

Queens Chapter New York State Society of Professional Engineers The Drawingboard

October 2011

Volume 11, Number 11

In This Issue

- President's Message
- Sponsor Information
- Proposed City Laws
- Mentors Needed
- AIA Letter
- PANYNJ and MTA Chair Announcements
- NY Bridges
- New NYC Eng. School
- Special Inspection Firm

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President's Message

By George Tavoulareas, P.E.
President
gltp@msn.com

Several months ago engineers from our Chapter visited and spoke to sixty engineering students at the City College of New York (CCNY). Members from our chapter discussed the importance of engineering and licensure. Zahid Kahn, a senior mechanical engineering student at CCNY and a Queens resident has formed a NSPE Chapter at CCNY and the inauguration of the Chapter will be held at the CCNY, Faculty Dining room, located at the North Academic Center Building (NAC Building) 2/104, 160 Convent Ave on October 27, 2011 at 12 pm. If you are able to attend, please let me know. Food and refreshments will be served.

On September 23, 2011 Gov. Andrew Cuomo signed into law A4581/S2987. This law creates a new type of design professional service corporation in New York State. Under current NYS law, a professional corporation practicing engineering in New York State must be owned 100% by professional engineers unless you are one of the grandfathered Inc's. Under this change in the law, non licensed professionals can own a stake in the corporation provided that greater than 75% of the voting shares of the corporation shall be owned by design professionals and greater than 75% of the directors and officers shall be design professionals. This law also affects the architects, land surveyors and landscape architects. You can read this law by going to: <http://open.nysenate.gov/legislation/bill/S2987-2011>

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In order to speed up the building approval process and cut through the bureaucratic red tape, inefficiencies, etc New York City Mayor Mike Bloomberg and Dept. of Building's Commissioner Robert LiMandri on Oct. 23, 2011 announced the formation of the NYC Developmental Hub, a "state-of-the-art plan review center that will accelerate the construction approval process throughout the City. "Equipped with large television screens, smart boards, webcams and desktop computer tablets, the Hub allows the submission of digital construction plans and virtual plan reviews by multiple City agencies – eliminating the use of paper for the first time in New York City history" according to Bloomberg. The HUB will allow you to file your documents electronically and discuss your project with multiple city agencies from your office and in real time. No more going down to the borough office to meet with a plan examiner and wasting hours of your time. On the surface it seems like a good idea. Make no mistake about it, this is a bold, forward thinking and innovative approach by the City to move projects forward. Hopefully it can only get better with the HUB. They are trying and we are here to help them if they wish. To learn more about the Hub, go to:

<http://www.nyc.gov/html/dob/html/home/home.shtml>

The NYSSPE Fall Conference is scheduled for Nov. 4, 2011 in Albany. You can read more about the conference by going to: <http://www.cvent.com/events/nysspe-2011-fall-professional-development-conference/event-summary-0632d3ecdfbc4568afe9295fdb5ea8e.aspx>

Rudi Sherbanski, PE and the five NYC chapters are holding a special inspections seminar with the NYC Dept. of Buildings. If you perform special inspections you don't want to miss it. You can register for the seminar at:

<http://www.surveymonkey.com/s/9Z833S3>

I look forward to seeing you at our meeting this Thursday at 6:15pm.

SPONSOR INFORMATION

\$20 p/person \$45- non NSPE members

Wendy Ordemann

Causes, Control and Prevention of Efflorescence – Efflorescence, that white powdery substance that often appears on brick walls, can be controlled and eliminated. Specific areas included in this presentation are: identifying materials that are likely and less than likely to contribute to efflorescence; assessing the impact of details and construction methods on efflorescence potential during project design; assessing the contribution of non-construction conditions affecting efflorescence development; and suggested procedures for removing and preventing the recurrence of efflorescence. * 1 AIA/CES, HSW Credit

NYC RULES PAGE

There is a proposed rule to modify the house/site connections to the NYC sewer system. You can read and comment on the proposed rule at:

<http://www.nyc.gov/html/nycrules/html/proposed/proposed.shtml>

Mentors Needed

Help Shape the Next Generation of Engineers

The National Engineer's Week Future City Competition is currently seeking Engineer Mentors for middle school students. Mentors will help students with their research on designing a city of the future. Students will be trying to incorporate engineering practices into the design of their city to; ease traffic, reduce pollution, provide clean water, provide power, improve health and have overall a well planned successful city. Mentors will visit the school periodically and work with students from October to January. Interested Engineers can register to help at <http://futurecity.org/signup/mentor> or find out more details at www.futurecity.org. In NY State, programs are available in the New York City, Albany and Buffalo regions

Free Ethics Courses

NSPE Helps Members Meet New Requirement

The NYS Education Department recently updated the continuing education regulations for professional engineers to require 1 PDH per triennial registration period in the area of ethics. NSPE offers several free webinars on ethics, click [HERE](#) to view them.

Visit the [NSPE Website](#) for all other Web Seminar Listings.

Also, visit www.nysspe.org for information on our upcoming Fall Professional Development Conference and other continuing education opportunities

Link of the Month

<http://www.marketwatch.com/story/pictures-of-flooding-damage-in-irenes-wake-2011-08-28#>



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(B)

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June 7, 2011

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Re: Department of Buildings – Acting Deputy Borough Commissioner, Brooklyn

Francis Murdock Pitts, AIA
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Dear Mayor Bloomberg:

F. Eric Goshow, AIA
VP Government Advocacy
New York

I am writing in my capacity as President of AIA New York State, comprised of 6,600 architects, nearly half of whom are located in the City of New York. It has come to our attention that the recently appointed Brooklyn Acting Deputy Commissioner at the Department of Buildings (Mr. Frank Marchiano) is not a member of the licensed design profession.

Raymond Beeler, AIA
VP Public Advocacy
Westchester/Mid-Hudson

As has been the case in the past, as well as with other current DOB Borough Commissioners and Deputy Commissioners, such individuals have been either a licensed architect or engineer. Since these positions require the interaction with licensed professionals regarding interpretations of the New York City Building Codes as they affect the health, safety and welfare of residents, such individuals must be licensed design professionals. As a matter of fact, the qualification requirements for the position in question calls for the "Possession of a valid New York State Professional Engineer's License or valid New York State Registration as an Architect."

Robert Stanziale, AIA
Treasurer
Westchester/Mid-Hudson

Accordingly, since Mr. Marchiano does not possess the requirements for the position, I urge you to remove him as Acting Deputy Borough Commissioner of Brooklyn, and to fill the position with a licensed design professional. Thank you in advance for your assistance with this matter.

John P. Goodman., FAIA
Secretary
Central New York

Sincerely,

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Cuomo names Lhota as new MTA chair

By Erik Kriss, Bureau Chief

ALBANY – Gov. Cuomo has tapped Joseph Lhota, a senior aide to former Mayor Rudolph Giuliani, as chairman of the Metropolitan Transportation Authority.

Cuomo also announced Nuria Fernandez as the MTA's chief operating officer.

The announcements come a day after the governor named his top economic advisor, Patrick Foye, to head the Port Authority.

Lhota, executive vice president for administration of Madison Square Garden who served Giuliani as deputy mayor and city budget director, will replace Jay Walder as chairman and CEO of the agency that runs the area's transportation system.

Walder's last day is tomorrow. Vice Chairman Andrew Saul will run the agency until Lhota takes over "within a month."

Lhota will be paid \$332,500, a 5 percent reduction from Walder's \$350,000 salary. Cuomo himself, Foye and the governor's other senior aides have all agreed to accept 5 percent pay reductions from their predecessors' salaries.

Lhota's appointment is subject to state Senate confirmation, and he is expected to start as interim CEO within a month, Cuomo's office said.

Cuomo also announced Karen Rae as his new deputy secretary of transportation.

Sources said the search for MTA chair included discussions with New Jersey Transportation Commissioner Jim Simpson.

"Joe Lhota brings one-of-a-kind managerial, government and private sector experience to the job and a lifelong commitment to public service that will benefit all straphangers," Cuomo said. "I look forward to working together as we continue to reform the MTA, reduce costs, and improve service for New Yorkers."

As a Giuliani aide, Lhota "cut costs, led agency reorganizations and consolidations, and implemented performance-based strategic planning," Cuomo's office said.

Lhota is a Harvard Business School graduate, Bronx native and Brooklyn resident who has also worked as Executive Vice President of Corporate Administration for Cablevision, Director of Public Finance for First Boston, and Managing Director of the Municipal Securities Group for PaineWebber Inc.

October 21, 2011

Republican Giuliani famously crossed party lines to endorse Cuomo's father, former Gov. Mario Cuomo, in 1994, the year the elder Cuomo was unseated by Republican George Pataki.

Fernandez, Senior Vice President of the worldwide engineering, construction and operations services firm CH2M Hill, has worked in executive positions at the Chicago Airport System, Chicago Transit Authority, Washington Metropolitan Area Transit Authority and US Department of Transportation.

Rae, a former deputy State Department of Transportation commissioner, has managed federal high speed rail initiatives, safety programs and regulatory initiatives for the Federal Railroad Administration under President Obama and has managed in the Pennsylvania, Virginia, Austin, Tx., Buffalo and Glens Falls, N.Y. transit systems.

September 26, 2011
Gannett

**N.Y. bridges: One-third found lacking
Many deemed deficient or obsolete, review shows**

Written by

Joseph Spector and Tim Henderson

ALBANY -- More than one-third of New York's bridges are in need of repair by state standards, a review of records shows.

Not only do 36 percent of the state's bridges have a condition rating under 5 -- the threshold that requires repair -- but a similar percentage have been deemed either structurally deficient or functionally obsolete, Gannett's Albany Bureau found in an analysis of the roughly 17,300 bridges in New York.

Transportation officials stress that a poor rating doesn't mean a bridge is unsafe. The data from the state Department of Transportation, however, illustrates the extraordinary problem New York faces as it seeks to repair bridges and roads built decades ago.

The state comptroller's office estimates New York needs a remarkable \$250 billion to maintain its transportation, sewer and water systems over the next 20 years -- but about \$80 billion is unfunded.

The troubled picture comes as Washington and Albany are grappling with budget woes that have limited funding for roads and bridges. New York in 2009 lowered its capital spending on transportation repairs, but federal stimulus money picked up some of the slack. The stimulus money will run out soon.

"The central theme is that we have immense infrastructure needs and very limited resources to tend to those needs and that presents some significant challenges," said Tom Nitido, deputy state comptroller.

Recent tropical storms Irene and Lee highlighted the fragility of the infrastructure, with dozens of roads and bridges wiped out because of flooding. Most have reopened.

Bridges in New York were built on average in 1965, records show, and 46 years later, many are showing their wear. Bridges have an average life of about 50 years, industry experts said.

Among the findings in bridge inspection records as of last month:

» Of the state's 17,365 bridges, 2,054 of them, or 12 percent, were structurally deficient, which means they need significant maintenance and repair to remain in service. About 4,300, or 25 percent, were functionally obsolete, a classification that means a bridge has outlived its usefulness, such as having narrow lanes, no shoulders or low clearances.

» 6,240 bridges, or 36 percent statewide, had ratings under 5, which the state DOT said "indicates deterioration at a level that requires corrective maintenance or rehabilitation." Bridges can have a poor

September 26, 2011

rating yet not necessarily be deemed structurally deficient or obsolete because of grading criteria. Bridges are inspected by the state every two years.

» Erie County led the state in the number of bridges with ratings under 5, with 312. The scale runs 1 to 7, with 7 indicating the best condition. Westchester ranked second with 307 bridges below 5. The two counties have the most bridges. About 130 bridges statewide have been closed over the past five years.

» Westchester County led the state with the number of obsolete bridges, with 340, or 45 percent of all the structures. Erie and Monroe counties rank second and third in the state in the number of structurally deficient bridges, with 75 and 68, respectively. Oneida County had the most, with 78. In Monroe, 11 percent of bridges were deficient, compared to 8 percent in Erie County.

» The North Country counties of Essex and Lewis had the highest percentage of deficient bridges at 24 percent and 23 percent, respectively, while Manhattan had 79 percent of its bridges deemed obsolete.

While highway departments stress they closely monitor bridge conditions and repair them as needed, they admit it gets increasingly difficult to keep up with the demand.

"We get a lot of these small bridges failing at once," said Andrew Avery, the highway superintendent in Chemung County. "It does become problematic. We find each year that we're replacing at least one or two bridges that we didn't expect to because of failures that were much more than expected."

Joan McDonald, state DOT commissioner, said any bridge deemed unsafe is immediately closed and repairs are made.

"All of our bridges are safe and if we determine there is an unsafe condition, we shut it down," she said.

It's not just bridges. New York ranked ninth in the country for percentage of its roads deemed in poor condition in 2008, the latest figures available, according to TRIP, a transportation advocacy group in Washington D.C. In a report this month, it found New York ranked 15th in the country for the percentage of deficient rural bridges.

Limited money

The state Legislature had historically passed a five-year capital bonding plan to repair roads and bridges. The last one in 2004 was for \$17.7 billion. But in 2009, the Legislature, then controlled by Democrats, balked at a \$26 billion, five-year DOT plan.

Instead, lawmakers passed a less costly two-year plan for a total of \$7 billion. It expires next year. At the same time, the Metropolitan Transportation Authority, which provides public transit in New York City and its suburbs, received \$9.1 billion for capital improvements, drawing the ire of upstate Republicans.

September 26, 2011

Sen. Thomas W. Libous, R-Binghamton, said a long-term plan for roads and bridges needs to be part of the task for Cuomo's regional economic-development teams, which are trying to find ways to lure private-sector jobs to New York. "It's an important part of growing the state's economy."

About 44 percent of bridges are owned by the state and roughly 50 percent are owned by municipalities. The rest are owned by public authorities or railroads.

Battle in D.C.

Congress beat a Sept. 30 deadline to renew federal funding for surface highway construction projects. Sen. Charles Schumer said New York would lose \$3 billion if the funding wasn't continued, but it was extended earlier this month until the end of March 2012. The money is tied to an 18.4 cent-per-gallon gas tax, which helps fund the repair of roads and bridges.

"How we're going to get more money than in the present highway bill? That's a different issue," Schumer said.

House Republicans have proposed a six-year transportation bill that would provide \$230 billion nationally from the Highway Trust Fund, matching the expected revenue from the federal gasoline tax. But that would mean a 30 percent drop in funding if money from the federal general fund isn't used, as historically has been done.

In his American Jobs Act, President Obama included \$50 billion for national infrastructure improvements. The White House estimated about \$3 billion would go to New York.

One proposal being pushed by Schumer and some House Democrats is to create a National Infrastructure Bank to finance projects. It would be funded with \$5 billion in each of the next five years and provide loans and grants to public works companies. The plan hasn't gained steam in the GOP-led House.

Rep. Nita Lowey, D-Harrison, Westchester County, said the U.S. is falling behind other countries in its infrastructure, saying a National Infrastructure Bank is "essential."

"It's clear that we're falling behind the rest of the world, and it's completely unacceptable," Lowey said. "We are the greatest, most innovative country in the world."

October 14, 2011

NYT

Two Top Suitors Are Emerging for New Graduate School of Engineering

By RICHARD PÉREZ-PEÑA

With less than two weeks left to apply in the competition for \$400 million in land and subsidies to build a science and engineering graduate school in New York City, some of the world's great universities continue to change plans and jockey for position, and there is a growing view among them that Cornell and Stanford have emerged as the favorites.

City officials discourage the idea that there are any front-runners, but the president of Stanford, John L. Hennessy, says bluntly that his school and Cornell — both seeking the same piece of city-owned land on Roosevelt Island — have the best chances, and officials at some of the competing institutions privately agree.

Mayor Michael R. Bloomberg has roiled the field by suggesting lately that he might anoint by year's end not one winner but two, which has bolstered the hopes of Columbia and New York University, which are both seeking to expand without using the free land the city has offered. But university administrators say they are unsure whether the talk of multiple winners might mean approving two proposals for two separate sites, or forcing a shotgun marriage between competing institutions, and city officials will not say.

With Cornell emphasizing its connections to the city, including its medical school on the Upper East Side, Stanford last week announced an affiliation with City College of New York, and dropped a proposed alliance with City College's parent, City University of New York.

N.Y.U. said the coalition it is leading — including CUNY and several other institutions — wants to build on land in downtown Brooklyn that is not among the sites the city has offered.

People briefed on the universities' plans, whose cost estimates exceed \$1 billion in some cases, speculate that one or more of the contenders will try to improve their standing by forgoing the city's offer of up to \$100 million to upgrade roads, water and power supplies, offering to pay those costs themselves.

Stanford and Cornell, both rated among the best in the country in computer science and engineering, have been the most aggressive contenders, hiring public relations and political consultants to press their cases with city officials and journalists.

David J. Skorton, Cornell's president and a physician, and Mr. Hennessy, an electrical engineer, have devoted significant time and effort to personally shaping their proposals and selling them to alumni, faculty, business leaders, government officials and donors. Each has labeled the new campus one of his university's top priorities for the next generation.

"I think if we're not going to do this to the hilt, we shouldn't do it," Dr. Skorton said. "This is the future of our university."

Both Stanford and Cornell plan to submit proposals by the Oct. 28 deadline that are significantly bigger than plans they outlined earlier this year — approaching two million square feet of classrooms, laboratories and housing to be built over the next generation.

"If Stanford and Cornell are prepared to develop two million square feet that don't exist now or aren't already in the works, and that's the criterion, they may be the only ones," said John E. Sexton, president of N.Y.U. "It may well be if the question is drawn that narrowly, then Stanford and Cornell are the only two players."

Stanford proposes to replicate the role it has played in the growth of Silicon Valley, as an incubator of high-tech talent, innovation and business. "We know how to get young people involved in start-ups," said Mr. Hennessy, whose campus has spawned Hewlett Packard, Cisco Systems, Yahoo, Google and countless smaller tech companies. "Cornell's disadvantage is all its start-ups put together are smaller than Google."

Cornell's plans are more tailored to New York's particular economy, with four hubs: technology for cleaner and more efficient building; information science and engineering for health care; social mobile networking, particularly in fields like media and advertising; and what it calls "intelligent trustworthy systems," which include areas like cloud computing and information security.

The rules of the competition offer points for working with local institutions. Officials of Stanford said last week that it was not entering a partnership with City College but would channel top engineering

October 14, 2011

students from there to the new campus. Some competitors suggested that this would not be a substantial enough affiliation to satisfy the judges of the competition or the City Council, which will have to approve some aspects of the winning plan.

But Stanford may have the financial edge. Its endowment exceeds \$16.5 billion, more than double Columbia's \$7.8 billion or Cornell's \$5.2 billion, as of this summer. And Stanford raised more than \$2 billion in the three years ending in mid-2010, more than any other American university and nearly twice what was raised by each of its main rivals for the New York campus.

When Mr. Bloomberg proposed the competition late last year, it was an audacious idea: to lure a prestigious university to build from scratch a top-flight school of applied sciences that would, in turn, seed businesses that would turn New York into the world's next great high-tech hub. "We certainly can't sit here and let Silicon Valley be bigger than us," Mr. Bloomberg said last week in his first appearance at the New York Tech Meetup, a monthly gathering of entrepreneurs.

Whether or not his vision will have such a transformative effect on the city's economy, it has taken a powerful hold on the imaginations of great universities. Some of the schools have sharpened, expanded and accelerated the early plans they submitted in March, proposing to start classes in leased space as early as next September.

The city received 18 submissions early, including several from overseas. But it is unclear how many of those will turn into actual applications.

Several local universities reacted badly to the announcement of the competition and its attendant implication that New York lacked first-rate science schools. Columbia's graduate school of engineering is ranked 16th in the country by U.S. News & World Report; Stanford is 2nd, Carnegie Mellon — which plans to submit a solo proposal and is also involved in N.Y.U.'s — 6th, and Cornell 10th.

But Columbia has a selling point the others lack: Well before the mayor's brainchild, Columbia had already embarked on a huge expansion on 18 acres north of its Morningside Heights campus, with up to seven million square feet, much of it devoted to study of the brain. With the city's help, part of that space — with permits long ago approved and construction under way for a year — could be revamped into the kind of graduate school Mr. Bloomberg envisions, while leaving city-owned sites on Roosevelt Island, Governor's Island and the Brooklyn Navy Yard for other projects.

"We are ready to go," Lee C. Bollinger, Columbia's president, said. "This can be up and running very quickly."

Columbia plans to focus on themes similar to Cornell's: new media, "smart" cities, electronic security, health analysis and finance. In all, seven of its schools would be involved, not just engineering.

"You can't just take a department and say, 'Go create this.' You need the entire institution," Mr. Bollinger said. "Obviously, that is an argument against bringing in an outside university."

N.Y.U. did not have an engineering school until 2008, when it affiliated with Polytechnic University in Brooklyn, now Polytechnic Institute of N.Y.U. (66th on the U.S. News list).

But the coalition it is leading includes institutions with highly regarded programs, like Carnegie Mellon, the University of Toronto and the University of Warwick in Britain. Their plan would focus on the technology for cleaner, more efficient and healthier cities.

N.Y.U. has experience establishing new campuses away from its Greenwich Village home, including a college in Abu Dhabi. Like Columbia, N.Y.U. is in the early stages of an unrelated, major expansion, but both universities express confidence that big ideas generate big fund-raising.

Even if another university is chosen, Mr. Sexton said, making the city a technology hotbed will benefit every local school.

"I don't think educators could do anything but be excited about this," he said.



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PE's In Construction Practice Division [PEC]
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In cooperation with:
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******* October 28, 2011 - Polytechnic Institute Lecture Series *******

DOB Presentation: Guidelines to Registering a Special Inspections Agency in NYC

Date: Friday, October 28th, 2011.

Location: Pfizer Lecture Hall - Polytechnic Institute -
Six MetroTech Center; Brooklyn, NY 11201
Tel: 718.260.3600

Time: 1:30 PM - Networking & Refreshments.

2:00 PM - Lecture will begin promptly.

ATTENDANCE COST: Free for Students. \$25 for NSPE Members, \$45 for non-members*

To RSVP your attendance and reserve your seats in the boxes below:



Topics include: Review of Special Inspections; Overview of the Special Inspections Rule; Recent amendments to the Rule; Qualification Requirements for Special Inspections; and How to Register Online. The Department of Buildings will provide an overview of the following:

- i. General Overview for Special Inspections
- ii. Upcoming amendments to the Special Inspection Rule (1 RCNY §101-06)
- iii. Review of Building Code Chapter 17 (Special Inspection)
- iv. Timeline for Compliance
- v. Registration process for special inspection agencies.

This training session has been approved by the Practicing Institute of Engineering, Inc (PIE) for compliance with NYS Mandatory Continuing Education requirements for Professional Engineers for 2 PDH(s). Certificates of Course Completion will be issued upon completion of the seminar.

Admission for students is free. All other member or non-member payments shall be collected at the door at the beginning of the event, by cash or check payable to NYSSPE - PEC. For further information on schedule, registration and/or for ticket purchase, contact Rudi Sherbansky P.E. - PE's in Construction Practice Division @ (347) 635-5090 or mailrudi@yahoo.com

Presentation by: NYC Department of Buildings.
Speakers: Alan Price P.E., Director, OTCR.
Dawn Davidson, Project Manager.

Program: The presentation will inform the professional design community of the Special Inspector and Special Inspection Agency Rule requirements, and provide useful information regarding the upcoming registration program. The Department will highlight the technical changes and how it will impact the filing process. Mr. Price will cover the technical overview of the presentation which will involve the applicability of the rule requirements and Ms. Davidson will present a PowerPoint demonstration of the online registration application, submission requirements, and supporting documents.

Special Inspection Agencies are required to register with the Department of Buildings. Agencies may register as one of three classes depending on the scope of work. Recent amendments to the rule include that each agency maintain insurance, and accreditation for Class 1 Special Inspection Agencies.

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