



ASCE
PHILADELPHIA SECTION

THE

NEWS

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Our 111th Year

The Sidney Robin Memorial Newsletter of the Philadelphia Section ASCE

February 2024



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NON OMNIA POSSUMUS OMNES (WE CANNOT ALL DO EVERYTHING)

MEMBERS IN THE NEWS

Engineers Week – Wright Honored as Engineer of the Year



Our Section scored another “win” with Delaware Valley Engineers Week this year, which does not happen very often especially as the incumbent (2023) Delaware Valley Engineer of the Year, **Archie Filshill**, is a Section member and no society tends to get this honor two years in a row. However, we did, and we think this is a testament to the talents and abilities of our members that they have been able to receive these significant honors.

This year’s honoree is someone many of us know. **Robert M. Wright, PE** serves as a Project Manager at Bowman (formerly McMahon Associates), where he handles transportation and traffic engineering duties and projects for various public and private clients as well as assistance with business development. He has been with the firm for the past six years, part of a career spanning 44 years of service in both government and private sector positions. The bulk of Bob’s professional employment was with the City of Philadelphia Department of Streets, where he started as an entry-level Engineer after his college graduation and rose through the ranks during his 27 years with the Department’s Engineering/Survey and Design Division, culminating in his appointment as Chief Engineer and Surveyor, the Division’s head, in 2005.

Bob obtained his Bachelor of Science degree in Civil and Urban Engineering from the University of Pennsylvania in 1979. He is a registered Professional Engineer in four states. He has held positions at the City of Philadelphia and three local consulting firms over the course of his career and has worked on various Transportation and Engineering projects mainly in the Philadelphia area in addition to several in New York City. During his time with the City he was involved in numerous major PennDOT projects including the completion of I-95 in the vicinity of Philadelphia International Airport, the I-95 Center City Ramp Access program, and construction of the I-676 Vine Street Expressway across Center City. He managed over 60 City-sponsored projects as well with a combined construction value of over \$130 million.

Professional society activity and service has always been important to Bob. He is a Fellow in ASCE and has held several positions in our Section, including President (1993-94). He is also a Senior Member, Past President and Section Executive of the Delaware Valley Section of the American Society of Highway Engineers (ASHE). He is a Past President and member of the Engineers’ Club of Philadelphia and has been a Chair and member of the Club’s Engineers Week Committee for many years. He additionally holds

Continued on page 3

MARCH DINNER MEETING

THURSDAY, MARCH 14, 2024

Maggiano’s Little Italy, 1201 Filbert Street (corner of 12th Street), Center City
Cocktails 5:30 PM, Dinner 6:30 PM, Meeting Presentation Follows (approximately 7:30 PM)

SUBJECT: The Vine Street/Chinatown “Stitch”

More information will be provided in the March edition of *THE NEWS* and upcoming e-blasts.

MARK YOUR CALENDARS

ENGINEERS WEEK EVENTS SCHEDULED

The Engineers’ Club of Philadelphia, through its Delaware Valley Engineers Week Committee, will be celebrating Engineers Week 2024 from February 15 through February 24 with two events which will highlight the various contributions of Engineers and Engineering students in the Delaware Valley. Please note this information in your calendar and plan to participate.

Opening Ceremony – Thursday, February 15

5:00 PM Networking, 6:00 PM Dinner, Formal Program and Awards following
Hilton Philadelphia City Avenue, 4200 City Avenue

PRICE: \$90 (\$70 for government agency employees and students)

Reservation deadline February 9, with prices increasing after that date

Young Engineers Social – Tuesday, February 20

6:00 PM

Yards Brewing Company, 500 Spring Garden Street

PRICE: \$45 (\$30 for government agency employees and students)

Reservation deadline February 9, with prices increasing after that date

We will introduce and formally induct the **Delaware Valley Engineer of the Year, Bob Wright** (someone you may know...), and **Delaware Valley Young Engineer of the Year, Sam Winterburn**, as well as highlight the various contributions of engineers and engineering students. All Engineers Week award and scholarship recipients will be cited at the Ceremony.

Details on the event locations and RSVP/payment process are provided on the Engineers’ Club website, www.engrclub.org.

Please note this in your calendar and plan to participate.

SECTION MEETING SCHEDULE 2023-24

Planning and scheduling topics and speakers for our Section Meeting program for the upcoming season continues and is wrapping up nicely. We intend to move forward with our usual full complement of both Section meetings and Technical Groups.

The information we have at this point is provided below for your planning purposes. We would suggest that you use this to mark your calendar at this time and hold the dates.

There is no Section Meeting scheduled for February. A special happy hour celebrating Engineers Week may be conducted and further information on that will be included in upcoming e-blasts.

Beyond March, we are planning two additional events:

April 11 - multi-topic meeting, topics and details to be announced

May 16 - Spring Social, Cescaphe at DownTown Club

More information and dates for each of these events will be provided in upcoming e-blasts and editions of *THE NEWS*.

MEMBERS IN THE NEWS

Continued from page 1

memberships in the Institute of Transportation Engineers (ITE), where he is a Fellow, the American Public Works Association (APWA), and the Women's Transportation Seminar (WTS). He has served in teaching positions with the Community College of Philadelphia through its educational outreach program with the City of Philadelphia, Urban Engineers' Training Institute and McMahon's "University" Program, as well as serving as guest lecturer and student project advisor at the University of Pennsylvania.

Bob's contributions to the local civil engineering community have been recognized with awards from ASCE and ASHE over the past several years. Most recently he was cited as the ASHE Delaware Valley Member of the Year (2023), the first time this award was offered. He is a Philadelphia native and a proud product of the Philadelphia Archdiocesan school system.

He believes he has had the good fortune to be part of the local Engineering community on both the public and private sides, thus allowing him to see things from two often-different perspectives, and has enjoyed and taken advantage of the opportunities he has had to "give back" to the profession and help recruit young people to consider Engineering careers. He notes that his recognition as Engineer of the Year represents the combined contributions and hard work of the many who have helped him earn it.

Bob will be officially installed as Engineer of the Year at the Engineers Week Opening Ceremony on February 15 (more information on this is provided elsewhere in this edition). We congratulate Bob on this apparently well-deserved honor.

THANKS TO OUR SPONSORS

As we approach the midpoint of the season, we note We thank the 16 firms participating in our Section sponsorship program this season for their financial commitment and support. (We picked up two new sponsors since our last edition...!)

Sponsor's business cards are printed in each edition of *THE NEWS*. Their logos are displayed in a special Sponsors section of our website, where we provide direct links to their own sites so prospective employees can review all available and up-to-date positions. We also offer sponsors the opportunity to have a "spotlight" article in an edition of *THE NEWS*.

If you have an interest in joining our sponsorship program, please contact **Bob Wright** at newseditor@asce-philly.org for more details.



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In addition, these individuals will be serving in appointed positions:

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We will continue to have honorary Board Members appointed as well and these names are provided on our website.

Contact Us:

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**COPY DEADLINE FOR FEBRUARY 2024 ISSUE
MARCH 15, 2024**

JANUARY SECTION JOINT MEETING

January 17, 2024

PennDOT Update

By Robert Wright, Editor

Despite the relatively minor detail that our annual joint meeting with the Delaware Valley Section of the American Society of Highway Engineers (ASHE) was once again being held, a "staple" joint event that has been happening for at least the last 35 years, and despite the addition of the Women's Transportation Seminar (WTS) Philadelphia Chapter into the mix this time, and despite the fact that your Editor was a couple of thousand miles away and not there (and we may have hit the limit on "despites"), we offer this summary of the January meeting based on a few second-hand reports. We can safely attest that a crowd of about 160 members of the three organizations made the trip to the Crowne Plaza in King of Prussia for the first meeting of 2024 for each of the three groups involved to hear what the Pennsylvania Department of Transportation's Secretary, Michael Carroll, had to say about PennDOT's direction and plans for the coming years.

ASHE Delaware Valley Section President Isaac Kessler got things started with a general welcome to all, offering time to Section President Joe Natale as well as WTS President Api Appulingam for each group's announcements and updates. Once these were completed, Secretary Carroll was brought to the podium to provide his anxiously-awaited report and update. The Secretary outlined PennDOT's direction and role, and how it intends to provide its services. The transportation "business", such that it is, will be facing dramatic changes and challenges in the next few years, with the welcome onslaught and investment of federal funds through the IIJA legislation, the need to revisit PennDOT's funding mechanisms given the growth of alternative fuel vehicles, which do not contribute to the traditional gas tax which funds the DOT's needs, and changes in commuting and user needs given work-from-home trends and other recent developments that have changed the "landscape" as far as the provision of mobility options. The list of needs and upgrades continues to grow with our aging infrastructure and this needs to be reevaluated continuously to make sure the needs of the users are being met and addressed.

Several questions were posed by the attendees and Secretary Carroll was able to provide informative and insightful responses. President Kessler wrapped things up and thanked the Secretary for his time and information.



Pictured above, from left, Section President Joe Natale, WTS Philadelphia Chapter President Api Appulingam, Secretary of Transportation Michael Carroll, and ASHE Delaware Valley Section President Isaac Kessler.

PROFESSIONAL DEVELOPMENT REQUIREMENTS UPDATE

As has been the case for quite some time at this point, professional engineers, land surveyors and geologists need to obtain continued professional development (CPD) credit to be able to renew their licenses. While you still have over a year until your PA PE will need to be renewed (September 2025), others will be coming due in a few months (NJ in April, DE in June, for example). Thus, it may be a good time to assess what you might need credit-wise to be able to attest to this for your license renewal.

Our Section's meeting program is generally able to count toward your continuing education requirement (meetings that the Section believes would not count will be prefaced as such in the meeting announcement) for many states. We also offer various Technical Group and YMF meetings and events that offer PDH credit. We continue to have a verification program in place to help our members obtain and track PDH's. Over a two-year licensure period, our Section meeting program alone could amount to half of what one needs to meet many states' requirements. Also, we have a library of recorded meetings that you will be able to view and obtain PDH's through Teachable.com. Please see our website for more information on this.

If you haven't taken full advantage of what our Section offers, you may need to pick up those PDH's in another way. Fortunately ASCE National offers free on-demand webinars and coursework that will get you up to 10 PDH's as a benefit of your membership. Information on this is available in the Membership section of the ASCE National website (www.asce.org). There are other offerings that are available from National at cost to help you pick up what you may need as well.

If you don't yet have the letters PE after your name and are thinking about going for it, please check ASCE's live exam review courses. This allows one to interact with instructors during live webinars and access free on-demand recordings 24/7 until the exam date. The courses reference codes specified by NCEES for the exam. You can feel confident with the most comprehensive and convenient way to prepare for and pass the exam. More information is available on the ASCE National website.



YOUNGER MEMBER FORUM NEWS

Laurel Welch, Forum Editor

Kirsten Brown, Forum President 2023-24

Michael Baker International, kirsten.brown@mbakerintl.com

Winter Social – February 5

The Annual (and long-awaited) Winter Social is returning! Please plan to attend to socialize, network, and enter our charity raffle during our largest and most anticipated event of the year! The charity raffle that allows us to donate to local non-profits in Philadelphia.

The details are as follows:

Location – McGillin's Olde Ale House, 1310 Drury Lane, Center City

Time – 5:30 PM to 8:30 PM

Cost - \$38 per ticket

RSVP – please visit ymfphilly.org and click on the Events tab

Recent Events

Queen Lane Water Treatment Plant Tour

December 1

YMF members gathered for a tour of the Philadelphia Water Department's (PWD) Queen Lane Water Treatment Plant (WTP), with 13 attendees. The event began with a presentation of the WTP's layout by the Plant Manager. With the help of the Assistant Plant Manager, attendees were guided through each water treatment process including the settling basin, flocculation tanks, filters, and chemical treatment. Attendees had the opportunity to network while enjoying an assortment of sandwiches, chips, and cookies at the conclusion of the plant tour. We would like to extend a huge THANK YOU to PWD staff for opening its doors to our members and to Shiju Kuriakose and Hiral Amin for the presentation and tour!



Joint Winter Mixer

December 6

As reported in January, YMF participated in a joint holiday-season happy hour/ Winter Mixer, co-sponsored by the American Society of Highway Engineers (ASHE) Delaware Valley Section Young Members Committee and the Council of Minority Transportation Officials (COMTO), on December 6. This was held at the Conshohocken Brewing/Puddlers Kitchen and Tap in Bridgeport. The event was well-attended and successful. Thanks to all who were able to attend and network. We received a photo of this that arrived too late for inclusion in the last update and is provided here.



Books Through Bars

January 13

YMF participated in a group session at **Books Through Bars** focused on providing books and educational resources to people in prison. The seven volunteers were divided into two groups. The "pickers" group read through letters from inmates and searched the two-floor library for the perfect match. The "packers" group took the books, packed them, and handwrote a letter for the inmate. Each volunteer prepared approximately three packages and saw requests ranging from zombie thrillers to mechanical engineering and business. The group of volunteers then enjoyed lunch at Loco Pez. We would like to thank the volunteers for their time and **Books Through Bars** for hosting an educational and fun event!



DUES – ARE YOU LATE...!!!!???

Retaining membership in ASCE allows you to stay connected to the latest industry trends and keeps you linked to the best professional development programs and engaged with a worldwide network of peers. Your continual involvement builds a solid foundation to keep your career on track and moving toward achieving your professional and personal goals.

Dues for the current year were payable by January 1, but, if for whatever reason, you have not renewed, please avoid an interruption in your benefits and renew now. Choose the renewal option most convenient to you: online at asce.org/renewal (the quickest and easiest way), by phone at **800-548-ASCE (-2723)**, or by mail, if you were sent a hard-copy invoice. Ensure a positive return on your investment in a civil engineering career by renewing with ASCE.

LOOKING TO REFER A NEW MEMBER? OR SOMEONE WHO'S NOT AN ENGINEER?

ASCE's Member Get A Member referral program is a good way to refer prospective new ASCE members to our society. For each new member you refer, you can receive a **\$50 Amazon.com gift card** when they join. You can refer up to five colleagues at a time. More details are available at asce.org.

Also, please keep in mind that ASCE isn't just for Civil Engineers. While you may be surprised to learn this, ASCE allows non-engineers to be members as well, with a specific grade of membership – the Affiliate Member grade – available for this purpose. While those with civil engineering degrees and backgrounds can usually join ASCE right out of school as Associate Members (and are eligible for reduced levels of dues if they have been Student Members), the Affiliate Member grade is available to anyone having "an interest in the advancement of the purposes and objectives of the Society", as stated in the definition provided in the ASCE Register, who may not have been eligible for Student Membership and/or do not meet the criteria for Associate Membership.

Thus, the Affiliate Member grade is ideal for those who work in related fields who may have an interest in civil engineering but do not have a civil engineering degree. Affiliate Members enjoy the same benefits and perks of ASCE membership as do other member grades above Student. Additionally, you may want to let some of your colleagues and friends know about this so they can consider ASCE membership and you can get some cash for the referral.

At the other end of the "spectrum", for those of you more senior and experienced members, the Fellow grade of membership is worth consideration. This is the highest level of membership one can attain on one's own and is a laudable and esteemed achievement. The specific requirements for application for this grade of membership are listed on asce.org.



N-ASCE*

PLANS FLOATED FOR *SS UNITED STATES* TO BECOME HOTEL

Plans are being floated (pun intended) to return the historic ocean liner **SS United States** to the Hudson River in New York City, regenerate Pier 76 and connect the High Line to the ship transformed into a 1000 room hotel.

As you may be aware, the **SS United States** has languished for years at Pier 82 in South Philadelphia, with the nonprofit organization, **SS United States Conservancy**, leading efforts to save and repurpose the legendary Transatlantic cruise ship. Now, the conservancy has announced a plan, developed in conjunction with two prominent New York firms, RXR and MCR Hotels, that would repurpose the legendary ocean liner as a unique, mixed-use destination, including a 1000 key hotel, numerous food and beverage destinations, multiple event venues, acres of public green space and a world-class museum. The project is being lauded by the conservancy as “a capstone to a decades-long effort to protect and revitalize the Hudson River waterfront, create thousands of new jobs, and generate millions in tax revenue annually,” in a statement.

While in service, the liner smashed the Transatlantic speed record in 1952 using only two-thirds of her power, a record that has never been broken. From her Hudson River berth at Pier 86, she carried more than one million passengers, from celebrities and royalty to immigrants and tourists. According to the conservancy, she was also used as a top-secret convertible troop transport that could rush 14,000 troops 10,000 miles without refueling. The United States Lines focused their freight business from Pier 76, although its Transatlantic passenger service was based at Pier 86 (where the USS Intrepid retired aircraft carrier is now berthed and serving as a museum).

The release of a redevelopment plan comes at a time when the *SS United States* faces an uncertain future. The ship faces possible eviction from her current pier in Philadelphia. The conservancy is presently in litigation over allegedly unpaid rent. Pier 76 is already home to part of the *SS United States*. At the opening of the park, one of the four propellers from the ship took pride of place at the entrance to the pier.

The conservancy says that the “plan for a privately funded, commercial redevelopment identified Manhattan’s Hudson River as the optimal ‘home port’ for the vessel, due to its proximity to transportation and pedestrian access to the Javits Convention Center.” Although the plans have been drawn up for New York and Pier 76, the conservancy says that the “ship’s transformative potential is not restricted to New York. Other locations and port cities could benefit from the ship’s commercial revitalization and iconic status.”

RXR and MCR have teamed up with partners, including Gibbs & Cox, the vessel’s original design firm, to develop the plan. Unlike previous ideas for the ship, including relaunching it as an oceangoing liner, this seems much more than a pipe dream, with the two lead partners having experience redeveloping iconic, historic properties in New York, including Eero Saarinen’s landmark 1962 TWA Flight Center and hotel at JFK Airport as well as Hudson River Park’s Pier 57. The nonprofit organization and its development team say they are prepared to donate the ship and the design and engineering work completed to date to expedite progress in securing a prime location for the vessel’s revitalization.

“The *SS United States* symbolizes the nation’s ambition and innovation. Our development partners have embraced the patriotic and economic significance of this monumental project. Through their extensive due diligence, they have created a bold and exciting plan that preserves the ship’s history and activates the vessel’s commercial potential,” said Susan Gibbs, president of the *SS United States* Conservancy. “The Conservancy’s partners and passionate supporters from across the country and around the world have created a viable path forward to save the *SS United States*,” added Gibbs, the granddaughter of the ship’s original designer. “But we are quickly running out of time. We know this can be a viable, transformative project. Let’s rally together to secure a home for America’s Flagship.”

A Hudson River Park Trust spokesperson said, “At least three Hudson River Park Trust presidents have seen proposals to bring the *SS United States* to the park over the last 15-20 years. There are multiple reasons why it’s not already here. First, bringing any vessel to a pier requires that the pier be able to accommodate it. In its current physical condition, Pier 76 cannot support even a small recreational vessel, let alone one the size of the *SS United States*, which is 990 feet long with a draft of 31 feet. Beyond rebuilding the pier, dredging – governed by a lengthy regulatory approvals process not controlled by the Trust – would also be required.”

As they say, stay tuned for further developments.

Thanks to **W42St.nyc** for this information.

*N-ASCE – not always something concerning Engineering



PARC Categories of the Month

As you may recall, the Pennsylvania Report Card (PARC) was released in November 2022 and assessed and graded 15 categories of infrastructure. We are changing things up a little with this month's report and will provide summaries of some of the categories in the remainder of this season's editions of *THE NEWS*, continuing to provide them alphabetically by category. This month, we cover the following areas.

Energy C (no change from 2018)

Pennsylvania benefits from a large fuels production industry focused on natural gas, as well as a robust portfolio of power generation facilities that makes the state America's largest electricity exporter. The multi-state electricity grid operated by PJM Interconnect serves all of Pennsylvania, and that regional power grid has a 30% generation capacity buffer to meet electricity demand. Some local utilities in Pennsylvania, however, have seen the reliability of their distribution systems worsen, with local blackouts nearly tripling in number over the past 25 years. Achieving a reliable and decarbonized power grid in Pennsylvania would require as much as \$100 billion in investment in generation, transmission, and end-use electrification over the next 25 years.

Electrifying Pennsylvania transportation alone could double electricity consumption in the state and connecting the state's most significant industrial carbon emitters to a network of sequestration pipelines could involve a \$2 billion investment in addition to the costs of capturing CO₂ from nearly 300 power plants and industrial facilities.

Hazardous Waste B- (no change from 2018)

There was an estimated 345,000 tons of hazardous materials managed in Pennsylvania during 2019, the latest year for which data were available. This is a 19% decrease from the previous 2017 biennial reporting year, with four fewer sites Superfund National Priority List than the 2018 report card – a 4% decrease of the Commonwealth total. Voluntary cleanups under 1995's Act 2 included 314 successful cleanups in the FY 2020-21, with another 1,753 site cleanups in progress.

Despite increased state funding and new opportunities from federal legislation, disproportionate hazardous waste impacts persist within low-income and minority communities.

Levees C (no change from 2018)

Pennsylvania remains one of the states at highest risk for structural damage from flooding of both natural and manmade disasters. Levee systems throughout the state seek to help mitigate this risk, but they are older than advisable, with a 58-year average age of 204 levees covering approximately 155 miles. Nine levee systems are categorized as moderate risk and one system has been identified as low risk.

Recent analysis identifies Pennsylvania as the state with the second largest risk and total for structural damage costs due to flooding (\$1.22 billion). Increased state funding and broader eligibility for existing programs could provide localities with necessary specialized expertise to plan, design, and construct levee rehabilitations for existing needs and future challenges from climate change.

Please visit <https://infrastructurereportcard.org/state-item/pennsylvania/> for more information on this and how you can inform your elected officials on actions that should be considered to address this.

SPONSOR PROFILE — GRL Engineers

We welcome a new sponsor, **GRL Engineers**, this month. GRL provides analytical analysis and testing services in the deep foundations industry. Its services include Dynamic Pile Monitoring (including remote monitoring with SiteLink®), Dynamic Load Testing (including APPLE system for drilled and cast-in-place foundations), Wave Equation Analysis (GRLWEAP), Evaluation of foundation integrity by Cross Hole Sonic Logging, Pulse Echo Testing (PIT) and Thermal Integrity Profiling, Bi-Directional Static Load Testing; Evaluation of shaft profile, verticality and cleanliness (with SQUID and SHAPE), Evaluation of Existing Unknown Foundations, SPT Hammer Performance (calibration) Analysis, and more.

Its experienced Engineers in Pennsylvania have provided testing services on the Tappan Zee Bridge, the New Jersey Floodwall, the North Madison Substation, the Van Wyck Expressway, the Unionport Bridge, and other prominent structures. The firm's Pennsylvania Office of GRL Engineers is led by **Alex Ryberg, PE** and provides pile and drilled shaft testing services and analyses in Eastern Pennsylvania, Eastern New York, New Jersey, Delaware, Maryland, District of Columbia, and Northern Virginia.

Please contact GRL-PA@grlengineers.com to learn more about the testing services available from GRL Engineers. You can also visit its website, www.grlengineers.com, for more information.

Why Battleship *New Jersey* Will Temporarily Go Missing from Camden

Sticking with a nautical theme... and another ship on the Delaware...

A familiar site, and major tourist attraction, will disappear from Camden's waterfront for as long as 14 weeks shortly. The Battleship *New Jersey* will be towed by tugboat about seven miles down the Delaware River to the Philadelphia Naval Shipyard for dry-docking in the same dock where it was built in 1940-43 for World War II and then reactivated in 1967-68.

Decommissioned in 1991, the battleship was installed in Camden's waterfront and opened for public tours in October 2001 after being restored beginning in 1999 at the Naval Shipyard as a museum. The **Big J**, as it is called, is the most decorated battleship in the 247-year history of the Navy, according to Home Port Alliance for the USS New Jersey. Inc., the charitable organization that operates the battleship museum,

"By taking a proactive approach of dry-docking her now, we're saving millions down the line while ensuring the survival of the ship for years to come," Phil Rowan, CEO of the Battleship New Jersey, said in a statement. "We're incredibly grateful to the many members of South Jersey's legislative delegation and Gov. Murphy for including us in this year's budget." The budget sets aside \$5 million for the New Jersey Historical Commission to distribute to the battleship for the project.

Maintaining inactive warships generally calls for taking them out of the water for hull maintenance once every 20 years, according to the nonprofit that operates the battleship museum. The Battleship New Jersey's last maintenance out of the water was more than 30 years ago when it was still an active warship.

Home Port Alliance for the USS New Jersey. Inc., will raise money to pay the balance of the cost of putting the ship in dry dock. "The three critical tasks that must be accomplished in dry dock are cleaning and repainting the hull to prevent corrosion, repairing corrosion to the 132 'blanks' the Navy welded over the ship's through-hull openings and replacing the more than 1,304 anodes that make up a critical part of the ship's cathodic protection system to prevent the dissimilar metals that make up the ship's hull from wasting away," according to the organization.

Thanks to **Tap Into Camden** for this information.

SECTION AGENCY PARTNERSHIP PROGRAM

As you may be aware, our Section offers a Section Sponsorship Program to allow firms to help provide our various activities and programs for our membership and the Civil Engineering community in the Philadelphia area. This involves

a financial commitment which is reflected in the placement of the participant's logo and business card in *THE NEWS* and on the Section's website, along with several other benefits.

Additionally, we have established an informal

recognition of government and quasi-government agencies for the assistance they have provided us, through volunteer assistance and award recognition among other things. Our Agency Partners' logos are shown below.



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