President’s Message

This Thursday, June 16th, is our second annual awards and scholarship dinner and the last event of the season. As we did last year, we’ll be recognizing our engineering colleagues by formally congratulating our Engineer of the Year, Government Engineer of the Year, Young Engineer of the Year and Project of the Year winners. We will also be awarding two deserving high school students with scholarships toward their college careers in engineering.

This Thursday will also be my last event as president. I’ll be turning over the president’s gavel to Toby Hansson of Stantec. Over my two years as president, I have met countless members of our chapter, attended numerous chapter and state functions and been in many a meeting to discuss the future of the organization. It has certainly been an honor to represent the professional engineers of the NY Chapter during this time and interact with a wide variety of people. It is an experience that I will not soon forget.

One of the key things I attempted to do as president is continue the efforts of my predecessors to focus on our membership and get more people involved. After this month, I’ll continue to be involved and attend our monthly board meetings and events. But I would like to take my last opportunity in NY Notes to request that all of our members give a little time to our organization. Our board is always looking for new faces that are interested in supporting and progressing professional engineering.

Over the last two years, we’ve added 5 or 6 new people to the board. They have contributed by writing articles for the monthly newsletter, contributing ideas for ways to increase our membership, assisting in securing speakers for our dinner events and pdh functions, setting up site visits and, in general, bringing new perspectives to the society. We are always looking for people who can spare a small amount of time to make a difference in our cause. I request that everyone find a little time to be involved and contact a board member with ways you think you can assist our society.

I hope everyone has a wonderful summer. It has truly been a pleasure serving as your president. I look forward to the next year and the leadership that Toby will bring to our society.

Erich R. Arcement, P.E., PTOE
Congratulations on a Great Accomplishment.

Bridge over Flushing River Replacement of the Northbound Whitestone Expressway Engineering Project of the Year:

Robert Enoloma, PE, LEED AP

Young Engineer of the Year:

Jose M. Rivera, Jr., PE

Government Engineer of the Year:

Samuel L. Schwartz, PE

Engineer of the Year:

2011 SEAP Scholarship Award

Ms. Anm Byrne

2011 NY Chapter Scholarship Award

Ms. Mariel Charles

THE NY CHAPTER AWARDS

2011

Congratulations on a Great Accomplishment.

(The recipient of this year's

Christian Wiedziolowski, PE.

David Reyes-Guerra, PhD, PE.

Eric Prewoski, PE.

Lloyd McKenzie, PE.

Robert W. Lomana, PE.

Ralph Leonetti, PE.

Toby Hansson, PE.

Emad Elnaghy, PE.

Hermy Emundance, PE.

Diego Alexio, PE.

2010 - 2012

Directors

Paul B. Wood, PE.

Thomas Szabo, PE.

Alvin Crossley, PE.

William L. Gross, PE.

James F. Freeh, PE.

Irving K. Foerler, PE.

Marc Chiffert, PE.

Howard N. Blitman, PE.

Kaxen C. Amrhein, PE.

2009 - 2011

Directors

Past President

Marc A. Chiffert, PE.

Treasurer

Alfred H. Brandt, PE.

Financial Secretary

Mark Schmidtman, PE.

Secretary

Ivan Ramirez, PE.

Second Vice-President

Lester Kassidali, PE.

First Vice-President

Gerard Hiubner, PE.

President

Ethel R. Accomando, PE.

AWARDS

PROFESSIONAL ENGINEERS

NEW YORK STATE SOCIETY

NEW YORK CHAPTER

2011
This year, 2011 is the 60th Anniversary of the establishment of the Annual Engineers Week celebration throughout the United States. Engineers in the New York Metropolitan area observed this anniversary with a kick-off reception on Thursday, February 17, 2011 at the Polytechnic Institute of New York University in Downtown Brooklyn. This reception was sponsored by the Metropolitan Engineering Societies Council, the umbrella organization promoting the interests of engineers who are members of 25 local engineering organization chapters in our area.

This well attended function began with an enthusiastic networking and dinner session, partially sponsored by the Alumni Association of the Polytechnic Institute. After the delicious repast, the attendees relocated to the auditorium of the university’s Dibner Library building, where all guests were welcomed by MESC Chairman Wasyl Kinach, P.E. In his introductory remarks, Mr. Kinach proudly referred to his organization’s new banner, prominently displayed on the auditorium stage. A similar banner was also displayed at the Port Authority Bus Terminal in Midtown Manhattan. Mr. Kinach also extended special thanks to the reception’s sponsors, which included HAKS Engineers, Mueser Rutledge, Granite Construction, Dvirka and Bartilucci, Kiewit Infrastructure and Con Edison organizations. After briefly summarizing the efforts of MESC, Mr. Kinach restated his belief that engineers have had a major impact with vital contributions to the advances of civilization. However these contributions have seemed to recede into the background in modern society and engineers must respond to this situation by adopting a more prominent and vigorous public stance to increase public awareness of engineering accomplishments.

Mr. Kinach next introduced to the assemblage Dr. Richard Thorsen, Polytechnic Institute’s Vice President. Dr. Thorsen proceeded to relate the Polytechnic’s history, being founded more than 100 years ago as the Brooklyn Polytechnic Institute. By 1973, the school’s mission sufficiently expanded to justify a name change into the Polytechnic Institute of New York and by 1985 into Polytechnic University. In the interim, New York University had closed its engineering school in 1972, a move caused by financial problems. NYU’s subsequent prosperity enabled a reconsideration of this earlier, regrettable decision and in 2008 offered to form a partnership with Polytechnic University. The resulting merger has produced a vibrant, solvent university specializing in advanced engineering and scientific development, education and research.

Dr. Thorsen next responded to Mr. Kinach’s comments by reminding the attendees that the enormous advances in human longevity during the past 100 years throughout the world have been made possible almost exclusively by engineers who developed the technology for providing pure, clear, potable drinking water to people everywhere. He also reported on a 2005 survey, which ranked engineering as the sixth most admired profession after nursing, medicine dentistry, veterinarianism and health care in general. Forty plus professions were considered, with the political sphere, the legal profession, and used car dealerships among the least respected groups. Dr. Thorsen also acknowledged that the United States trails most of the world in the number of graduating engineers produced annually. He also noted that the large number of engineering graduates produced by the education systems in developing countries such as China and India cannot be overtaken. However, American engineering education is still recognized as of the highest quality with its emphasis on invention, innovation an entrepreneurship in training.

Dr. Thorsen also described how Polytechnic’s merger with NYU has produced expanded resources for economic and engineering development. The partnership has created several engineering incubator groups located off campus with industry, college, legal and technical specialists researching such urgent
subjects as clean and renewable energy, biotechnology, cyber security, digital media concerns and information technology. These incubator groups provide such services as office and classroom space, management software, marketing techniques, networking opportunities, and access to students, professors and business advisors. Representatives of 48 companies are on site at these incubators with 14 additional company representatives available via remote contact. 20 members of the university faculty, as well as more than 200 students also participate. The university and various companies have provided more than $25 million in seed funding, and the resulting research in science and technology has created more than 250 new jobs. Dr. Thorsen is highly optimistic about the future of these incubators and intends to expand these groups in the future as circumstances permit.

Chairman Kinach next introduced George Golochenko, P.E., MESC Program Chairman, who presented the attendees with copies of Mayor Bloomberg’s enthusiastic and heartfelt proclamation of Engineers Week in the City of New York. The proclamation itself was then very effectively read to the audience by an officer of one of MESC’s member organizations, the Municipal Engineers of the City of New York.

The evening’s keynote address – “World Trade Center Transportation Hub Engineering Challenges” – was presented by Quentin M. Brathwaite, AIA, AICP, the Assistant Director of Construction at the World Trade Center for the Port Authority’s Office of Program Logistics. Mr. Brathwaite has more than 25 years of experience in management of various programs, projects and construction efforts. Prior to his current position, he served as Assistant Program Director for Air Train JFK project and was responsible for planning, design and construction of the Van Wyck Expressway segment. Mr. Brathwaite’s talk was illustrated by a computerized slide series showing a number of up-to-date photographs of the substantial construction progress of the World Trade Center rehabilitation.

Mr. Brathwaite began his presentation by noting that, as a registered architect and project coordinator, he continually works in close cooperation with many engineers, whom he admires for their professional expertise and enthusiastic dedication to the goals of the World Trade Center reconstruction. He related how the Port Authority engineering staff distinguished itself by organizing and completing restoration of PATH service to the Downtown Manhattan area by first clearing Tunnels “E” and “F” (providing outbound and inbound service, respectively), and then building a new temporary station on the site of an old abandoned site. A new permanent station was started in 2008 and hopefully will be completed in time for this 10th Anniversary of the September 11, 2001 terrorist attacks.

Starting in 2002, and in cooperation with the Silverstein Properties organization, the Port Authority supervised the architectural competition for the rebuilding and renewal of the World Trade Center site. After several major revisions and complex negotiations, agreement was reached on a redevelopment program, which included careful preservation of the human and physical remains, an impressive Memorial and new cultural facilities, all within an overall budget coordinated by the Federal, State, City governments and the Port Authority. Transportation issues were given a high priority for development, including a new tunnel across the property for the # 1 train, a new Fulton Street subway transfer hub in cooperation with the New York City Transit Authority, and a new major east-west corridor under Route 9A, West Street, in cooperation with the New York State Department of Transportation, all for an overall expenditure of more than $3 billion. Other significant engineering efforts include the reinforcement of the walls of the existing site “bathtub” structure and the installation of an additional slurry wall along the east portion of the bathtub. Excavations uncovered an ancient ship buried far below the surface and regulations provide for the preservation of this and other historical items.

The most visible sign of construction progress is the rise of #1 World Trade Center building. Currently at a height of 56 stories, this 1,776 foot tall structure will eventually consist of 70 floors of rental space topped by a tall transmission tower. This structure is a bunker-like, reinforced concrete base designed to resist a concentrated terrorist assault. At completion, this building will be taller than the Empire State Building. Three additional towers have also begun construction, jointly financed by the Port Authority and the Silverstein organization and all scheduled for completion at heights approximately equal to that of the Empire State Building. Upon completion, these buildings will revise and define the skyline in downtown Manhattan.

New construction is also proceeding on the site’s Plaza level, where two 200 ft. square Memorial pools, complete with recirculating water fountains, are located on the footprints of the demolished Towers # 1 and 2 of the original World Trade Center. Since September 2010, construction has advanced on the triangular wedge-shaped Memorial museum, which will contain, among other artifacts, a column of survival steel from the original towers. Also prominent at the Plaza level is the central heating and chiller plant, which imports Hudson River water for climate control for the entire installation. Coordination of all this construction activity has been a major problem for the Port Authority. For example, normal pedestrian usage along Church and Vesey Streets averages 14,000 people per hour. This makes supply deliveries, worker transport and equipment maneuverability extremely difficult. The
Port Authority engineers and planners have developed a staged schedule and system for timely delivery of supplies, workers, and equipment primarily via trucks at night.

The Transit Authority’s transportation hub along Fulton Street will interconnect the # 2, and 4 subway lines with the J, N and R lines and will also connect into the east-west corridor under West Street into the Winter Garden located in Battery Park City. This hub and corridor is expected to handle 100,000 commuters per day and provide 500,000 square feet of new retail space. The Fulton Street portion of this hub is scheduled for completion in 2014 and will prominently feature the glass illuminating structure above Fulton Street, designed by famous architect Santiago Calatrava. The special arch-type supports for this structure are now partially in place after undergoing unique fabrication procedures in Spain, Mr. Calatrava’s birthplace.

The usual question and answer period was particularly interesting, with the explanation that Mr. Calatrava has incorporated special cleaning provisions for his unique glass structure, which has also been redesigned several times because of funding limitations. The original World Trade Center site had 10 million square feet of office space and the future center will have at least that volume with limited residential facilities. Several of the new towers will be jointly funded by the Port Authority and the Silverstein organization, and the New York City Department of Buildings has been continually consulted during design and construction over an eight year period.

Professional engineers attending this reception and lecture qualified for one hour credit toward fulfilling their continuing education requirements, as mandated by New York State’s Department of Education.

This was an excellent activity for appropriately observing the 60th anniversary of Engineers Week. Great job as usual!!!

Demetra Marcos
PE News

Investing in Your Future - Achieving Your PE

by Robert Nadramia, P.E. & Tom Pagano, P.E.

For those of you that may be completing your college studies this year, congratulations. Hopefully, you have decided whether to move on to either graduate school or have been successful in landing your first full-time engineering position. For those of you that are about to start working full-time, you may think that all of your days of studying are behind you forever and that now you can focus on building your career as an engineer. However, one of the most important things that you as a young engineer can do to further your career is to study for and achieve your PE license as soon as possible.

Achieving your Professional Engineer License is probably the single most important achievement that you can accomplish in your career. The PE applies to all engineering disciplines, be it civil, mechanical, electrical, chemical, and so on, and is one of, if not the, most important accomplishments that any engineer can achieve in their field. It establishes this person as an engineer that is dedicated to the betterment of their field, their competency as a knowledgeable engineer, and their commitment to strong, ethical behavior.

These are all personal qualities that your current and future employers will value in their employees, and help you to stand out amongst your coworkers. An employer will want to hire a person that is going to be dedicated to their job, to perform their tasks fully and to the best of their ability. Although there is usually a monetary benefit (research has shown that PEs typically earn more than their non-PE peers over the course of their careers), it also identifies these people as leaders both in their company and in their field. They are entrusted to always look at the overall big picture of a project and how it will directly affect people, and to ensure that people’s safety will always be at the forefront of their decisions. It is these qualities, and more, that make a PE an inspiration to their coworkers and peers, as they strive to maintain the highest level of competency and ethical standards in all that they do.

Achieving your PE license is a necessary step that opens many doors in the engineering field, aiding you in reaching your full potential as an engineer.
That was the interesting topic of New York Chapter’s recent technical dinner meeting held Wednesday February 16, 2011 at the Cornell Club located on 44th Street, just east of Fifth Avenue in Midtown Manhattan. The distinguished guest speaker at this meeting was Eric C. MacFarlane, P.E., Deputy Commissioner of New York City’s Department of Design and Construction.

After an enthusiastic introduction and networking session, the formal meeting was opened by NY Chapter President Erich R. Arcement, P.E., PTOE, who thanked all guests for attending. He also extended special thanks to our several professional sponsoring organizations, among which were the HAKS and Stantec groups. President Arcement next proceeded to summarize our Chapter’s upcoming schedule of meetings, the details of which were listed in copies of our bi-monthly newsletter located on the various tables of ten in the meeting dining room. Additional details will be published as soon as finalized. The President then introduced our guest speaker, who first summarized his Department’s work on our City’s water supply system.

Mr. MacFarlane’s Department is deeply involved in the completion of our City’s third water tunnel, which was begun in 1970 to enhance delivery of clean, fresh water throughout the five boroughs. The completion of this Tunnel # 3 will provide for the inspection and repair of City water Tunnels # 1 and 2, which first were put into service in 1917 and 1936, respectively. In addition, it is expected that Tunnel # 3 completion will improve water quality at increased and more equalized pressures throughout the system, at a steady volume of more than one million gallons daily. The source of New York City’s water supply is the Catskill / Delaware and Croton watershed, located northwest and north of the City. Water Tunnel # 3’s first section was completed in 1998, extending 13 miles from Yonkers through the Bronx, into Manhattan, and then into Astoria, Queens. Section Two of Tunnel # 3 consists of two branches, one through Queens to Brooklyn and one into Manhattan. While the tunneling operations (completed in 2001 in Queens and 2008 in Manhattan) have been completed in Section Two, a number of vertical access shafts and distribution chambers must be constructed before water can be delivered. These facilities are scheduled for completion by 2013 in Manhattan and by 2020 in the Queens / Brooklyn section, which will eventually connect into the existing tunnel to Staten Island. Of course, Mr. MacFarlane’s Department is also involved in other major projects, such as the Kensico Reservoir reconstruction and the filtration plant under Van Cortlandt Park in the Bronx.

However, the main thrust of Mr. MacFarlane’s talk was the construction of 11 vertical access shafts along the 8.5 mile long tunnel extension under the West Side of Manhattan. These vertical shafts (as much as 24 feet in diameter) connect the #3 tunnel extension (20 feet in diameter over 450 feet below ground level) to the distribution chambers located just below the surface. These chambers will contain a series of butterfly valves, trunk lines and distribution mains for water delivery to the installations above ground level. Also included in current construction projects are branch connections from the West Side tunnel extension to the Queensborough Bridge along 59th Street, to the Queens Midtown Tunnel, to a major chamber at 34th Street, to a crosstown connection at 23rd Street and a similar connection under Washington Square Park.

This intensive construction activity below ground also causes problems above ground, such as traffic congestion, street closings, detours, parking restrictions and temporary water service interruptions. Hence, an important aspect of the Department’s work is coordination with utilities and local community groups to minimize the disruptions. The Department has negotiated a series of joint contracts with utilities to share costs and responsibilities for handling the service disruptions. The total cost of these joint contacts has been $271 million to the DDC and $278 million to the various utilities involved. The labor costs in implementing these joint contracts has been a 48% share by the City government and 52% share by the utilities. Because of the complexity of many of the utility installations, the DDC and utilities coordinate joint design projects and solicit joint construction bids from contractors.

Mr. MacFarlane’s presentation was effectively illustrated by a computerized slide series. Most impressive were several slides showing the complexity of detailed utility lines at 59th Street and First Avenue and including the water feed connection from Third Avenue. Depicted were a maze of Con Edison steam and electrical mains, telephone lines, subway connections and water mains, the complexity of which is largely unknown until excavation. Also contributing to these complications is the discovery of unidentified ducts and abandoned and deteriorated facilities. To
remedy these conditions, unexpected delays result and substantial costs are incurred to relocate and reconnect the disrupted utilities and to remove the obsolete components. The New York City Department of Transportation is also engaged in an aggressive street reconstruction program in Manhattan along East 59th Street and West 48th Street. Also planned are similar projects in Lower Manhattan along Lafayette Street, Hudson Street, Grand Street, and exits from the Holland Tunnel. The DOT program is expected to take 5-1/2 years and is scheduled for completion in 2015, after 2007 consecutive construction days. These projects include new roadways, sidewalks, street lighting, as well as installation of 36 and 48 inch water trunk mains and 12 and 24 inch distribution pipes.

Needless to say, all this construction activity causes unfavorable public reactions and frustrations. In response, the DDC has developed an extensive community notification and outreach program, including careful regional interaction and coordination with such organizations as the Port Authority, PATH and AMTRAK. Construction work is limited to 7 AM – 10 PM Monday through Friday and to 10 AM – 10 PM Saturday and Sunday. Noise regulations are strictly enforced every night after 10 p.m. and until 8 a.m. on weekdays and 10 a.m. on weekends and holidays. Parking and traffic pattern changes are diligently enforced throughout construction periods with video cameras liberally employed to determine violations.

The question and answer period was equally informative and primarily focused on financial issues. The DDC has a funding commitment from New York City for $800 million over the next four year period until the end of 2015.

At the conclusion of the meeting, New York Chapter President Arcement thanked Mr. MacFarlane for his excellent presentation and extended additional thanks to our industry sponsors for their enthusiastic support. He also reminded all attendees to be sure to pick up applications for nominations to the Chapter’s Annual Professional Achievement Awards, which will be granted at our June 2011 dinner meeting. The applications were located on the dinner tables throughout the Cornell Club’s dining room.

All licensed professional engineers attending this meeting qualified to earn one development hour of credit toward satisfying their continuing education requirements, as mandated by the New York State Department of Education.

Great engineering meeting as usual offered by New York Chapter! We look forward to seeing you all next time!!
Not too long ago it appeared that the United States was gaining steam in the pursuit of high-speed rail. We finally had a White House that made passenger rail a high priority. With Obama calling for $8 billion in 2012 and $53 billion over six years for passenger rail projects, and a goal to provide 80 percent of Americans with access to high-speed rail in the next 25 years, governors and the transportation industry were licking their chops.

And then we hit the skids. Florida Governor Rick Scott, Wisconsin Gov. Scott Walker and Ohio Gov. John Kasich, all newly elected Republicans, abandoned high-speed passenger rail projects, rejecting a combined $3.6 billion in federal funds in the process. That figure is more than the gross domestic product of some small countries, like Fiji, Somalia or Guam.

And then Congress eliminated about $1 billion that Obama wanted in the current budget for rail projects, and $400 million from the $2.4 billion already set aside for high-speed rail in Florida.

It “makes no sense” Obama said, referring to the abandoned rail projects. He’s right. Transportation infrastructure projects help the country stay competitive. And they create jobs. The abandoned rail plans would have generated at least 35,000 jobs combined, according to news reports. That squandered opportunity was a bitter pill for some lawmakers in Florida, where the unemployment rate is 12 percent. The state had not even received bids on their project when the governor decided to turn down $2 billion in federal dollars earmarked for an 85-mile high-speed link between Tampa and Orlando. Among the disappointed were U.S. Rep. John Mica, a Florida Republican and new chairman of the Congressional House Transportation and Infrastructure Committee. Another 26 state senators rebuked the governor for turning down the money, writing in a joint letter, “Politics should have no place in the future of Florida’s transportation.”

Gov. Scott’s decision, announced in February, was a slap in the face to the Obama Administration, coming a little more than a week after Vice President Joseph R. Biden unveiled the president’s rail plans. The Florida project was a centerpiece of those plans. It was one of two high-speed lines already approved by Congress. Like his fellow governors who rejected federal rail aid, Scott argued that his state might have been liable for billions of dollars, claiming that ridership estimates were too optimistic, and worried that taxpayers would be left with a $3 billion tab to pay if the line wasn’t successful.

Scott’s pronouncement was described by Florida Democratic Senator Bill Nelson, who, according to The Florida Times Union, compared the rail project to the interstate highway projects of the 1950s. “Can you imagine if the governor had tried to kill Eisenhower’s interstate highway system? That’s what we are facing today,” Nelson was quoted as saying in the newspaper. The senator raises a good point. Some of our nation’s greatest infrastructure was built in precarious financial times. The United States Congress approved construction of the transcontinental railroad – one of America’s great technological achievements – during the American Civil War.

The governors who turned down the billions in high-speed rail may be making short political hay out of their decisions. Their states may feel the sting of jealously, as the funds they snubbed are funneled to other states eager to create jobs and build a world-class transportation network for the future.

In California, which received the largest portion of redirected money from the abandoned projects in Wisconsin and Ohio, Republican Gov. Arnold Schwarzenegger, at the time, was only too happy to take the funds. California voters have already approved almost $10 billion in bonds to build a high-speed rail system from San Francisco and Sacramento to San Diego. They’re going to need a lot more to meet the anticipated $45 billion price tag.

There were plenty of others vying for those $2 billion in abandoned Florida high-speed train dollars. In fact there were 90 proposals from 24 states, the District of Columbia and Amtrak. “This is a knock-down drag-out fight over who is going to get it,” said Kevin Brubaker, Deputy Director of the Environmental Law and Policy Center in Chicago. Among the eleven Republican governors seeking a slice of the pie was Gov. Walker of Wisconsin,
who would have liked to get back $150 million of what he had initially rejected. “We’re glad that Gov. Walker has recognized the value of high-speed rail to the Midwest,” Brubaker said, “and is seeking funds to support it.”

Recently Ray LaHood, the federal transportation secretary, announced that Amtrak and 15 states will be awarded the $2 billion that Florida gave up. The biggest slice of that money, about $800 million, will be used to improve train speeds on the Northeast Corridor, as well as improve the reliability of commuter lines.

The New York projects may not sound sexy but they are the type of projects that need to be done to get us on the right track to high-speed rail, according to Darnell Grisby of Reconnecting America. “Part of the problem with American passenger rail is that a lot hasn’t been improved in many years and getting us to high speed requires getting us up to the speed of other countries,” he said. We need to improve existing rails so that they can handle high-speed trains.

The good news, Grisby says, is that about half the states that applied for the rail money are states governed by Republicans. “Opponents of high-speed rail may have been more successful about getting their message out, but it’s not entirely factual information. There is still demand for high-speed rail and it’s bipartisan in nature,” he said.

Why do we need high-speed rail? Because, Grisby says, with gas rising above $4 per gallon, Americans need more convenient travel options. High-speed rail will also relieve stress on our roads and airports. Small communities, like those in upstate NY, will benefit from rail lines that allow residents to commute to the big cities where the jobs are, without abandoning their hometowns. Those communities that know how to market themselves can leverage a new high-speed rail line into a big economic plus for the local economy. And let’s not forget about job creation. As Grisby points out, Brazil, Russia and Southeast Asia are building high-speed rail right now and if America can build a high-speed rail construction industry, we can export our products, creating long-term jobs.

The industry needs proof that that our nation has a long-term commitment to high-speed rail and the best way to do that is to include funds for it in the next transportation reauthorization bill. Congress really needs to step up. Over the next four decades the U.S. can expect our population to grow by 100 million Americans. With our current transportation infrastructure, Grisby says, we cannot accommodate that growth.

Our nation needs to have a long-term strategy for our transportation network, a strategy that transcends politics. If not, we will pay for shortsightedness and veer off track while other countries speed ahead.

Samuel I. Schwartz is a former New York City Traffic Commissioner who currently writes the Gridlock Sam column for the New York Daily News and is CEO of Sam Schwartz Engineering.
Advertisements

We are now accepting advertisements for inclusion in our publication.

- **business card:** $100 per year
- **¼ page ad:** $200 per year
- **½ page ad:** $300 per year
- **full page:** $400 per year

Other options are available. Please inquire.

Ads can be in black & white or color. Please provide the ad copy in pdf format. Ad copy should be provided via email by the 20th of the month for inclusion in the following month’s edition.

Please email ad copy to NY Notes Editor, Toby Hansson, P.E. at toby.hansson@stantec.com.

Ad content subject to Board approval. Proceeds from the advertisement help support our scholarship fund.

Payment should be mailed to our treasurer, Al Brand, P.E. at the following address:

Mueser Rutledge Con. Engrs.
attn: Alfred Brand, P.E.
14 Penn Plaza
225 West 34th Street  2nd Floor
New York, NY 10122-0002

*Check should be made payable to “NYSSPE New York Chapter”*

---

Global Expertise.  
Local Strength.

Stantec, founded in 1954, provides professional consulting services in planning, engineering, architecture, interior design, landscape architecture, surveying, environmental sciences, project management, and project economics for infrastructure and facilities projects.

For more information visit stantec.com.

One Team. Infinite Solutions.
Sponsorship Opportunity for Monthly Dinner Meetings

Sponsorship opportunities for upcoming NYSSPE NY Chapter Monthly Dinner Meetings are currently available.

Sponsorship begins at $500.

Benefits for Sponsor Company:
- Tickets to the sponsored dinner meeting
- Signage at each table indicating sponsorship
- Announcement recognizing sponsor at the dinner meeting

Contribute Articles and Announcements for NY Notes

We welcome members to submit information for publication. Anyone interested in contributing can send the information via email to our editor, Toby Hansson, at toby.hansson@stantec.com or via mail at:

Stantec, 50 West 23rd Street, 8th floor, NY, NY 10010
Attn: Toby Hansson