 J St, Sacramento, CA 95814

2016 ASCE California Infrastructure Symposium – The Grand Challenge, and the Region 9 Awards Dinner – Recap

by Thor Larsen, P.E., M.ASCE, Chair, CA Infrastructure Symposium Planning Committee



On March 18th, the ASCE Sacramento Section and Region 9 hosted the 10th annual California Infrastructure Symposium and Awards Dinner. The goal in 2016, an election year, was to provide a quality program which truly addressed our infrastructure maintenance, growth, and associated funding needs. It was also intended that the Symposium would help inform California civil engineers as to how they can be influential in helping to inform the public regarding infrastructure needs. Lastly, we desired to have at least 200 attendees for both the Symposium and the Region 9 Awards Dinner event.

Mission was accomplished nicely! The event was very well regarded by the audience, and we did get over 200 attendees each for the Symposium and the Region 9 Awards Dinner.

The full day Symposium Program was held in downtown Sacramento at the Sheraton Grand Hotel. The primary objectives to make a great event were to get quality keynote speakers for the morning, lunch and need of sessions, and to get a full spectrum of experts in the dual Transportation and Water Track sessions who would discuss and take questions about California's infrastructure needs.

The program began with a talk from Will Kempton, Executive Director of the California Transportation Commission, who gave a presentation on California's funding needs for transportation, and the methods needed to achieve them.



Will Kempton

The lunch keynote speaker was Mark Cowin, Director of the California Department of Water Resources. Mr. Cowin discussed the Twin Tunnels project; the proposal to build two underground 35-mile and 40-foot wide tunnels to divert the Sacramento River and maximize water exports from the San Francisco Bay Delta to the southwest San Joaquin Valley. This topic and the resulting question and answer session, was well received by the attendees.



Mark Cowin at lunch

The evening keynote speaker was delivered by former California Senate President Darrell Steinberg, and also by video message from Congresswoman Doris Matsui, the U.S. Representative for California's 6th congressional district. These keynote speakers provided a broad spectrum of views about California's transportation, water, and regulatory needs for infrastructure.



Darrell Steinberg

The majority of the Symposium program comprised speakers under two tracks, Transportation and Water. The Transportation track had several topics, including: "Intercity and Commuter Rail", "How Transportation leads to Economic Prosperity", "Overview of our Regional Roadways and Aviation Planning", and lastly and very importantly, "Transportation Funding". The Water Track topics were: "Flood Control at the Local, Regional and State levels", "Infrastructure Resilience", "Sustainability", and lastly, "The Water Bond".

ASCE thanks all these speakers for taking the time to present to our diverse audience of civil engineers and other community members who ranged from college students, to retirees in the civil engineering field.

The annual Region 9 Awards Dinner event, held at the same location, was very well attended. Attendees enjoyed a wonderful plated dinner, followed by a presentation of the 2015 Region 9 statewide awards for individuals and projects which was hosted by the Chair of the ASCE Region 9 Awards Committee, Matt Kennedy. The Region 9 project of the year award was given to the Feather River West Levee Project – Area C, located in Sutter and Butte Counties, about 40

miles north of Sacramento, California. The engineers for the project were identified as HDR Inc., Wood Rodgers, and URS Corporation. Congratulations go out to all the individual and project award winners!

The sponsors for these two events included 19 companies dedicated to supporting ASCE and our State's infrastructure. The Symposium track sponsors were **HDR** and **Magnus Pacific** for the transportation and water segments respectively. Not only did they provide financial support for the events, but they also facilitated the track presentations throughout the day. Other sponsors included: Hatch Mott MacDonald, Kleinfelder, Seimans and Terracon at the Silver Level; and ACEC, CH2M, Construction Testing Services, EBMUD, Jacobs, Parsons, Psomas, Quincy Engineering, TY Lin, and Vali Cooper & Associates at the Bronze Level.

As the respective Chairs for the events, Matt Kennedy and I would like thank all our volunteer staff for the planning and execution of both events. These volunteers helped make the event the great success that it was, along with our speakers and of course the fabulous audience! We look forward to Los Angeles in 2017!

ARTICLE

Los Angeles Section Monthly ASCE Advertisement



**US Army Corps
of Engineers**
Los Angeles District

The U.S. Army Corps of Engineers, Los Angeles District, seeks a Geotechnical Engineer to join our Engineering Division. The work covers projects in Arizona, portions of Nevada, Utah and Southern California. This opportunity offers qualified candidates the chance to apply their expertise and leadership skills for determining and assessing geotechnical requirements for design and construction of large and complex structures such as large multipurpose dams, flood control structures, and military support. Current and planned projects in the District include modification to the Prado Dam spillway utilizing roller compacted concrete; grouted stone, soil cement and sheet pile embankment protection along the Santa Ana river; roadways, bridges, and other infrastructure associated with border security; concrete flood control structures; and hospitals and appurtenant facilities.

Qualified candidates will have experience in field investigations, analysis, design, and preparation of plans and specifications for civil works products. Additional requirements include:

- A professional engineer degree from an accredited four year university.
- Experience in geotechnical engineering analysis and decision making
- P.E. license considered a plus
- Experience in conducting field investigations and laboratory studies as well as performing laboratory inspections
- Technical expertise regarding construction techniques and experience
- Effective written and verbal communicate skills. Position requires extensive report preparation and other written documentation (specifications, performance reports)

- Experience with seepage, slope stability, foundation design (shallow and deep), compressibility/collapse, pavement design, dewatering systems, offshore structures
- Experience in applying fundamental soil mechanics principles and state-of-the-practice criteria in geotechnical analyses and designs

This is a permanent full-time position. Position will be filled at GS-12, annual salary range: \$79,272 to \$103,053. Excellent benefit programs which may include: comprehensive health and life insurance, generous retirement programs, paid holidays, sick leave, annual leave, flexible work environment and alternate work schedules, paid employment related training and education, possible payment of licenses, and academic degrees as applicable.

The open period for application is Sunday, May 16, 2016 to Saturday, May 31, 2016. To apply, go to www.usajobs.gov and search Keyword "civil engineer" and Location "Los Angeles, California" and find the applicable vacancy announcement. It is imperative that the instructions be followed precisely as eligibility determination is electronically determined based on information provided and responses provided during the on-line application process.



www.ascelasection.org

State Investments and Legislative Update

by Richard Markuson, CA Region 9 Legislative Advocate



The State Legislature is in month four of its 2016 session, and many infrastructure issues – including the transportation special session – are still pending. Transportation California has prepared an analysis of the three leading transportation funding measures – which you can read here.

Assemblyman Rudy Salas has taken over AB 453 from Frank Bigelow. This bill would authorize the Semitropic Water

Storage District to impose fees and collect groundwater extraction information. This bill would authorize the district to exercise these powers and authorities until a groundwater sustainability plan has been adopted for the area encompassing the district

Salas also amended his AB 1649 that would require the California Water Commission to prioritize the funding of local joint powers authorities surface storage projects and to move expediently to dispense project funds.

The Assembly Transportation Committee approved AB 1813 that would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority.

Assemblyman Chris Holden amended AB 1873 to establish within the Strategic Growth Council a Board of Infrastructure Planning, Development, and Finance, consisting of the Governor, the Treasurer, the Controller, the Secretary of Transportation, the Director of General Services, one member selected by the President pro Tempore of the Senate, and one member selected by the Speaker of the Assembly. The bill would require the board to categorize and recommend the priority of the state's infrastructure needs and develop funding to finance those projects.

Assemblyman Ian Calderon amended AB 2100 that would require the Public Utilities Commission, the State Energy Resources Conservation and Development Commission, the Independent System

Operator, and the State Air Resources Board, until January 1, 2020, to review and evaluate their policies and plans for the expansion of 21st century infrastructure and to take other related actions.

Assembly Member Kristin Olsen amended AB 2237 to establish a program for purposes of providing grants to school districts for the establishment of up to 100 partnership academies dedicated to training young people in science, technology, engineering, and mathematics (STEM) occupations.

April 3 to 9 was “STEM Week” because of ACR 133 by Assembly Member Chang.

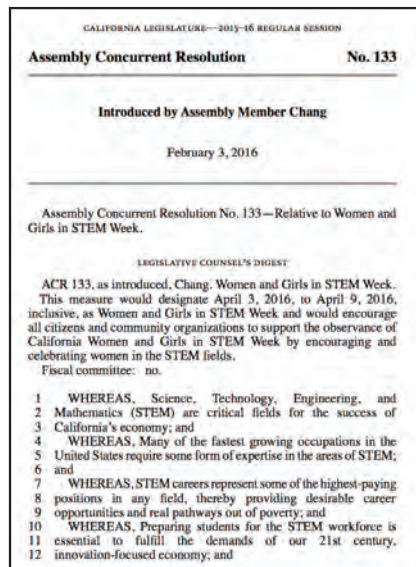
Senator Anthony Cannella amended SB 1099 to expand the definitions of civil engineering and land surveying to include laying out through the use of mathematics or geometric measurements the alignment or elevation for specified items, determining the configuration or contour of the benthic surface below water bodies or the measuring for volumetric calculations of earthwork, as specified, and making specified determinations by applying the principles of remote sensing. The bill would also amend the definition of geodetic surveying. He also amended his SB 1165 to authorize the Board for Professional Engineers, Land Surveyors, and Geologists to provide for a waiver of the first division examination for an applicant for a certificate as an engineer-in-training if the applicant's education and experience substantially exceeds the requirements for a certificate. The bill would extend the 3-year renewal period to 5 years after expiration of the certificate of licensure or certificate of authority. The bill would generally prohibit the renewal, restoration, reinstatement, or reissuance of those certificates after 5 years and would authorize the holder of the certificate, after that time, to apply and obtain a new certificate if he or she has not committed acts or crimes that are grounds for denial and he or she passes an examination, if required. The bill would require the renewal fee for a license to be no more than \$400.

Appointments

To California Water Commission: **Carol Baker**, Sacramento, former chair of the CA Fish and Wildlife Strategic Vision Blue Ribbon Citizen Commission; **Andrew Ball** (reappointed), Piedmont, western regional president at Suffolk Construction.

Recent Reports

California Dept. of Water Resources released results of its third manual survey of Sierra Nevada snowpack this winter, finds statewide snowpack “is only 83 percent of the March 1 average, the result of moderate precipitation since last October and relatively warm temperatures,” with snow depth of 58.3 inches at Phillips Station and water content of 27.1 inches.



California Natural Resources Agency released its “Safeguarding California: Implementation Action Plans,” a follow-up to its 2014 report that identified potential effects of climate change and made recommendations on how to adapt, new recommendations include having Dept. of Fish and Wildlife seek funding to finish a comprehensive, high-resolution, digital map of vegetation throughout the state that is currently 42 percent complete and is considered by land use planners as “one of the top data requirements for the state.”

The office of the CA State Auditor has released its report, “California Department of Transportation: Its Maintenance Division’s Allocations and Spending for Field Maintenance Do Not Match Key Indicators of Need,” findings include that the Maintenance Division paid \$250,000 and developed “a logical approach” that would allow it to identify resources needed to maintain similar highways with similar needs, but it abandoned the system.

The Legislative Analyst’s Office has released its review of the CA High-Speed Rail Authority’s draft 2016 business plan, says, “given the significant costs of the planned high-speed rail project and the level of investment that the state has thus far made on the project, it will be important for the Legislature to ensure that the final version of the authority’s business plan is aligned with its priorities,” notes “several uncertainties regarding the funding plan for Phase 1.”

The Gordon and Betty Moore Foundation has released results of a poll of likely California voters conducted by Probolsky Research that shows 87.6 percent of respondents “support developing an Earthquake Early Warning system called ShakeAlert,” also says “81.7 percent of voters agree the state of California should join the federal government to pay for part of the cost to build and operate the system.”

US Dept. of the Interior and the Bureau of Reclamation have released “SECURE Water Act Report,” provides a five-year update on the Columbia, Klamath, Missouri, Rio Grande, Sacramento-San Joaquin and Truckee river basins, projections include global temperature rise of 5-7 degrees Fahrenheit by the end of the century and a 7 to 27 percent decrease in April to July stream flow in several rivers basins, including the Colorado, the Rio Grande and the San Joaquin.

Science Advances released “A Case for Historic Joint Rupture of the San Andreas and San Jacinto Faults.” Dynamic rupture modeling shows evidence that in the past, the San Andreas and San Jacinto faults have ruptured together as part of a single seismic event. This implies that joint ruptures could occur in the future. Such ruptures would have particular impacts on the cities of San Bernardino and Riverside, which are situated in the area where the two faults connect. Major highways, including Interstate 15, could also be at risk due to liquefaction of the soil during a joint-rupture earthquake.

Pacific Institute released Impacts of California’s Ongoing Drought: Hydroelectricity Generation 2015 Update. “This analysis examines the impacts of drought on hydropower production, which depends on water available at specific times to flow through turbines that

generate electricity. It provides an update of a report released last year that evaluated these impacts during the first three years of the drought.... This analysis finds that during the four years ending September 30, 2015 (the end of the 2015 “water year”), hydropower generation was substantially below average, and the added economic cost to California ratepayers of reduced hydroelectricity production was approximately \$2.0 billion.”

State Water Resources Control Board released An Evaluation of California’s Adjudicated Groundwater Basins. This study evaluates the history and status of California’s adjudicated groundwater basins. For this report, researchers “reviewed existing literature and archival sources and conducted telephone interviews with key managers and participants engaged in the adjudication process. Each basin summary was reviewed by a stakeholder in the basin, often the Watermaster, technical expert, or lawyer who participated in the adjudication process. Key issues specified by the SWRCB [State Water Resources Control Board] that are evaluated for this report are whether an adjudication results in: overdraft conditions that are reduced or eliminated over the long term; a well-defined management structure that includes annual monitoring of groundwater conditions in the basin; and strategies that promote or hinder long-term sustainable management of the basin.”

U.S. Environmental Protection Agency released Drinking Water Mapping Application to Protect Source Waters. “The Drinking Water Mapping Application to Protect Source Waters or DWMAPS is EPA’s online mapping tool to help you find information about drinking water in your community. This user-friendly tool provides answers to questions like: Who supplies my drinking water? Is the source of my drinking water polluted? Are there possible sources of pollution near my drinking water that might be affecting my community’s water supply? How can I get involved in protecting sources of drinking water in my community?” Users can identify contamination, find data for assessments, promote integration of drinking water activities among stakeholders and decision makers.

ARTICLE



The Industry Leaders Council engages senior leaders from industry, academia, government, and non-governmental organizations to identify tactical actions for ASCE and the civil engineering profession.

Membership on the ILC is by invitation only. Council members commit to a two (2) year term of service. Potential candidates are nominated by their peers and those candidates selected to join the ILC receive an invitation from the ILC Chair and ASCE Executive Director.

Interested in learning more about the ILC? The ILC is always looking for dedicated, active, and dynamic leaders to join them in their work for the industry. Please contact Carol Vargas (cvargas@asce.org), Director of Industry Relations for information.

AES Advanced Earth Sciences, Inc.
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Kris Khilnani, PE, GE - President
Dr. Sujl Somasundaram, PE, GE - Principal Engineer
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