President’s Message

Dear PSPE Chapter Members,

As we reflect on the season of giving, I’m overwhelmed by the generosity so many of our members have shown for our MATHCOUNTS program. As you know, MATHCOUNTS is the nation’s preeminent middle school math enrichment and competition program. Because of the generous support of our sponsors and volunteers, MATHCOUNTS is providing today’s students with the foundation for success in science, technology, engineering, or mathematics careers.

The MATHCOUNTS program would not be the success that it is without the support from all our members. But, we still need your help to reach this year’s goal! MATHCOUNTS is one way the PSPE Pittsburgh Chapter reaches out to motivate, inspire, and create competition among the future scientists, engineers, and leaders. Please consider donating to or volunteering at this year’s event. **We only have three sponsorship levels remaining, and you have until the end of this year to be included in all the promotional material.**

If you or your company is interested in donating to MATHCOUNTS or volunteering at this year’s event, please see pages 2 and 3 to see the available sponsorships and commitment form.

Wishing you all Happy Holidays, and I thank you for your continued support!

Sincerely,

Keenan D. Sukits, PE
President 2018-2019
Pittsburgh Chapter – PSPE
There are many costs associated with the competition. This year you can select exactly where you’d like your money to go. But hurry, space is limited. See the opportunities still available described below:

<table>
<thead>
<tr>
<th>SPONSORSHIP OPPORTUNITIES</th>
<th>DESCRIPTION</th>
<th>DONATION</th>
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<tbody>
<tr>
<td>T Shirts</td>
<td>• Sponsor the t-shirts to be given to each Mathlete and coach&lt;br&gt;• Premier spot on back of shirt for company logo</td>
<td>$500</td>
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<tr>
<td>Send a team to States</td>
<td>• Sponsor the cost of registration of our winning team at the state competition&lt;br&gt;• Company information included in personalized letter to the members of the winning team informing them that their registration has been paid for</td>
<td>$325</td>
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<tr>
<td>Awards</td>
<td>• Sponsor the trophies, certificates, and prizes for our Mathletes&lt;br&gt;• Have a representative from your company hand out the awards on competition day</td>
<td>$300</td>
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<tr>
<td>Programs</td>
<td>• Sponsor the printing of the programs given to all Mathletes and spectators with important competition day information&lt;br&gt;• Premier spot on program for company logo</td>
<td>$200</td>
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<tr>
<td>Breakfast Station</td>
<td>• Sponsor a breakfast station on competition day&lt;br&gt;• Company name and logo featured at either the coffee/bagel station for our graders or the donut/banana station for our Mathletes</td>
<td>$100</td>
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In addition to the amenities described above, all sponsors will receive the following:

- Company logo featured on the back of the t-shirt
- Company name on the Pittsburgh Chapter of PSPE website
- Company name in Pittsburgh MATHCOUNTS program
- Company logo featured on slide for MATHCOUNTS opening session
- Company banner (provided by company) displayed on competition day

Please contact Kevin Ferry (KFerry@saiengr.com) to reserve your spot today! All donations must be received by December 31st to be included on the t-shirt.
PLEASE COMPLETE THE FOLLOWING:

Name: ____________________________________________________________

Company Name: ____________________________________________________

Address: __________________________________________________________

City: ___________________________ State: _________________ Zip: ______________

Phone Number: ________________________________

Email Address: ____________________________________________________

CHECK

Check Number: ________________

Please make checks payable to: PA Society of Pro Engineers Pittsburgh Chapter

Mailing Address: Pittsburgh Chapter, PSPE

337 Fourth Ave., Pittsburgh, PA 15222

ATTN: Mathcounts

Please add “MATHCOUNTS donation” in the memo

We are always looking for volunteers to help the day of the event. The competition for 2019 will be held on Saturday, February 9th, 2019 at Marshall Middle School in Wexford, PA. If you are interested in volunteering, please leave your name and email address below and we will contact you with more information.

☐ YES! I would like to volunteer at the competition.

Name: ____________________________________________________________

Email: ____________________________________________________________
Engineers’ Week was founded in 1951 by NSPE and is dedicated to ensuring a diverse and well-educated future engineering workforce by increasing the understanding of and interest in engineering and technology careers. Engineers’ Week promotes recognition among parents, teachers, and students of the importance of a technical education and a high level of math, science, and technology literacy. It motivates youth to pursue engineering careers. Each year, Engineers’ Week reaches thousands of schools, businesses, and community groups across the United States.

In conjunction with Engineers’ Week, the Pittsburgh Chapter, PSPE will hold an Awards Banquet at the Engineers’ Society of Western Pennsylvania (ESWP) on Saturday, February 23, 2019, recognizing outstanding people involved in engineering and exceptional projects in our area. Come and join PSPE in honoring the following awardees and nominees:

The **Distinguished Service Award** is presented each year to recognize an individual or individuals for outstanding contributions toward the improvement of the social, economic, and professional status of the Professional Engineer.

This year’s award recipient is State Representative, **Joseph F. Markosek**. Representative Markosek is serving an 18th term as the representative for the 25th Legislative District in the Pennsylvania House of Representatives. During his 30-plus years in office, Joe has never missed a day when the House was in session.

Elected by his peers, Joe is the Democratic chairperson of the House Appropriations Committee. The committee of 15 Democratic and 22 Republican members conducts hearings each spring to review and evaluate the governor’s executive budget proposal. It also meets regularly when the House is in session to evaluate bills for fiscal implications before they move forward in the legislative process.

Representative Markosek served as Democratic chairperson of the House Transportation Committee during a period of major challenges. His leadership led to the passage of Act 44 of 2007, Pennsylvania’s major transportation funding mechanism, which increased transportation funding by more than $2 billion. He was also the catalyst for the widening of the Route 22 corridor in the Murrysville region of his legislative district, and he recently cut the ribbon to mark the completion of the Route 286 Golden Mile Highway Improvement project.

Joe has worked throughout his career to provide improved and comprehensive services for
Pennsylvania’s citizens with developmental disabilities, particularly those with autism spectrum disorders. He also led special committees to investigate issues like auto theft and problems specific to older drivers. While he is pleased the legislature enacted a texting ban to help make our roads safer, he continues to work to enact comprehensive distracted driving legislation.

Joe is also active at home. He champions funding for libraries, youth facilities, local governments, EMS providers, transportation improvements, health-care organizations, and local access for senior citizens and people with disabilities. He is an active member of the Monroeville and Plum chambers of commerce as well as the Murrysville Library Foundation Board. He also sits on the Pennsylvania School Employees Retirement System Board and the Pittsburgh Supercomputing Center Advisory Committee.

Joe is a 1972 graduate of the University of Notre Dame. His son, Brandon, earned his master’s degree from the University of Pittsburgh. Representative Markosek is a life-long resident of Allegheny County and is an avid Pittsburgh sports fan. He is active in his church, St. Bernadette Parish in Monroeville.

Before taking office in 1983, Joe worked with the Westinghouse Water Reactor Division as a buyer of nuclear components. Immediately following the nuclear accident in 1979, Westinghouse sent him to Three Mile Island as part of the repair/recovery team.

The Outstanding Engineering Achievement Award is presented to a significant project within the Pittsburgh area. This year’s award recipient is the Liberty Bridge Rehabilitation Project. The 2,663-foot, 16-span, four-lane Liberty Bridge rehabilitation included superstructure and stringer replacements, precast and cast-in-place exodermic grid deck, latex-modified concrete on northern ramps, rapid-set latex concrete on mainline, steel repairs, and three-coat painting of the full structure. Initial superstructure demolition and reconstruction targeted Spans 4-11 (1,790 feet) in a 160-calendar day milestone, where one lane was reconstructed at a time, while maintaining three lanes of traffic during peak hours. Spans 12-16 (763 feet) were reconstructed during five weekend closures from 8:00 pm Friday to 5:00 am Monday. Rapid-set latex was applied over six weekend closures, while Ramps A/B were reconstructed with an 80-day milestone.

The adjacent, three-lane, 1,124-foot Boulevard of the Allies structure required hydro-demolition of existing concrete and latex-modified concrete overlay, structural steel repairs, and three-coat painting of the full structure. Superstructure and load-sensitive steel repairs had a 120-day milestone.

This project involved a scope of work that only a few contractors would even bid. This project required a high level of project management, scheduling and planning, craft worker talents, subcontractors, suppliers, and owner representatives. Many milestones had road users liquidated damages up to $8,300 per hour. With the accelerated work to meet the contract schedule demands, this project involved working six days per week, 24 hours per day, during the construction seasons of 2016 and 2017. Due to the milestones, it was important that coordination between owner, contractor, subcontractors, and suppliers was efficient and precise.

The result of this coordination on this challenging project was described by Jason Zang, PE, Assistant District Executive of Construction for PennDOT District 11, “This was an extremely challenging project involving the rehabilitation of a 90-year-old truss, in the City of Pittsburgh, with a very high ADT, attracting a high degree of media attention. New products never before used in Pennsylvania were utilized, and Fay was up for the challenge, bringing their own innovative ideas to the project. Fay did a fantastic job on this very challenging project, and I look forward to our continued partnerships moving forward.”
First and foremost on any project that Fay undertakes is safety. On this project, Fay worked 254,522 manhours without a lost-time accident.

During the 990 new stringer installations on the Liberty Bridge, all stringers were field-verified to fit prior to shipment to the project site to meet the aggressive milestone. With great communication during field measurements, design, shop drawings, and fabricator quality, these stringers were successfully replaced with no delay to the schedule. During the under 53-hour weekend bridge shutdowns on the bridge, approximately 150-foot width of deck covering the full width of the bridge was removed and replaced. Work included the removal of existing stringers and the installation of new stringers, dams, and precast exodermic panels that were then locked in with accelerated concrete. In order to perform this work, planning and communication with all parties resulted in the successful completion of Fay’s goals every weekend. This project exemplifies the more recent trend in construction approach of planning and communicating, coupled with new technology and construction practices, in order to complete projects safely and in less time than conventional projects, while delivering a safe, successful product to the owner and end users.

Innovation is key to being recognized as a leading contractor. Fay replaced the structure’s full deck during the project with an accelerated concrete mix, which allowed them to minimize disruption to traffic. This was the first exodermic deck installation in the state of Pennsylvania; previously, filled grid decks were utilized but were not exodermic. This new innovation allows for a more lightweight deck, and because the deck sections can be prefabricated and staged, this accelerated bridge technique results in less shutdown. The use of rapid-set latex on the weekends helped the bridge be ready for traffic by the following Mondays.

Traffic maintenance was critical because the structure is a vital piece of infrastructure utilized daily by commuters. The Liberty Bridge typically has three lanes inbound during morning rush hour and three lanes outbound during evening rush hour, and two lanes in each direction in non-rush hour periods. During 2016 construction, this traffic had to be maintained in three total lanes. Access to the working lane was limited, and deliveries were timed at non-rush hour times.

As demonstrated by the challenges above, this construction project was difficult. There are many factors that one typically plans into the schedule. It may be unexpected weather conditions or simply winter weather days. However, when the unexpected arises, it takes a dedicated team of experts to recover from a difficult situation to deliver a project on time when the resulting delay from this unanticipated occurrence was 24 days. This was the case for the Liberty Bridge rehabilitation project, when an accidental fire, presumed to be caused by an errant spark from a bridge deck demolition, damaged the bridge, shutting it down to traffic. Recovery involved many personnel working extremely long shifts over a holiday weekend and for the next several weeks. Just a few days after the event while dealing with the crisis on hand, witnessing a kayaker spilling over in turbulent river water and diverting from one crisis to another to rescue him. Survival and project completion after a crisis requires resolve beyond the capabilities of many.

Finally, Fay and PennDOT had formal partnering to involve all stakeholders in pre-planning and update meetings. In addition to communications with the many team members working on the bridge, the community on such a highly visible project needs to be informed. Fay supported PennDOT’s community relations program, which involved presenting project plans and answering questions at public meetings.

The Dedicated Service Award recognizes continuous years of active participation in, service to, and support of the Pittsburgh Chapter, PSPE, NSPE, and the engineering profession. This year’s award recipient is Rick Minsterman, PE. Rick is a graduate of the University of Pittsburgh and holds a Bachelor of Science degree in Civil Engineering. He is professionally licensed as an engineer in four states and specializes in municipal infrastructure development, repair and assessment. He is
very active in detailed source reduction evaluations and mitigation projects and works closely with the 3RWW subcommittees to develop processes related to remediating the region’s water quality problems.

Rick currently serves as a shareholder and project manager for The Gateway Engineers, Inc. With over 30 years of engineering and consulting experience, he also fulfills the functions of municipal team leader and market segment leader for Gateway. Rick is the municipal engineer for five municipalities and assists with many other local governments throughout southwestern Pennsylvania. Rick has also served as the moderator for the PSPE Pittsburgh Chapter MATHCOUNTS Countdown Round for many years.

The Silvio Lorenzi President’s Gold Star Award is presented at the request of the Pittsburgh Chapter’s current President, Keenan Sukits, PE, in recognition of outstanding support extended to the President in fulfilling her duties. This award is named in memory of Silvio “Sax” Lorenzi, who served as Chapter President in 1974-75 and PSPE President in 1978-79 and who was known for his enthusiastic work and support of PSPE. This year’s award recipient is Justin Kramm, PE. Justin is currently serving as the Treasurer for the Chapter. He joined the Board this year to fill an unexpected vacancy and has done a tremendous job with his position. Justin is an electrical engineer for Stantec and works on a variety of science and technology projects in the building industry.

The Pittsburgh Chapter annually chooses a nominee for the PSPE State Engineer-of-the-Year Award. This annual award recognizes continuous years of active participation in, service to, and support of the Pittsburgh Chapter, PSPE, NSPE, and the engineering profession. The award recognizes an outstanding, distinguished engineer not just for his/her work for or in PSPE, but for his/her overall activities and achievements. This year’s Chapter nominee and award winner is again Brian Schull, PE. Brian first served on the Pittsburgh Chapter Board of Directors during 2006 and was Chapter President for the 2011-2012 term.

He is currently serving as the Executive Secretary for the Chapter. Brian is the Assistant Department Manager for SAI Consulting Engineers, Inc., providing construction management assistance to a variety of public agencies.

The Young Engineer of the Year Award is intended to identify and recognize an outstanding engineer no older than 35 as of January 1 in the year following the award year. The evaluation criteria include collegiate achievements, professional and technical society activities, engineering experience, publications/patents, major engineering project achievements, and additional activities such as civic, fraternal, or humanitarian endeavors. This year’s recipient is Charles Grabner, PE. Dedication and exceptional communication skills are what set Chuck Grabner apart from other construction engineers. One of the superintendents that has worked very closely with Chuck over the last nine years at Fay describes him as “a rare kind of engineer that only comes around once in a while in the construction business.” This superintendent claims that he wants to take Chuck along on every job.

Chuck is a Professional Engineer that thrives with the hands-on application of engineering. He began in construction by balancing his education in civil engineering from The Ohio State University with internships at Fay, an iconUSA Company. As an intern, Chuck broadened his construction knowledge by completing both estimating and in-field assignments. This prepared him to be more valuable in all aspects of construction, but it’s in the field where Chuck excels. Many construction engineers sit in the office and occasionally venture into the field. Not Chuck; he has the unique ability to work alongside the craft workers to gain a better understanding of what is really happening, offering them guidance, and jumping in to help out in many instances. He is the hands-on type.
After graduation, Chuck joined Fay as a full-time employee. He has shown a dedication to the company and its people and can effectively communicate with all levels within the organization, clients, and others. Chuck is often on the phone in the wee hours of the morning or late at night when he is not onsite to help the crews. He is an early riser, typically working out in the mornings at 5:00 am and making calls soon thereafter.

Chuck’s communications skills were put to the test when Imagine Pittsburgh featured Fay on its website approximately five years ago. Chuck was Fay’s spokesperson and portrayed the qualities that align with their core values to provide the Pittsburgh area with a personal feel of who Fay is and what they do.

As part of the demolition group, Chuck has been willing to travel all over the country for projects, while also devoting time to his family. His first demolition was the Ft. Steuben Bridge, a difficult demolition using a strategically engineered implosion to segment the steel trusses, suspension cables, and main towers for a more efficient, timesaving, and safer operation. Chuck’s efforts were key to the project, which ultimately won a 2013 Alliant Build America Award from the Associated General Contractors of America.

In his nine years at Fay, Chuck has been involved in dozens of demolition projects. Some venerable ones include the Virginia Avenue Tunnel, the Cleveland Innerbelt, and a railroad bridge for Louisville & Indiana Railroad. In particular, this railroad bridge included demolishing the old bridge and installing the replacement bridge using a jack and slide method in only 50 hours, well in advance of a 96-hour outage deadline, allowing trains to be back in service faster than anticipated.

Chuck was also involved in one of Fay’s relay teams for the 2018 Pittsburgh Marathon. Participating on this team not only helped to build personal relationships with coworkers, but the teams were sponsoring a Cystic Fibrosis charity, as this is a disease that affects the immediate family of two of his coworkers. Chuck is a team player in supporting his fellow employees’ efforts to find a cure for this debilitating disease.

Even though Chuck is only 30 years old, Fay has identified him as a future leader. He has continued to develop as part of a Leadership Development Project, i+iconACADEMY. After this year-long class, Chuck volunteered to lead the effort after graduation where the team is asked to work together to solve the question of “How do we deliver a perfect project every time?” This effort is still ongoing. He also exemplifies leadership in the field through his dedication to the craft personnel and the willingness to support projects in any manner needed. He will continue to excel at what comes naturally to him—getting the job done efficiently, while valuing the people that surround him.

The Lawrence W. Hornfeck Award is presented to the Pittsburgh Chapter member who has made exceptional contributions to the Chapter during the preceding year. This memorial award is named in honor of Larry Hornfeck, who passed away in 1963 while serving as Chapter President. The recipient will be announced at the banquet.

Congratulations to all our award winners!

We encourage you to attend the Engineers’ Week banquet on February 23 at ESWP to honor all our award winners and thank them for their hard work, service, and dedication to the engineering profession.
Capitolwire: Governor Wolf wants ‘long-term conversation’ about PA transportation funding.

It appears as though transportation funding could again become a major topic of discussion in Pennsylvania state government. Governor Tom Wolf said the continued toll hikes by the Pennsylvania Turnpike Commission are driving away business from the Keystone State.

The governor's office has identified current and future payments being made by the Pennsylvania Turnpike Commission for the purposes of helping fund public transportation, due to provisions within Act 44 of 2007, as being "too burdensome" for the Turnpike.

Wolf added during a radio interview that he believes there is an “appetite” to do something about it but offered no further details.

Later in the day, when asked about how the billions in planned Act 44 payments to state public transportation systems might be replaced, Wolf spokesperson J.J. Abbott told Capitolwire, “Governor Wolf believes we need a long-term conversation about our transportation funding priorities. He believes Act 44 of 2007 is too burdensome on the Turnpike and especially for customers. The goal of the act is laudable to ensure we have adequate funding for roads and mass transit agencies across Pennsylvania, but there must be a long-term conversation so that we can continue to make historic investments in our infrastructure without burdening one segment of drivers.”

Act 44 was initially tied to making Interstate 80 a toll road, with revenues generated from those tolls helping to cover the payments to the state Department of Transportation mandated by Act 44. When the I-80 tolling proposal failed to win federal approval, the Turnpike’s Act 44 payments were reduced (from $900 million annually to $450 million annually), but not discontinued; the enactment of Act 89 of 2013 altered Act 44 (and is generating roughly $2.3 billion annually to fund road projects, bridge repairs, and public transit) to eventually reduce those Turnpike payments to $50 million annually, starting in 2023—but still continuing until 2057—and earmark nearly all of the Act 44 payments for public transportation purposes. As of April 2018, more than $6 billion has been transferred from the Turnpike to PennDOT (more than half of which has been for public transportation) by Act 44, with roughly $3.4 billion still to be paid.

As a result of the debt the Turnpike has had to assume to make the Act 44 payments (since no other revenue source was found following the I-80 tolling failure), the Commission has had to raise Turnpike tolls annually since 2009, with overall tolls more than doubling during that time period. Toll hikes will have to continue annually until 2044, barring additional changes to Act 44.

A 6-percent hike in tolls will take effect on January 6, 2019.

Pennsylvania's infrastructure gets a C-minus, council says.

Pennsylvania isn’t quite making the grade when it comes to its infrastructure. The state earned a cumulative GPA of a C-minus on the 2018 Report Card for Pennsylvania’s Infrastructure. The Pennsylvania State Council representing the Central Pennsylvania, Lehigh Valley, Philadelphia, and Pittsburgh sections of the American Society of Civil Engineers presented the 2018 report card.

The report included an evaluation of the state’s aviation, bridges, dams, drinking water, energy, freight rail, hazardous waste, inland waterways, levees, parks and recreation, passenger rail, ports, roads, schools, solid waste, stormwater, transit, and wastewater.
The water categories received some of the lowest grades. Stormwater and drinking water each received D grades, while wastewater earned a D-minus.

According to a press release, much of Pennsylvania’s water infrastructure requires repair, replacement, and capacity upgrades. Pipes are exceeding 100 years in age, and there is a significant funding gap between dollars spent and what is needed.

Among the highest grades was the state’s freight rail with a B, and parks and recreation and hazardous waste each with a B-minus. Freight rail infrastructure in the state has benefited from the Pennsylvania Department of Transportation’s Freight Rail Bureau and private sector support.

The committee suggests local and state governments continue to make the infrastructure a priority and invest in improvement projects. They also suggest private industry should have a seat at the table to help identify new technologies and foster collaboration.

At the federal level, the fact that Democrats retook control of the U.S. House of Representatives could clear the way for a long-stalled federal infrastructure package, but that’s still a long-shot.

“I had a conversation with President Trump about how we could work together and one of the issues that came up was ... building infrastructure for America, and I hope that we can achieve that,” said U.S. Representative Nancy Pelosi, the Democrat who is set to remain as Speaker of the House next year. “Those initiatives will create good-paying jobs and will also generate other economic growth in their regions. Hopefully, we can work in a bipartisan way.”

Trump has floated the idea of a major transportation package since he ran for president in 2016, but the President has never put it at the top of his legislative agenda. When his administration finally released a plan earlier this year, the proposal relied heavily on states and local governments to increase spending for a relatively small federal match. The plan never made headway, even in a Republican-controlled Congress.

Even without a new program, surface transportation spending will likely become an issue under the new Democratically-led House, because a key five-year infrastructure spending bill is set to expire in 2020. Last time the so-called highway bill expired, Congress extended it three dozen times over five years before coming up with a replacement.

Port Authority will put capital projects on hold while it awaits PennDOT funds.

The Port Authority is beginning to see the effects of a severe shortfall in state subsidy funds as a result of a lawsuit against the Pennsylvania Turnpike. The Authority announced it will delay 44 capital projects from last year and this year worth $65.3 million because it doesn’t expect to receive $75 million in state operating and capital funds. The turnpike pays $450 million a year to PennDOT—mostly for transit—but it hasn’t made the past two quarterly payments because of a lawsuit by truckers who claim turnpike tolls cannot be used for anything but turnpike projects.

Pete Schenk, the Authority’s chief financial officer, told the Planning & Stakeholder Relations Committee that the agency is delaying some capital projects that were budgeted but not started last year and others budgeted this year to handle the shortfall. Overall, the committee recommended the Authority board reduce the capital budget for the current fiscal year from $145.3 million to $122.3 million.

The percentage of state money for capital projects varies from year to year, but state funds paid for 62 percent of capital projects in 2016, 64 percent in 2017, and 74 percent in 2018.

“It’s a significant portion of our capital budget,” Port Authority CEO Katharine Eagan Kelleman said. “It’s just impacting our ability to do some projects.”

Mr. Schenk and spokesperson Adam Brandolph said the agency prioritized what projects to delay based primarily on safety and need. Many of the delayed projects involve maintenance to authority garages, bridges, or park-and-ride lots.

“Everything that needs to be done will be done,” Mr. Brandolph said. “Obviously, there are needs and wants.”
Rehabilitating Negley Station on the Martin Luther King Jr. East Busway is expected to proceed. But a major rehab of light-rail cars on the subway system likely would have been moved back a year anyway, Ms. Kelleman said, while the agency decides how much of that work can be done by its crews and how much should be done by an outside contractor.

Other projects on the list, such as developing a mobile ticketing app, might begin but money that wasn’t likely to be spent this year was cut from the budget.

About $8 million of the shortfall is used for operating costs, but Mr. Schenk said the agency will cover that with savings and using $3.2 million in reserves, so there will be no change to service or fares. The Authority has approximately $120 million in reserves, and Mr. Schenk said he expects administrators to reduce costs during the year to cover the shortfall without actually touching the rainy-day fund.

The full board will vote on the budget changes on December 7, 2018.

In the Philadelphia area, the Southeastern Pennsylvania Transit Authority said it hasn’t had to delay capital projects because of the lack of state subsidy funds.

If the Turnpike Commission wins the lawsuit, which is proceeding in U.S. District Court in Harrisburg, the agency plans to make good on the delayed payments, but there is no schedule when the case will be decided. Issuing bonds to borrow the money for the payments would take approximately six weeks.

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2018 was another successful year in that we had both an EIT (FE) Review and a Civil PE Review Course in both the spring and fall terms, preparing young engineers for professional registration in our area.

The PE exam was administered on October 26, 2018. NCEES is planning to go to a closed-book, computer-based PE exam beginning in 2021. As a result, the last open-book, paper-based PE exams will be administered in 2020.

The FE exam has been a computer-based, closed-book exam since 2014 and can be taken on any business weekday at selected testing locations.

The teaching schedule for the upcoming spring 2019 term is as follows:

- **The PE Exam date for this spring is Friday, April 5, 2019.**

- Civil Mini Refresher will be on three (3) consecutive Thursdays in the office of LLI Engineering [1501 Preble Ave., Pittsburgh 15233]: January 3, 10, and 17, 2019; 6 PM to 9 PM.............cost $235 for 9 hours of instruction (minimum of 5 registrations).

- Civil PE Review will be on ten (10) consecutive Thursdays in the office of Michael Baker Engineering [Bldg. 100, Airport Office Park]: January 24 through March 28, 2019; 6 PM to 9 PM.............cost $580 for 30 hours of instruction (minimum of 6 registrations).

- EIT (FE) Refresher will be on ten (10) consecutive Mondays in the office of LLI Engineering: January 21 through March 25, 2019; 6 PM to 9 PM.............cost $580 for 30 hours of instruction (minimum of 6 registrations).

Please contact Steven Musial, PE, at LLI Engineering if you have any questions. Cell: 412.956.6448; email: smusial@lliengineering.com
REQUEST FOR SUSTAINING ASSOCIATES
Pay your 2019 Dues and
Become a Sustaining Associate Now

Becoming a Sustaining Associate in the Pittsburgh Chapter of PSPE provides tools to accomplish corporate objectives and more. Through the financial support of our Chapter Sustaining Associates, the Chapter is able to continue to provide many services to the Pittsburgh engineering community as well as sponsor excellent outreach programs to the students in our area. It is imperative in today’s world to get and keep students interested in the science- and engineering-related fields in middle schools and high schools. Our outreach programs include the Engineering Apprenticeship Program, the Mathcounts Program, and participation in several activities at the Carnegie Science Center during National Engineers’ week.

The Pittsburgh Chapter is proud to offer the following advantages and benefits of becoming a Sustaining Associate in the Pittsburgh Chapter.

SUSTAINING ASSOCIATE MEMBERSHIP ADVANTAGES

- Member firms may provide an article for the newsletter highlighting their firm’s projects, individual accomplishments, services, products, or technical capabilities. The newsletter circulation reaches 300+ engineers, managers, and company officials and is published on the Chapter website.
- Member firms may advertise positions available within their firm in the newsletter and on the website free-of-charge.
- Member firms may be listed on the Pittsburgh Chapter, PSPE’s Internet Website, free-of-charge. A link to the company’s website can be included.
- Member firms that employ personnel preparing for the Principles and Practice of Engineering (PE) and Fundamentals of Engineering (FE) Examinations are entitled to a 20% discount on the Chapter’s review courses for the exams.
- Representative(s) of member firms are permitted to attend regular Chapter Business Meetings and are invited to the Chapter Meetings. Our Chapter presently offers a minimum of four (4) meetings with one (1) qualified PDH for continuing education requirements to maintain a Pennsylvania PE license.
- Member firms are recognized as Sustaining Associates in our PSPE Newsletters and at the Annual Engineers’ Week Banquet held each February.

The following are the Sustaining Associates who are paid up through December 2018:

- D&D Engineering
- The Gateway Engineers, Inc.
- HDR Engineering, Inc.
- Keystone Consultants, Inc.
- SAI Consulting Engineers, Inc.
- Stantec Architecture and Engineering LLC
- Trumbull Corporation

To become a Sustaining Associate, please complete and return the “Application for Sustaining Associate Membership” on the next page.

TO PAY YOUR 2019 DUES, please mail a check for $350 payable to “PSPE Pittsburgh Chapter” to PSPE, Pittsburgh Chapter, 337 Fourth Avenue, Pittsburgh, PA 15222.
Application for Sustaining Associate Membership in
The Pennsylvania Society of Professional Engineers - Pittsburgh Chapter

Firm Name

Address

City ___________________________ State _________ Zip ________________

Phone Number ( ) __________________ Fax Number ( ) __________________

Contact Person #1

Name __________________________

Phone # ________________________

Position or Title __________________________

Email Address __________________________

Firm Website __________________________

Firm Description __________________________

Signature __________________________ Date __________________________

THANK YOU!

Please enclose check for $350, payable to “PSPE, Pittsburgh Chapter.”
Please print, complete, and return form and check to:
Pennsylvania Society of Professional Engineers, Pittsburgh Chapter
337 Fourth Avenue, Pittsburgh, PA 15222

Questions: Call 412.261.4300 or email us at PSPE@PittsburghPE.Org
### 2019 CALENDAR

#### MEMBERSHIP EVENTS & MEETINGS

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 9, 2019</td>
<td>Times to be Determined</td>
<td>MATHCOUNTS Competition</td>
<td>Marshall Middle School</td>
</tr>
<tr>
<td>February 23, 2019</td>
<td>6:00 pm</td>
<td>National Engineers’ Week Banquet</td>
<td>ESWP</td>
</tr>
</tbody>
</table>

#### 2019-2020 Chapter Officers

- **President** – Keenan Sukits, PE
- **Treasurer** – Justin Kramm, PE
- **President-Elect** – Ed Telega, PE
- **Financial Secretary** – Vacant
- **Vice President** – Melissa M. Fontanese, PE
- **Immediate Past President** – Scott P. Sukits, PE
- **Executive Secretary** – Brian Schull, PE

#### 2016–2020 Chapter Directors

- **Angela Mayer, EIT** – 2019-2021
- **Matthew Kusic, PE** – 2017-2019
- **Brian Krul, PE** – 2018-2020

#### Chapter Committee Chairs

- **Refresher Course** – Matthew Kusic, PE
- **Sustaining Associates** – Scott P. Sukits, PE
- **Young Members** – Jason Esser, PE
- **Website Coordinator** – Jason Esser, PE
- **Future Website Coordinator** – N/A
- **Newsletter** – James Lombardi, PE
- **Mathcounts Coordinator** – Virginia Dailey, PE
- **Apprenticeship** – Dave Briskey, PE
- **Future Mathcounts Coordinators** – Keenan Sukits, PE, and Kevin Ferry, PE, PTOE

#### State Officers

- **State Secretary** – David Briskey, PE
- **State Director** – Kirk Thompson, PE

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Page | 14  

*November-December 2018*