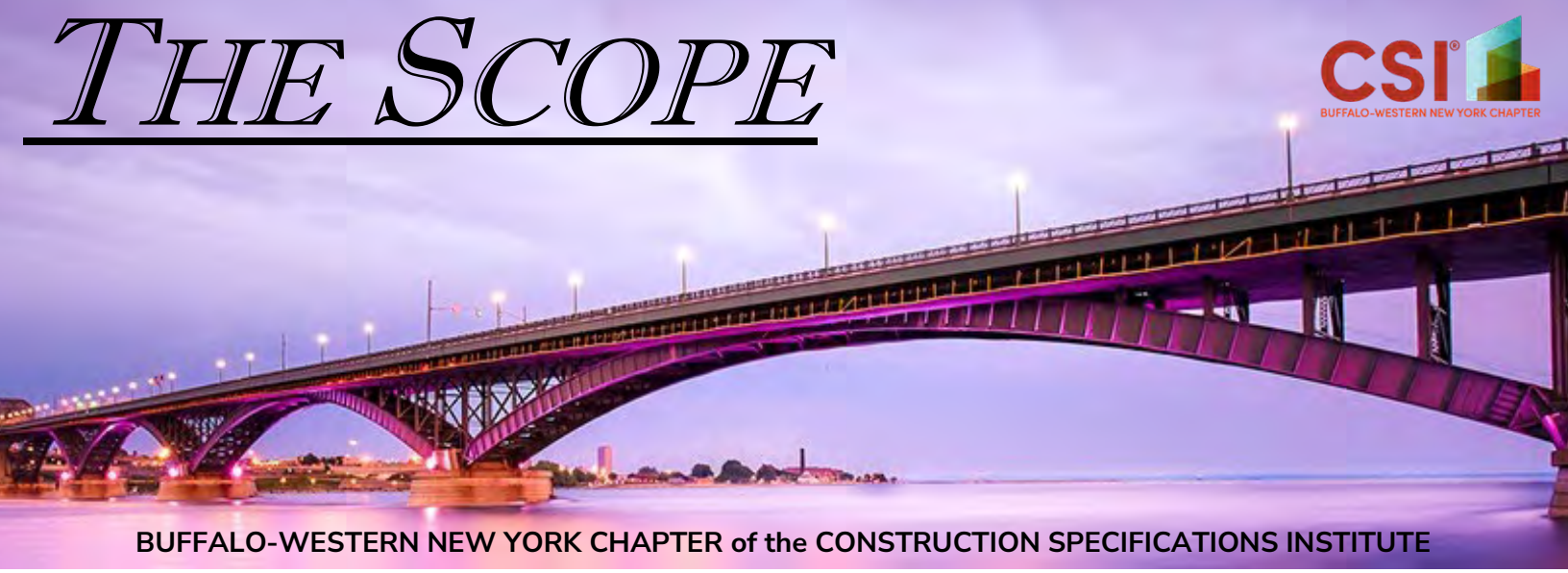
THE SCOPE



BUFFALO-WESTERN NEW YORK CHAPTER of the CONSTRUCTION SPECIFICATIONS INSTITUTE

Construction Specifications Institute, Inc.: www.csiresources.org
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April 2025

Upcoming Events

Window Performance Requirements - Specifying Class & Grade

Event Type: CSI Buffalo Chapter lunch presentation.

Date and Time: April 10, 2025, 11:45 am-1:00 pm

Location: Pella Experience Center, 2410 Walden Ave, Cheektowaga NY 14225

Presenter: Robert Kimmel, CSI, Architectural Representative, Pella Windows & Doors of WNY

Accreditation: 1.0 hour AIA LU, HSW

Description: This presentation includes a building case study during a building windows performance case study, to determine what that building requires for wind and water performance, relative to windows. The presentation will also address how to specify window performance requirements for the case study. The presentation will address: indicate factors that should be considered in determining design pressure; calculating the design pressure; testing requirements of performance classes; and specifying window performance class and performance grade. Lunch will be provided. Following conclusion of the presentation at approximately 1:00 pm a tour of Pella's showroom will be available, together with giveaways.

Cost: Free for members and non-members.

Reservations Due By: April 3, 2025.

To Make Reservations: CSI Buffalo - WNY - Meeting registration page 1

For Additional Information Contact: (585) 480-2726, KIMMELRD@Pellabuffalo.com

Continued on Page 4.

Inside this issue:

Editorial

News and Upcoming Events (continued)

Notable Maritime Vessels: Fire Boat *Edward M. Cotter*

Local Project Spotlight: New FeedMore WNY Campus

Licensing Boards: Entities the Govern the Design Professions, Part 3 – Issuing of Licenses

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Websites:

CSI Buffalo-Western New York Chapter: www.csiwbny.com

CSI Northeast Region: www.nercsi.com

CSI-National: www.csiresources.org

The Scope

Newsletter of CSI's Buffalo-Western New York Chapter

The Scope is published approximately eight times per year, typically in September, October, December, January, February, April, May, and June, on or around the first day of the month. Submittals of articles and information of general interest to CSI's members and the design and construction community of Western New York, is always welcome. Submittals for this newsletter are due by the 15th of the previous month (approximately two weeks before publication). Please submit articles, information, and requests to the (Interim) Editor:

Kevin O'Beirne

Kevin.obeirne@hdrinc.com

716-207-0396

Advertise in *The Scope*

Each issue of *The Scope* reaches approximately 650 people in the Buffalo-Western New York design and construction community, across a variety of disciplinary areas. An ad costs $100 per year. Contact the Editor for additional information.

Editorial

Effects of Tariffs and Inflation on WNY Construction

By Kevin O'Beirne

We are living in unusual times. Undoubtedly, current political and economic events will affect the design and construction industry in Western New York and elsewhere. However, Western New York's economic conditions, as part of the rust belt, typically lag somewhat behind growth rates in other, more prosperous parts of the country, and our economy is perhaps more intertwined with that of Ontario, just across the Niagara River from Buffalo, than is the case for many other sizeable cities in the United States.

In mid-autumn 2024, statistics commonly used for judging economic health appeared to indicate the nation's and region's economy was reasonably good, with low unemployment and a couple years of rampant inflation brought down to around 2.5 percent per year. However, despite the statistics, many Americans and western New Yorker's believed the economy, so far as they were concerned, was not as rosy as the reported statistics seemed to indicate. Accordingly, in the November 2024 national elections, a new administration with very different ideas was voted into national office.

Commencing in late January 2025, the Trump administration issued a series of executive orders that, among many other things we will not get into here, sought to redefine geopolitical and economic relationships between nations. The administration has a strong belief in the power of economic compulsion enacted through steep and muscular tariffs. Whether or not such tariffs will serve their intended purpose of encouraging increased reindustrialization in the United States is debated by many economists, and time will tell whether it will be successful to any extent. However, in the short term, the new tariffs will likely have a considerable, dampening effect on the economy as a whole and the design and construction community in Western New York.

While tariffs have been imposed and threatened on many of the United States' largest trading partners, perhaps the most notable are the steep tariffs imposed on certain goods imported from Canada and Mexico. Just one notable example is the 25 percent tariff on imported aluminum and steel, much of which comes from Canada, especially Ontario, imposed on March 12, 2025. Much trade between the United States and Canada enters the U.S. across bridges spanning the Niagara River and has a considerable effect on Western New York's economy as a whole.

First, it is bizarre to consider that the United States now courts an antagonistic relationship with Canada, which is probably the nation most like the United States than any other on the globe. The new tariffs seem to be viewed by many Canadians as a declaration of economic warfare. This, coupled with President Trump's repeated remarks about desiring to make Canada the "51st state", have deeply irritated many Canadians. These days, the United States national anthem is actually booed at professional sporting events in Canada. From a Canadian standpoint, it is not difficult to understand why.

Canadian annoyance with the United States has already translated into sharply reduced cross-border business opportunities. In February 2025, the latest month for which statistics were available at the time of this writing, the volume of vehicular traffic crossing the Niagara River bridges (Peace Bridge, Rainbow Bridge, Whirlpool Bridge, and Lewiston-Queenston Bridge) declined 14 percent from the same month in 2024. As more tariffs are imposed on Canadian imports, it is quite possible cross-border traffic will decrease even further. Many Canadians' patriotism and nationalism have been sufficiently sparked by the Trump administration's actions that even recreational travel to the United States has already been noticeably curtailed. At the time of this writing, it is unclear of the extent, if any that rail traffic across the Niagara bridges has also declined.

Reduced trade with Ontario has a significant, adverse effect on Western New York businesses. This slowdown in economic activity, is bound to have many follow-on effects. For example, a Buffalo warehouse owner, contemplating an expansion, is likely to postpone implementing that project. Developers considering new restaurants and hotels may also delay such projects. This will have an effect on design professionals., construction contractors, and building product suppliers in our region.

Outside of Western New York, the new tariffs and other executive actions not only appear to be driving up inflation but also have raised the rate of un

Continued on Page 5.

NEWS AND EVENTS

Continued from page 1

CSI Northeast Region 2025 Annual Conference

Event Type: Educational seminars, exhibit hall, and Northeast Region meeting.

Date and Time: May 15-17, 2025.

Location: Hotel 1620 at Plymouth Harbor, 180 Water Street in Plymouth, Massachusetts.

Accreditation: Multiple presentations on May 16 will be accredited for AIA LU. See conference website for schedule and details.

Description: **Consider attending this event because the Buffalo-WNY Chapter is hosting this Conference in 2026**. CSI Northeast Region's annual conference includes: Thursday 5/15—registration open, welcome reception, hospitality suite. Friday 5/16—exhibit hall, multiple presentations for AIA-accredited sessions, and banquet. Saturday 5/17—annual meeting, CSI-National update, awards lunch, and CSI leadership workshops. Conference is all day Friday and Saturday.

Cost: Full Conference registration (including meals, banquet, and all conference events) is $200 for CSI members and $300 for non-members; prices increase by $100 after April 1, 2025. Lower prices are available for attending one day of the Conference; see the Conference website for information. Hotel rate is approximately $230 per night, including tax (one king bed); limited availability.

Reservations Due By: Prices increase after April 1. Registration is best completed by May 9, 2025 unless otherwise indicated on event website.

To Make Reservations Conference: 2025 Region Conference Attend - CSI Northeast Region; Make hotel reservations separately through Conference website.

Tour of Hadley Exhibits Design and Production Facility

Event Type: Tour

Date and Time: Thursday, June 5, 2025, 5:00 pm

Location: Hadley Exhibits, 1700 Elmwood Ave, Buffalo, NY 14207

Presenter: Dave Johnson, CEO Hadley Exhibits

Accreditation: Potential AIA accreditation pending

Description: Did you ever wonder who it is that creates innovative exhibits for companies exhibiting at trade shows for various industries? What type of firm provides permanent exhibits in museums, visitor centers, or zoos and gardens? Hadley Exhibits, of Buffalo NY, has over 100 years of experience in this niche industry. Hadley performs project management, design, fabrication, and construction of various types of exhibits for its clients. This event includes a tour of Hadley's 180,000 square foot facility in North Buffalo. The Buffalo Chapter board is considering including plans for a post-tour dinner as part of this event, although details were unavailable at the time this month's newsletter was finalized.

Cost: Members— TBD per person, Non-Members—TBD per person.

Reservations Due By: May 29, 2025.

To Make Reservations: TBA

For Additional Information Contact: Rob Fohl, 716-864-9593, robfohl@fohlsales.com

CSI National Conference

Event Type: Educational seminars, exhibit hall, and CSI-National annual meeting.

Date and Time: October 15-17, 2025.

Location: Cleveland, OH, at the Hilton Cleveland Downtown, 100 Lakeside Avenue East, Cleveland, Ohio, 44114.

Accreditation: Multiple presentations accredited for AIA LU HSW.

Description: CSI's annual national conference is

NEWS AND EVENTS

Continued from page 4

being held only 190 miles from Buffalo along Interstate I-90 west. It is not often the annual conference is held this close to Western New York. The conference includes multiple days of educational sessions, exhibit hall, banquets, awards ceremony, and networking opportunities. If you have never previously attended a CSI National Conference, 2025 is the year to strongly consider attending. For additional information, see CSINationalConference.org.

Cost: TBA

Reservations Due By: TBA

To Make Reservations: As of March 28, registration was not yet open.

CSI Northeast Region 2026 Annual Conference

Event Type: Educational seminars, exhibit hall, and Northeast Region meeting.

Date and Time: TBA, most likely May 2026

Location: Buffalo, NY, location TBD.

Accreditation: Multiple presentations will be accredited for AIA LU.

Description: **Hosted by CSI Buffalo-WNY Chapter**. CSI Northeast Region's annual conference typically includes: Thursday - registration open, welcome reception, hospitality suite. Friday - exhibit hall, multiple presentations for AIA-accredited sessions, tour, and banquet. Saturday - annual meeting, CSI-National update, awards lunch, and CSI leadership workshops. Conference is all day Friday and Saturday.

Cost: TBA

Reservations Due By: TBA

To Make Reservations: TBA

For Additional Information Contact: (716) 583-3612, Dave.Rood@srsdistribution.com, drood@weatherpanel.com

Editorial

Continued from Page 3

employment. The latter may perhaps be most notable because of the administrations' well reported efforts to sharply downsize staffing in most federal agencies, although rising unemployment rates are also caused by a reduction of economic opportunity. Furthermore, inflation rates appear to be on the rise again. These factors are combining into the re-emergence of the term "stagflation", which was invented in the late 1970s during the Carter administration, when the nation experienced economic conditions of both very high unemployment with simultaneous high inflation, which economists are unable to explain to this very day. At the time, the Republicans, which were then the opposition party, coined the phrase, "misery index". The misery index was obtained by adding the rate of inflation and the unemployment rate.

The Trump administration believes in a muscular approach to most international relations, apparently based strictly on a transactional, "what have you done for me lately" approach. Tariffs as a means of economic compulsion are a favorite tool, which appears to be viewed in a dim light by our principal trading partners, especially Ontario. It is possible that these economic and geopolitical conditions may prevail for some time to come. Canada's new prime minister, Mark Carney, and Ontario's combative premiere, Doug Ford, have issued clear signals that Canada and Ontario are not going to roll over like a favorite hound waiting for its belly to be scratched. It appears a period of strained, cross-Niagara River relations are at hand.

As a border town, crammed into the far-western corner of New York State, this situation will have a more-significant effect on Buffalo and Western New York than in many other parts of the country. The wonderful Buffalo Renaissance needs this new situation like a person needs an extra hole in their head. With luck, the U.S.-Canada antagonism will be short-lived, and life can get back to normal, but people in Western New York's design and construction community should probably not count on it.

[End]

Notable Maritime Vessels

The Fire Boat *Edward M. Cotter*

By Staff Writer AI

This article was developed using information obtained from Wikipedia.org and the websites of .

Editor's Note: In place of our regular "Landmark Structures" column, this month we are highlighting one of Buffalo's most notable maritime vessels, in celebration of 2025 being the Edward M. Cotter's *125th anniversary.*

The *Edward M. Cotter* is a remarkable vessel with a rich history and an enduring legacy. Serving the Buffalo Fire Department since 1900, it is recognized as the oldest active fireboat in the world [1]. Originally named *William S. Grattan*, the fireboat was constructed by Crescent Shipyard in Elizabeth Port, New Jersey, at a cost of $91,000 [1]. It was officially christened on September 1, 1900, and began its service on November 15, 1900 [2].

The *Edward M. Cotter* has undergone several transformations throughout its lifetime. In 1928, while fighting an oil barge fire, the fireboat was engulfed in flames, leading to the tragic death of Chief Engineer Thomas Lynch and injuries to seven other crew members [2]. The vessel was rebuilt at the Buffalo Dry Dock Company in 1930, converting its coal-fired boilers to oil and adding foam fire retardant capabilities [2]. Another significant overhaul occurred between 1952 and 1953 at Sturgeon Bay Shipbuilding in Wisconsin, where its steam engines were replaced with diesel engines, and twin propellers were installed [2]. Upon its return to Buffalo, the fireboat was renamed *Edward M. Cotter* in honor of a respected firefighter and union leader who had recently passed away [1].

The *Edward M. Cotter* is not only a firefighting vessel but also serves as an icebreaker on Buffalo's rivers during the winter months [3]. Its robust design, including a 1.5-inch thick belt line of Swedish steel around the icebreaking part of the hull, allows it to navigate through thick ice and prevent ice jams that could lead to flooding1. The fireboat's water pumping capacity is impressive, with four DeLaval Centrifugal Pumps capable of pumping 15,000 gallons per minute at 160 psi [1].

Throughout its service, the *Edward M. Cotter* has been involved in numerous significant operations. In 1960, it assisted the Port Colborne Fire Department in Ontario, Canada, with a massive grain elevator fire [2]. In 1978, it helped keep the *USS Little Rock* upright by pumping water off for five days during repairs [2]. The fireboat also assisted the U.S. Coast Guard cutter *Ojibwa* in 1977 when it lost steering and began taking on water [2]. These

are just a few examples of the many critical missions the *Edward M. Cotter* has undertaken over the years.

The fireboat's historical significance was recognized in 1996 when it was designated a National Historic Landmark [1]. This designation highlights its importance not only to Buffalo but also to maritime history. The *Edward M. Cotter* Conservancy was formed in 2016 to aid in the efforts to preserve and maintain this historic vessel [2]. The conservancy organizes events like Cotterfest to celebrate the fireboat and raise funds for its upkeep [2].

Today, the *Edward M. Cotter* continues to serve Buffalo, breaking ice on the Buffalo River and ensuring the safety of the community [3]. Captain Michael Kick, who took over command recently, leads the vessel with pride and dedication [3]. The fireboat's operations are slow and methodical, requiring patience and precision to navigate through thick ice and prevent flooding [4]. Despite its age, the *Edward M. Cotter* remains a vital asset to Buffalo, demonstrating the enduring legacy of this historic fireboat.

The *Edward M. Cotter* is more than just a fireboat; it is a symbol of resilience, dedication, and community service. Its storied history and continued operation make it a cherished part of Buffalo's heritage, ensuring that it will be remembered and celebrated for generations to come.

Sources:

Edward M. Cotter (fireboat) - Wikipedia

History | Fireboat E.M. Cotter Conservancy, Inc.

Edward M. Cotter Fireboat still ice-breaking 125 years later

Breaking the ice: A day aboard Buffalo's historic Fireboat Cotter

Oldest working fireboat still serves Buffalo, N.Y. - The Municipal

The Buffalo History Gazette: Buffalo's Oldest Firefighter, Edward M. Cotter

[End]

Local Project Spotlight

FeedMore WNY New Build Facility

text

By Robert H. Rumpl

Editor's Note: It is not every day that a member of CSI's Buffalo Chapter board leads a project worth $107 million. However, our very own Bob Rumpl is doing just that. Bob is the design professional's project manager for the project highlighted in this article. He is a registered architect in New York with approximately 39 years of professional experience. Bob is a principal at Trautman Associates, an architecture and engineering design firm based in Buffalo. He has been a member of CSI for over 20 years and is the Secretary of CSI's Buffalo WNY Chapter. He has a long history of volunteering with non-profit charitable organizations, including FeedMore WNY (formerly the Food Bank of Western New York), the Great Falls Council of Scouting America (formerly the Greater Niagara Frontier Council of the Boy Scouts of America), and others. Currently he volunteers for various events and opportunities to support FeedMore WNY, is a member of the Village of Kenmore Planning Board, and an active member of Sleep In Heavenly Peace (SHP Buffalo Chapter). *He lives and works in the Buffalo NY area.* Robert Rumpl's LinkedIn page.

FeedMore WNY is investing in the future by centralizing its operations to a new facility and campus located at 4832 Camp Road in the Town of Hamburg, New York.

Due to a rapid increase in food insecurity among Western New York residents, the current FeedMore WNY facilities are operating beyond their capacity to meet the region's service needs. To continue expanding regional food programs and providing its current services, FeedMore WNY is constructing a new 218,800 square-foot facility to centralize its regional operations.

About FeedMore WNY

FeedMore WNY provides dignity, hope and a brighter future for many residents of Western New York by providing nutritious food, friendship, and skills training. FeedMore WNY serves individuals in four counties – Cattaraugus, Chautauqua, Erie, and Niagara. In Erie and Niagara Counties, the organization manages production and delivery of freshly made, nutritious, home-delivered meals, as well as (in Erie County) it provides congregate meals for those healthy enough to eat in a social setting. The organization provides food bank services to nearly 300 partner agencies such as food pan-

tries, soup kitchens, and school- based programs in all four counties. In addition, FeedMore provides a host of other programs related to nutrition education, fresh produce access, workforce development, and more.

Project Needs, Site Selection, Design, and Construction

Before the start of the COVID-19 pandemic, FeedMore had exceeded its maximum operating capacity to provide prepared meals to individuals in need. The need is expected to continue at an elevated level into the future. As a result, FeedMore also faced other challenges, such as inadequate facility space, insufficient parking, separation of inbound and outbound commercial truck traffic, shared accessways between passenger vehicles and commercial vehicles, problems with pedestrian access, lack of a clean room for bulk repackaging, limited food preparation and production areas, insufficient cooler and freezer space, limited space for meetings, instructional training, and work force development, and inadequate space for offices, storage, and conference rooms. Accordingly, FeedMore needed to borrow and rent additional warehouse and production space, and maintain multiple, refrigerated tractor trailers in its parking lots for overflow food storage. Because of limited land availability in proximity to its existing facility, and the ongoing need for additional space for fulfilling its mission, FeedMore investigated a number of properties central to its four-county service area. Candidate sites needed to be close to major highways, large enough to accommodate short and long-term growth, and appropriate for increasing programmatic and space requirements. After investigating each alternative, FeedMore selected and acquired a new site on Camp Road in Hamburg, less than one mile from Exit 57 on Interstate I-90, U.S. Route 20, and NY Route 5.

Construction commences on July 31, 2024.

The project was intended to combine the functions provided by FeedMore's existing facilities at 91 Holt Street and 100 James E Casey Drive in Buffalo, New York into one efficient, expandable facility. The new sustainable facility will be a landmark, state-of-the art-design to sustain and provide services for many years to come.

For the project's design, FeedMore selected Trautman Associates Architects / Engineers. Trautman's principal-in-charge/design team leader is Robert H. Rumpl, AIA, CSI, and Trautman's project manager/architectural designer is Mike LaValley, AIA, LEED AP BD+C. Trautman's services included programing, verification, design, visioning exercises with stakeholders, developing construction documents, and supporting procurement of construction services. Trautman's team included a variety of subconsultants, indicated below:

- Structural Engineer: Tredo Engineers
- Site/Civil/Landscaping Design: Environmental Design & Research
- Commercial Kitchen Design: Commercial Kitchen Consulting
- Building Security and Technology: ECC Technologies
- Furniture, Fixtures and Equipment: Interior Solutions of WNY
- Warehouse/Storage Planning: Kraftwerks
- Traffic Study: Fisher Associates
- Archaeological Reconnaissance Survey: The Archaeological Survey of SUNY at Buffalo
- Hardware: The Moyer Group/Smooth Associates

Working closely with FeedMore, Trautman created a design meeting the needs of FeedMore's employees, volunteers, clients, suppliers, and stakeholders. Throughout the process, Trautman closely collaborated with FeedMore's stakeholders to identify optimal solutions and design features. This collaborative process resulted in an appropriate, efficient, and economical facility design.

Buffalo Construction Consultants was selected as the project's construction manager as advisor. In this capacity, Buffalo Construction Consultants collaborated with Trautman during design, assisting with constructability reviews, cost estimating, and scheduling. Their services also included assisting FeedMore with selecting the general contractor and construction management services.

FeedMore selected Uniland Development as the project's general contractor. On July 25, 2024, site clearing and grubbing work began followed by site development. Foundations for the main building followed site development work. January 27, 2025 was the project's next milestone, with erection of steel framing for the new commissary portion of the main facility. Project completion is scheduled for August 2026.

Site Design

The new site is 74 undeveloped acres, of which 34 acres are being developed. The site's design and layout seeks harmony with the preconstruction environment. Existing foliage and native landscaping were preserved to the extent possible. One third of the site features dense forestland that will remain as part of the natural environment. The site has three wetland areas that will also be preserved. The new building's location and campus layout accommodated the natural topography and wetlands.

A sweeping tree lined drive with natural landscaping provides entry into the new campus. The entry road will divide commercial truck traffic, bound for the warehouse, from passenger vehicle traffic, bound for the main facility. Large staff and visitor parking areas are being provided to accommodate existing, future, and event parking. These will include 372 staff and visitor parking spaces (including charging stations for electric vehicles), 65 spaces for facility vehicles (accommodating trailers, box trucks, vans, and others), and five spaces for overnight tractor trailer parking.

The site design provides outdoor community spaces, including large, open green space for events, a 10,000 square foot community garden, pedestrian walkways, natural walking paths, and native forest and grassland, promoting a healthy campus and a sense of wellbeing. The site will also include a freight farm area consisting of five shipping containers creating an indoor farming environment for fresh vegetables and fruits.

New Buildings

The new facility's main building's design includes four major zones: warehouse (74,800 square feet (sf)), commissary (60,790 sf), office and event center (60,358 sf), and support area (24,875 sf). Each zone houses a large proportion of the facility's daily operations. The new main building will be a single-story, pre-engineered metal building, thus maximizing cost-efficiency and reducing construction time requirements. The building will feature large, open bay areas, optimizing FeedMore's flexibility to meet future, evolving operational needs. The building and site design also incorporate features and planning for future expansion, if necessary.

The new commissary and warehouse zones are approximately double the size of FeedMore's existing warehouse and commissary facilities. The commissary and warehouse zones are the new facility's center of operation. Nutritious meals are developed, prepared, and packaged in the centralized commissary and distributed to community individuals in need through FeedMore's employees, volunteers, and distribution network. The design features an increased quantity of loading dock bays, accommodating inbound and outbound trucks, providing for efficient delivery, handling, and distribution of food products. Compared with FeedMore's existing facility, the new project features larger

coolers and freezers, and increased quantity of pallet positions in the warehouse, allowing for increased capacity for shelf-stable items.

A unique feature of the facility is the Path to Progress, located above the main floor along the upper mezzanine on the building's south side. The Path to Progress is an elevated, 15,000 square foot walkway allowing visitors, volunteers, and prospective donors to view operations in the commissary and warehouse zones. The elevated walkway promotes understanding of FeedMore's operations, at a safe distance, without the potential for contaminating and interrupting food production areas, and without adversely affecting busy warehouse operations. The Path to Progress also allows FeedMore staff opportunities for relaxation and exercise during inclement weather.

The large commons area of the new main building will allow FeedMore staff to gather during breaks, lunch, selected events, and informal meetings. The centrally located commons, featuring large exterior windows, will include a sizable kitchenette, ample flexible seating and tables, and a lounge.

The design of the new office area includes attractive, functional, open and private office spaces, conference rooms, common and collaborative spaces, storage rooms, and support spaces. The office area has a clean, modern design, based on the principals of location, enclosure, exposure, technology, space utilization, and size. Large exterior windows visually connect occupants to the surrounding natural environment. Skylights provide natural lighting to interior spaces. Interior finishes highlight movement, light, and character of each space, connecting functionality and flow.

In addition to the main building, the campus will also include a ground and garden storage building (1,540 square feet (sf)), truck wash building (5,590 sf), outdoor pavilion (2,400 sf), outdoor restroom building (1,150 sf), and space for a future 1,800 sf greenhouse.

Illustrations used in this article were provided by Trautman Associates.

[End]

FeedMore wny

Feature Article

Licensing Boards: Entities That Govern the Design Professions

Part 3 – Issuance of Licenses and Registrations

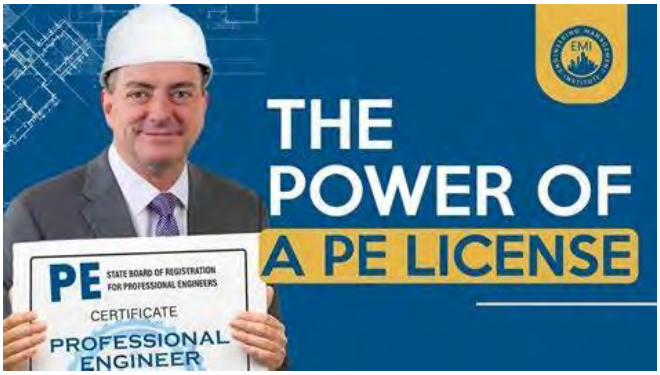
By Kevin O'Beirne

This is the third in a four-part series addressing licensing boards governing the design professions, comprised of: (a) Part 1 – Introduction to Licensing Boards and Revisions of Laws and Regulations; (b) Part 2 – Qualifications of Perspective Licensees and Licensing Exams; (c) Part 3 – Issuance of Licenses and Registrations; and (d) Part 4 - Enforcement.

This article describes the basic functions of licensing boards governing the design professions and how their operations affect personnel engaged in architecture, engineering, and other design professions in the United States. In this series of articles, laws, rules, and regulations are referenced as either "laws and regulations" or "statutory requirements".

Key Concepts Regarding Licenses and Registrations

Many jurisdictions, including New York and Pennsylvania, to cite only two, issue only one type of license for a given design profession. For example, all licensed, registered engineers are referred to as "professional engineers" (PE), regardless of whether they are mechanical, electrical, structural, civil, or other engineering discipline. Statutory requirements in New York, as well as other jurisdictions, require licensees to practice only in disciplines in which they are competent. The potential may exist that some jurisdictions may issue licenses



specific to a particular type of design discipline. In some locations, alternative abbreviations may be used for specific types of licenses, such as "SE" for a structural engineer, rather than the common acronym "PE". Use of such alternative abbreviations will depend on the jurisdiction of licensure and the associated laws and regulations.

To the best of this writer's knowledge, every United States jurisdiction restricts the use of titles such as "architect", "engineer" and other types of design professions to individuals possessing current, valid licensure within that jurisdiction. Even when an individual is licensed and registered elsewhere, it will typically be inappropriate for a person to hold themselves out as being an architect, engineer, or other, licensed design professional when they are not licensed within a given state or territory. For this reason, it is often advisable for engineers, architects, geologists, and other licensed design professionals to indicate on communications, such as letters, emails, business cards, and others, the jurisdiction(s) where they are licensed. This may be unnecessary for registered architects who assert their licensure only by indicating in written communications that they are members of the American Institute of Architects (AIA). However, architects who assert their licensure using the common acronym, (RA), should consider indicating the jurisdiction(s) of their licensure.

Some jurisdictions may further restrict the use of certain titles or descriptors of certain engineering disciplines. For example, California has three categories of engineering licensure, as described on the California Engineering Board's application page, which are as follows (emphasis below is not present in the original and is included here for clarity):

> *"There are three categories of Professional Engineer licensure available in California: (1) practice act, (2) title act, and (3) title authority. The **practice acts** are Civil, Electrical, and Mechanical Engineering. Practice act means that only a person appropriately licensed with the Board may practice or offer to practice these branches of engineering. The **title acts** are Agricultural, Chemical, Control Systems, Fire Protection, Industrial, Metallurgical, Nuclear, Petroleum, and Traffic Engineering. Title act means*

*that only a person licensed by the Board in that branch of engineering may use the title in any manner. The title authorities exist for two sub-branches of Civil Engineering: Structural Engineering and Geotechnical Engineering. A **title authority** indicates a proficiency in that field greater than what is required for Civil Engineering licensure. Applicants who meet all licensure requirements, including passing the required exam(s), will be issued a license in the branch of engineering for which they applied."*

However, it appears that California does not restrict categorization or titles of architects and landscape architects, except that they must be licensed and registered within the state.

Licensing boards typically issue both licenses and registrations to individual professional engineers, registered architects, and others. What is meant by "license" and "registration" may vary by the jurisdiction issuing the documents, although both are necessary for an individual to practice in that jurisdiction. For example, in New York State, an individual's *license* is a diploma-like document issued upon obtaining the status of a registered architect, professional engineer, or other similar status. In contrast, in New York State, an individual's *registration* is a document indicating the individual is allowed to practice for the current, three-year period, and must be renewed every three years. A valid license and current registration are both necessary to practice the subject design profession. In Pennsylvania, the terminology is reversed: a registration is the initial, diploma-like document issued upon the individual's achieving the status of professional engineer, registered architect, or other, similar status, whereas a license must be renewed every two years. Typically, the appearance of whichever document is to be renewed on a periodic basis is relatively mundane and utilitarian, compared to the initial, diploma-like document.

State laws and regulations governing the design professions typically require that the individual licensee display both their license and registration in a prominent location at their principal place of business. This is to indicate to current and perspective clients, as well as members of the public, that the individual is properly licensed and registered to practice in the subject jurisdiction. This parallels the practice of physicians typically displaying their medical school diploma and medical license prominently in their office in a location visible to their patients and regulatory personnel.

Individual licensure or registration, as applicable, must be periodically renewed, often at intervals of one, two, or three years, depending on the jurisdiction. Such renewals typically require that the individual complete a form, furnished by the licensing board, on which the individual attests, among other things, that they have not been convicted of a felony by a court of competent jurisdiction, and charged with or convicted of professional misconduct by a licensing board in another jurisdiction during the period since their prior renewal, and they have properly completed required continuing education necessary for the renewal. Payment of a renewal fee, which varies by jurisdiction, is also necessary before the individual's license or registration is renewed. Failure to properly renew one's license or registration while continuing to practice in that jurisdiction is a serious violation of the associated licensing board's laws and regulations and subjects the violating individual to substantial risk, as discussed in Part 4 of this series of articles.

Continuing Education

Virtually all state licensing boards governing the design professions require continuing education as a condition of renewal. While the requirements may vary somewhat by jurisdiction, perhaps the most common requirement is for 12 hours of appropriate continuing education per year. Thus, when the renewal period is three years, such as in New York, a total of 36 hours of continuing education must be completed and documented. In Pennsylvania, where the renewal period is two years, a total of 24 hours of continuing education must be completed and documented for renewal of an individual's license. Requirements for continuing education became relatively common in the early- and mid- 2000s. Continuing education requirements are appropriate since the public expects licensed design professionals' knowledge to be reasonably current, safeguarding the public's health, safety and welfare.

Accredited continuing education is available from a variety of sources. Often, presentations at meetings of local societies of design professionals are accredited for continuing education purposes, as are presentations at conferences and seminars attended by significant numbers of design professionals. Online webinars for design professionals, whether presented live or pre-recorded, may be accredited for continuing education appropriate for renewal. In addition, private businesses and governmental entities may be empowered by an accrediting organization such as the American Institute of Architects (AIA) or the International Accreditors for Continuing Education and Training (IACET) to accredit educational programs for a specific extent of continuing education.

IACET is an organization establishing standards for continuing education and training for a variety of professions and purposes, including professional engineering. IACET generally accredits organizations, such as businesses and governmental entities, which demonstrate to IACET compliance with IACET principles and standards. IACET accreditation empowers such organizations to accredit individual educational programs as continuing education suitable for licensure renewal. Thus, for example, a consulting engineering firm that is IACET accredited and complies with IACET's standards, has the authority to accredit individual educational programs for professional engineering (PE) professional development hours (PDH).

Relative to continuing education for registered architects, AIA's Continuing Education Service (CES) serves in a capacity similar to IACET. AIA may accredit organizations, businesses, governmental entities, and individuals, who comply with AIA CES standards and practices relative to continuing education, to accredit individual educational programs. In addition, AIA CES also maintains a database of educational programs previously accredited for AIA learning units (LU) and, unlike IACET, offers its own, accredited educational programs. AIA LUs are typically accepted as appropriate continuing education for renewal of an architect's license or registration, as applicable. While AIA LUs are typically accepted by state architecture licensing boards as continuing education credit, entities other than AIA CES-accredited organizations or individuals may also offer continuing education programs appropriate for renewing an architecture license or registration.

Continuing education providers offering programs accredited for AIA LUs, or PE PDHs, or other appropriate accreditation, typically furnish certification to participants who complete an educational program. However, design professionals should avoid placing excessive faith in such certifications. Simply because an organization issues a certificate for PE PDHs or AIA LUs does not necessarily mean that the continuing education credit claimed will withstand scrutiny by a licensing board's auditor. Licensing boards can, and do, randomly audit design professionals' continuing education status. The individual design professional must maintain their own records of the continuing education claimed, as may be necessary in the event of an audit. This writer has occasionally observed continuing education programs, accredited for PE PDHs or AIA LUs, which did not appear appropriate for such accreditation. In such cases, it is up to the individual licensee to determine whether such programs, do, in fact, comply with continuing education requirements of the associated licensing board. While some licensees may desire to seek ironclad assurances from continuing education providers that their AIA LUs and PE PDHs are appropriate, the onus is on the individual licensee to determine whether a given program may be properly claimed as continuing education credit.

Similarly, whether educational programs accredited for AIA LUs can, or should be, claimed as credit for renewing a professional engineering license, and whether programs accredited for PE PDHs should be claimed as continuing education toward renewal of an architecture license, should be carefully considered by the individual licensee. In some jurisdictions, statutes may expressly address this, but in many locations they will not. Therefore, the individual licensee must consider whether a program accredited for another design profession will be defensible in the event of a licensing board audit.

Reciprocity, Deactivation, and Emeritus Status

An individual licensed and registered in one jurisdiction is often able to obtain licensure in another jurisdiction by a process known as "comity" or "reciprocity". Under this concept, an applicant for licensure is typically not required to take and pass the licensing exam in the new jurisdiction, although completion of application forms documenting appropriate experience are usually necessary. Jurisdictions that are seismically active, such as California, may require applicants for licensure via comity take and pass an examination relative to elements of seismic design. Applications for licensure by reciprocity can be made directly through the associated licensing board. Alternatively, an applicant may create a file of their professional experience through either NCARB or NCEES, which may facilitate licensure, especially when an individual desires to become licensed in multiple jurisdictions.

A licensee may allow their renewable license or registration, as applicable, to become inactive, especially when they will not practice in that jurisdiction for an extended period. Deactivating a license or registration typically requires appropriate notice with the governing licensing board. In addition, some licensing boards may be empowered to grant the honorary status of "Emeritus" to a licensee in good standing who has retired from the active practice of the subject design profession. Some jurisdictions may allow for temporary licensure of an individual for a single assignment or project of specific duration within the jurisdiction, although such authorization requires completion of appropriate forms and approval by the licensing board.

Licensing of Design Firms

In some states, licensing boards governing the design professions also license consulting firms engaged in the practice of architecture, professional engineering, and other design disciplines. These licenses, which may be called Certificates of Authorization or Certificates of Authority, are separate and distinct from other authorizations and requirements for a business entity to operate

in a given jurisdiction. Design firm licenses must be renewed periodically, typically every one or two years. In some jurisdictions, it may be necessary to license each office of the design firm within that jurisdiction. Licensing of both the firm and the individuals serving in responsible charge are necessary regardless of whether or not the firm maintains a physical office in a certain jurisdiction where it practices. Firm and office licensure statutes often require designation of the specific, appropriately licensed individuals responsible for managing the firm's practice of the subject design profession. This may include the individuals empowered to authorize others to serve in responsible charge.

Some jurisdictions, including New York, Michigan, the District of Columbia, North Carolina, and Puerto Rico, have statutes governing design firm names in that jurisdiction, where the firm's name must be separate and distinct from the firm's operating name in other jurisdictions, such as, "XYZ Architects & Engineers of ***North Carolina, LLC***".

Many other statutory considerations apply to a design firm's ability to practice in a given jurisdiction which are not addressed in this article. Proprietors of design firms should be familiar with the laws and regulations governing the practice of their business and profession and should consult with qualified legal counsel when necessary.

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Conclusions

Design professionals require both registration and licensure in each jurisdiction where they practice. Although the terminology may differ by jurisdiction, "licensure" needs to be renewed every one, two, or three years for individuals and, typically, every one or two years for design firms. Licensing boards issue licenses and registrations and have sole authority for their renewal. Continuing education of an appropriate nature, together with necessary documentation, is required for licensure renewal. The onus is on the licensee to claim as continuing education only appropriate, accredited programs. Boards issue licenses to both individuals and design firms , and each is necessary for practicing in a jurisdiction, regardless of whether the individual or firm is physically located in the same jurisdiction as the project. Practicing without a current, valid license and registration is a serious matter with significant consequences.

The forthcoming final installment in this series will be: Part 4 - Enforcement.

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