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THE INFRASTRUCTURE INFORMER  
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\*\*\*\*\* April 2003 Issue \*\*\*\*

The Electronic Newsletter of the Institute for Civil Infrastructure Systems (ICIS) at New York University's Robert F. Wagner School of Public Service  
(http://www.icisnyu.org/)

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INFRASTRUCTURE NEWS  
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WASTEWATER

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"L.A. Admits Sewer Spills"  
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"The city of Los Angeles conceded in a federal court filing Tuesday that it is legally responsible for more than 3,600 sewage spills that have sullied streets and polluted the ocean since 1993. Each sewage spill represents a violation of state and federal clean water laws, and the city's admission could open it up to millions of dollars in new fines. A federal judge in December found the city liable for 297 sewage spills over the course of a year, for which the city could face up to \$8 million in fines. But the city is now formally admitting responsibility for more than 12 times that many spills over the

last decade - 3,668 in all - as part of an effort to demonstrate that it is finally owning up to the problem." (LA Times)

Source:

<http://www.latimes.com/news/local/la-me-sewer23apr23,1,4296616.story?coll=la%2Dheadlines%2Dcalifornia>

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"Is That a Daisy Growing on Your Roof?"  
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"More people are finding that 'ecoroofs' help both their property and the environment blossom...Most people in the rainy Pacific Northwest want to remove moss from their roofs, but Portlander Tom Liptan is happy to see vegetation growing on his rooftop. He turned his garage green on purpose by buttressing his roof and covering it with two inches of soil. Then he planted ground covers in the soil, making what's called an ecoroof or a green roof...He's an environmental specialist with the city of Portland, who has spearheaded the city's ecoroof movement." (Christian Science Monitor)

Source: <http://www.csmonitor.com/2003/0409/p19s01-liga.html>

#### WATER

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Editorial: "Water War: Damn the Park, Build the Chemical Plant!"  
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"Legislation is about to be introduced in Albany that will alienate part of Van Cortland Park to build a chemical plant to treat drinking water. The revised plan is believed to bury the industrial facility deeper in the park than the one that was rejected by the courts. NYC Department of Environmental Protection (DEP) will go ahead without local review and on the basis of groundwork laid by the work on the defeated facility. This is in spite of significant changes in the plan and in the need to secure public water supplies. DEP believes that they can place a heavy industrial plant in a park without rezoning because a park is 'unzoned land'." (Urban Outdoors)

For more info: <http://www.treebranch.com>

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"'Garden of Eden' in Southern Iraq Likely to Disappear Completely in Five Years Unless Urgent Action Taken"  
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"The Marshlands of Mesopotamia, considered by some to be the Biblical location of the Garden of Eden and known as the fertile crescent, are continuing to disappear at an alarming rate. Studies, disclosed today at the 3rd World Water Forum taking place in Kyoto, Japan, indicate that of the 10 per cent of the marshlands left, one third has disappeared in the past two years with many endangered species such as the Sacred Ibis and African darter holding on at a knife's edge." (United Nations Environment Programme)

Source: <http://www.grid.unep.ch/activities/sustainable/tigris/marshlands/>

#### TELECOMMUNICATIONS

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"More Wireless Internet Access Set for Lower Manhattan Parks"  
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"A downtown business improvement district is planning to establish free high-speed wireless Internet access in six parks and public spaces in Lower Manhattan next month, significantly expanding the availability downtown of wireless connections to the Internet. Officials of the Alliance for Downtown New York, the business improvement district that encompasses most of Manhattan south of City Hall, said yesterday that the organization will set up wireless access points, which are known as Wi-Fi connections or 'hot spots,' in City Hall Park, the South Street Seaport area and Bowling Green." (NY Times)

Source: <http://query.nytimes.com/gst/abstract.html?res=FA0F13FB3C5C0C778CDDAD0894DB404482>

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"Internet via the Power Grid: New Interest in Obvious Idea"  
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"New interest has developed in sending Internet data over ordinary electric power lines; proponents argue that it can be competitive alternative to digital cable, telephone digital subscriber line and wireless efforts to connect 'last mile' between homes and Internet service providers; power-line networking has held out promise for several decades, in part because electric grid is already in place, running almost to every residence in nation, and also because it is thought that power companies would leap at idea of new revenue source if technology is proven." (NY Times)

Source: <http://www.nytimes.com/2003/04/10/technology/10POWE.html>

#### ENERGY

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"Energy Policy: The Continuing Debate"  
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A recently updated Congressional Research Service Issue Brief examines national energy policy, including the President's Hydrogen Fuel Initiative and energy tax policy.  
(Resources, Science and Industry Division)

Source: <http://www.ncseonline.org/nle/crsreports/03Apr/IB10116.pdf>

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"Design Guidelines for Bus Transit Systems Using Electric  
and Hybrid-Electric Propulsion as an Alternative Fuel"  
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"The Federal Transit Administration's Office of Research Demonstration and Innovation has issued guidelines to assist transit agencies contemplating a conversion from diesel fuel to electric or hybrid-electric propulsion." (TRB)

Source:  
<http://transit-safety.volpe.dot.gov/Publications/cleanair/DesignGuidelines/PDF/DesignGuidelines.pdf>

## TRANSPORTATION

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"Business In The Beltway: Transportation Transformation"  
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"Ever taken the train from Atlanta to Birmingham? It's a pokey affair. The train, part of Amtrak's New York to New Orleans run, makes the Atlanta-Birmingham trip in a leisurely three hours. Driving the 150 miles between the two cities takes half an hour less. In the U.S., such a situation is typical when it comes to traveling by rail. But the era of the slow train could be nearing its end. Spurred on by frustrated business leaders, state governments around the country are developing big-ticket plans for high-speed rail, and Congress looks likely to play ball." (Forbes)

Source: [http://www.forbes.com/2003/04/09/cz\\_ag\\_0409beltway.html](http://www.forbes.com/2003/04/09/cz_ag_0409beltway.html)

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"Live Traffic Reports By PDA"  
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"For some, the idea of a personal digital assistant that is also enabled to work with the Global Positioning System is of limited use. Knowing your location and where the next turn leads is only so useful if you don't know your way around... But what if a GPS-enabled device could not only keep track of your current location but also warn you of slow traffic conditions ahead--and help you get around them? A Cleveland-based startup called Mapopolis has created a software program for handheld computers that does just that, and if you live in certain cities in the U.S. you can try it out for free before the end of April." (Forbes)

Source: [http://www.forbes.com/2003/04/11/cx\\_ah\\_0411tentech.html](http://www.forbes.com/2003/04/11/cx_ah_0411tentech.html)

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"NYC Inc: Sick Transit"  
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"The ability to ride through holes in the ground is, in fact, what made New York a helluva metropolis. Between 1900 and 1940, New York built the world's leading mass transit system, its subways and commuter rail lines. Without them, the city's unique urban density and energy would be unthinkable. And then the building stopped... Surveys perennially show that employers choosing where to locate their businesses are particularly sensitive to travel time for employees. The indisputable inability of New York's mass transit system to meet the needs of this 21st-century metropolis is an enormous economic and environmental risk... New York needs a 21st-century mass transit system." (CityLimits.org)

Source: <http://www.citylimits.org/content/articles/articleView.cfm?articlenumber=976>

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"SEPTA Eyes Rail and Bus Cuts, Fare Hikes"  
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"In draconian budget cuts that would affect tens of thousands of commuters, SEPTA general manager Faye Moore threatened today to end service on one third of the Regional Rail system, eliminate dozens of city and suburban bus routes, many of them heavily-traveled, and raise the token cost by .10 cents to balance the agency's proposed \$833 million 2004 budget. 'This is not a ploy. We are not fooling around. We are looking at a \$55 million budget deficit,' Moore said today. By law, SEPTA must formulate a balanced 2004 fiscal year budget by June." (Philly.com)

Source: <http://www.philly.com/mld/philly/5533322.htm>

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"National Transportation Statistics 2002: Posted Report"  
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"The Bureau of Transportation Statistics' National Transportation Statistics 2002 report presents information on the U.S. transportation system, including its physical components, safety record, economic performance, energy use, and environmental impacts." (TRB)

Source: [http://www.bts.gov/publications/national\\_transportation\\_statistics/](http://www.bts.gov/publications/national_transportation_statistics/)

"House Transportation Reauthorizes Funding Proposal"

"Late last week, a bipartisan group of members of the U.S. House Transportation and Infrastructure Committee outlined their proposal for reauthorizing the Transportation Efficiency Act for the 21st Century (TEA-21) at \$375 billion over six years, which would constitute a significant increase over the \$218 billion, six-year funding level authorized by TEA-21." (TRB)

Source: <http://www.house.gov/transportation/press/press2003/release50.html>

GENERAL INFRASTRUCTURE

"Negating NEPA: The 'Magna Carta' of Environmental Protection Faces an Uncertain Future"

"When Utah Governor Mike Leavitt proposed constructing a 120-mile freeway running north and south through his state, developers eagerly waited to begin digging and paving. But a few significant details bogged down their plans... Using protective laws including the National Environmental Policy Act (NEPA), wildlife advocates challenged the planned construction in court... But a number of recent government proposals and actions that circumvent NEPA suggest that such guarantees may soon no longer exist. The Bush administration's wildfire plan, known as the Healthy Forests Initiative, includes a proposal to waive NEPA environmental reviews and appeals for a broad category of commercial logging. According to the initiative, restoration of the forests is a priority, but 'managers and local communities are too often held back by red tape and litigation.' In line with the initiative, two bills in Congress sought to exempt millions of acres of national forest land from NEPA review." (emagazine.com)

Source: [http://www.emagazine.com/march-april\\_2003/0303curr\\_nepa.html](http://www.emagazine.com/march-april_2003/0303curr_nepa.html)

"Finalists for Rebuilding [Iraq] Down to 2 Firms"

"Bechtel, the largest construction firm in the country and the best known, became a flashpoint for protesters in the first days of the Iraq war. Demonstrators accused privately held Bechtel, which was bidding to rebuild post-conflict Iraq, of war profiteering and worse... There has been no such rowdy behavior at the staid, 12-story Pasadena headquarters of Parsons Corp., another bidder... Bechtel and Parsons have emerged as the two finalists in a highly publicized competition to repair Iraq's roads, railways, schools, water system, airports and ports, sources close to the process say. Whoever wins will take a leap in public recognition. For Parsons, that would mean leaving obscurity behind. For Bechtel, it probably would mean keeping the crowd barriers, just in case." (LA Times)

Source: <http://www.latimes.com/news/nationworld/iraq/homefront/la-war-rebuild3apr03,1,2588501.story>

"Bechtel Gets Iraq Contract"

"The federal government on Thursday selected San Francisco's Bechtel Group for a \$680-million contract to oversee the rebuilding of Iraq, a massive task that will involve everything from airports, schools, roads, bridges and railroads to power grids, water systems and sewers... So crucial is this work to America's postwar presence in the wounded nation that the 98-page request for bids secretly sent out to a handful of American companies declared the effort essential to keeping the peace there." (LA Times)

Source: <http://www.latimes.com/news/nationworld/iraq/inside/la-war-rebuild18apr18,1,5575495.story?coll=la%2Dhome%2Dheadlines>

"L.A. Fault Line Has Geologists Quaking"

"New data on a dangerous earthquake fault running directly beneath downtown high-rises here is prompting fresh debate about the type and pattern of future development across the nation's most populous county. The findings are also generating serious concerns about the safety of hundreds of structures, how to notify occupants of these buildings, and whether these buildings should be reinforced to keep them from collapsing." (Christian Science Monitor)

Source: <http://www.csmonitor.com/2003/0407/p04s01-usgn.html>

"Private Collection of 150,000 Maps Now Online"

"David Rumsey, an ardent map collector, and president of Cartography Associates, has digitized and cataloged his private collection of 150,000 maps at [www.davidrumsey.com](http://www.davidrumsey.com)." (Planetizen)

Source: [www.davidrumsey.com](http://www.davidrumsey.com)

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FOCUS ON THE REDEVELOPMENT OF LOWER MANHATTAN  
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"Top Planner Suddenly Quits LMDC"  
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"The lead planner for the agency overseeing the rebuilding of Ground Zero abruptly quit this week, just as the group hammers out a contract with a key architect. Alexander Garvin, chief planner for the Lower Manhattan Development Corp., stepped down Monday. He had given notice only last week, the sources said. Garvin told the Daily News he wanted to spend more time focusing on the classes he teaches at Yale University, his seat on the City Planning Commission and his work on the city's 2012 Olympics bid... But sources said another reason for Garvin's departure was friction between him and top LMDC officials over the rebuilding process." (NY Daily News)  
Source: <http://www.nydailynews.com/04-16-2003/news/local/story/75876p-70090c.html> .

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"Pataki Wants Downtown Rebuilt Fast"  
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"Gov. George E. Pataki is expected to tell a group of business and civic leaders this week that the 1,776-foot tower that is a central part of Daniel Libeskind's design for the World Trade Center site will be one of the first construction projects to get under way there, according to people close to the rebuilding process. In an address on Thursday to the Association for a Better New York, a civic group, Mr. Pataki will lay out an aggressive schedule for construction in the first phase of the rebuilding effort, including the tower, a transportation hub joining the PATH commuter rail line and Lower Manhattan subway lines, and the memorial to the victims of the Sept. 11 attack on the trade center, the people involved said." (NY Times)  
Source: <http://www.nytimes.com/2003/04/22/nyregion/22REBU.html>

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"Libeskind's Plan Hits First Wall With Mall Giant"  
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"Daniel Libeskind's plan for the redevelopment of Ground Zero may have won critical acclaim, but at least one powerful voice has begun to grumble. Westfield America, the retail-mall monolith that operated retail space in the Twin Towers, has become increasingly disgruntled with the redevelopment process and has raised objections to key elements of the design. Those objections, however, are falling on deaf ears at the Port Authority, or so the company says." (New York Observer)  
Source: <http://www.nyobserver.com/pages/story.asp?ID=7218>

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"Transportation Security: Post-September 11 Initiatives and Long-Term Challenges"  
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"In testimony before the National Commission on Terrorist Attacks Upon the United States, the General Accounting Office provides an overview of transportation security before September 2001; what the federal government has done since September 11 to strengthen transportation security, particularly aviation, mass transit, and port security; and the long-term institutional challenges faced by the federal agencies responsible for transportation security." (TRB)  
Source: <http://www.gao.gov/cgi-bin/getrpt?GAO-03-616T>

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"Would You Go to Work in a New Skyscraper at Ground Zero?"  
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"In the quest to rebuild the World Trade Center site, planning has focused from the start on moving forward, on "not letting the terrorists win." Workers toiled around the clock to clear the debris ahead of schedule. Dramatic designs were unveiled in December at the Winter Garden. Then media critics spent weeks alternately sparring and fawning over them before the choice last month of what nearly everyone saw as a fitting symbol of resilience: Daniel Libeskind's design for a cluster of office buildings capped by a garden-filled spire soaring 1,776 feet into the air. Almost lost amid the fanfare, however, was an unsettling question: Will anyone want to work at the site of such an obvious target?" (Washington Post)  
Source:  
<http://www.washingtonpost.com/ac2/wp-dyn?pagename=article&node=&contentId=A45185-2003Mar28&notFound=true>

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SPECIAL FEATURE SECTION:  
The MTA Controversy: Financial Plans and Fare Hikes  
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"Hevesi Says M.T.A. Moved Millions to Simulate a Deficit"  
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"A state audit has concluded that the Metropolitan Transportation Authority secretly shifted hundreds of millions of dollars in surplus money to create the appearance of a huge deficit in 2003, misleading transit riders about the need for a fare increase this year, according to officials involved in preparing the audit. The audit, by State Comptroller Alan G. Hevesi, which was released today, found that the authority used, in essence, two sets of books for its financial plans - one set made public and another for internal use only, the officials said. The internal books, which the comptroller received after issuing subpoenas, showed that a substantial surplus in 2002 could have been used to shore up budget problems this year and would actually have left a small surplus, enough to put off a fare increase." (NY Times)

Source: <http://www.nytimes.com/2003/04/23/nyregion/23MTA.html>

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"MTA Hid Half a Billion Dollars in 2002 Budget,  
Fare Increase Based on Misleading Information"  
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This is the April 23rd press release of the Office of the NY State Comptroller, and has a link to the official report issued by State Comptroller Hevesi. "The Metropolitan Transportation Authority (MTA) hid more than half a billion dollars from the public when it was asking for a fare increase by keeping two sets of financial plans, one public and one secret, according to a report issued today by State Comptroller Alan Hevesi. Only after he subpoenaed the MTA and required testimony of officials did Hevesi's office learn of the internal plan, which showed that the MTA secretly moved funds to reduce its 2002 surplus and create a deficit in 2003. Hevesi announced a reform proposal to change the secretive culture of the MTA to make it more accountable. 'The MTA claims to be the most open agency in government, but that claim is a fraud. The MTA secretly moved resources to slash the reported 2002 surplus and create a deficit in 2003, apparently to justify a fare increase...' Hevesi said." (Press Office of NY State Comptroller)

Source: <http://www.osc.state.ny.us/press/releases/apr03/042303.htm>

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"The Fare Hike Mess"  
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"During his 1921 reelection campaign, Mayor John F. Hylan declared the five-cent subway fare to be "the cornerstone of the edifice which we call New York City..." Indeed, Hylan attacked the "manipulation" and "chicanery" of the two private companies that then operated the subways... The nickel fare is long gone, but some things never change. Last week, reports from State Comptroller Alan Hevesi and City Comptroller William Thompson charged the Metropolitan Transportation Authority with hiding half a billion dollars to create the appearance of a deficit so it could raise subway and bus fares. Hevesi said that in effect the MTA kept two separate financial records -- one public and one secret. In a separate audit, Thompson said the New York City Transit Authority "misled the public" by overstating its expenses by \$850 million in 2001. Both officials called on the MTA to rethink the subway and bus fare increase." (Gotham Gazette)

Source: <http://www.gothamgazette.com/article/issueoftheweek/20030428/200/361>

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"Statement by MTA Chairman Peter S. Kalikow"  
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The press release reply from Chairman Kalikow of the MTA in response to Hevesi's claims. "The State Comptroller report issued today is a cynical, political document aimed solely at undermining the MTA's credibility by capitalizing on the public's natural dislike of a fare increase. First, The Comptroller's insinuation that the MTA keeps 'two sets of books' is an outrageous proposition that is belied by the facts and the MTA's independent outside auditors. Just yesterday, the nationally recognized accounting firm of Delloitte Touche gave an unqualified certification to the MTA Board of the Authority's 2002 financial statements. The Comptroller's allegation that working papers and supporting documentation provided to his office by MTA comprise a separate 'set of books' is false." (MTA)

Source: <http://www.mta.nyc.ny.us/mta/communications/releases03/030423.htm>

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"For M.T.A., Bottom Line Is a Matter of Credibility"  
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"In hindsight, when all the accounting wisdom has been accounted for, the Metropolitan Transportation Authority's multibillion-dollar financial plan for the next two years may be judged to be not only sound, but wise. The decision to raise the fare, after seven years of holding steady, may be seen as prudent, even overdue. But the budget process that has unfolded over the last several months will undoubtedly leave a more lasting historical mark. For an agency that has long struggled to make its case to the riding public - indeed, sometimes struggled to be believed - the way it has played its role in the fare drama this time around may mark an all-time low in its credibility. And that deficit could prove to be as dangerous as any financial one." (NY Times)

Source: <http://www.nytimes.com/2003/04/24/nyregion/24TRAN.html>

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NYPIRG's Straphangers Campaign

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See what the Straphangers have to say regarding these MTA financial scandals and the eminent fare hike.

Source: <http://www.straphangers.org/>

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UPCOMING EVENTS  
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Saturday, May 3, 2003

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"Analysis, Inquiry & Design:  
Inventing the Future Through Sustainable Design"

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New York, NY  
This workshop on the Green Blue Institute's McDonough Braungart Design Chemistry protocol takes place at the CUNY Grad Center in Murray Hill.

Time: 8:45 AM - 3:00 PM  
Cost: \$50 w/lunch & materials  
Contact/Register: 212-817-8215

Saturday, May 3, 2003

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"Talking About Living Inside the Grid"

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New York, NY  
"The New Museum of Contemporary Art and the Irwin S. Chanin School of Architecture, The Cooper Union, will co-host an all-day symposium titled Talking About Living Inside the Grid. Inspired by the group exhibition, Living Inside the Grid, currently on view at the New Museum, the symposium will feature discussions on three themes: the history of the grid in contemporary art and culture; the relationship of the body to the grid; and current theories on how to "get around" the grid. Dan Cameron (Senior Curator, New Museum, and curator of Living Inside the Grid) and Benjamin Weil (Curatorial Chair, Eyebeam Atelier, and Curator of Media Arts, SFMOMA), will moderate the discussions. Confirmed panelists include Ollivier Dyens, artist, essayist, and poet; Peter Halley, artist and publisher of Index Magazine; Dr. Susan Kozel, performer, choreographer and writer; Laura Kurgan, architect/artist, and Assistant Professor, School of Architecture, Princeton University; Ingrid Schaffner, Senior Curator, Institute of Contemporary Art, University of Pennsylvania; Anthony Townsend, NYC Wireless; and Lebbeus Woods, Architect and Theorist. Talking About Living Inside the Grid is organized by Anne Barlow, Curator of Education and Media Programs at the New Museum, with the assistance of Defne Ayas and Jessica Sucher." (New Museum and Cooper Union)

Time: 10:30 AM to 6 PM  
Location: Great Hall, The Cooper Union, between Third and Fourth Avenues at Seventh Street  
RSVP: 212-219-1222 extension 215

Through June 15, 2003

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"Living Inside the Grid"

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"The New Museum of Contemporary Art concludes its 3 part series exploring the growing confluence of technology, architecture & urbanism in contemporary art & culture - 'Spatial Dynamics: Perceptions in a Digital Age' - with a display of 36 computer-based works, sculptures, videos, photos & drawings showcasing 2 dozen emerging international artists whose independent works all use the grid motif. In the companion 160-page catalog, curator Dan Cameron writes, '(f)rom morning commutes... or even a walk in... city streets... to the last check of our e-mails at night, we involve ourselves in an infinite network of grids, which act in obvious or hidden ways to order our movements, our work, our thoughts, our leisure time and probably our dreams.'" (New Museum of Contemporary Art, Planners Calendar)

Times: Tuesday - Sunday  
Location: 583 Broadway, between Houston & Prince, SoHo (N/R- Prince St, F/V/S- Broadway-Lafayette or 6- Bleecker St stations)  
Cost: \$6/\$3 students & seniors; visitors 18 & under free; Thursdays 6:00-8:00PM \$3  
Contact: 1-212-228-1222  
Web: [www.newmuseum.org](http://www.newmuseum.org)

Thursday, May 8, 2003

"Chicago Wilderness: A Collaboration of 130 Professional and Community Organizations with Gov't Agencies - Working Together to Preserve and Restore Vital Habitat in the Metropolitan Area"

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New York, NY

"Carol Fialkowski of Chicago's Field Museum of Natural History, a leader of Chicago Wilderness since it was formed, will draw lessons for New York from that experience. Goals of Chicago Wilderness are: (1) Helping to restore natural communities on public and private lands, (2) working to prevent the ongoing loss of critical habitat and promoting careful development and (3) opportunities for citizens to become involved in conservation. Their achievements include a Biodiversity Recovery Plan, tools for educators, a Council for considering research and project priorities and a magazine reporting environmental successes, places to visit, and what individuals can do for their environment. Should New York learn from their achievements? New York environmental leaders will respond." (Chicago Wilderness)

Time: 7:00-8:30 PM

Location: Carriage House Center, 149 East 38th Street

Cost: Free

RSVP: WildMetro, 212-308-9453 or info@wildmetro.org

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Wednesday, May 14, 2003

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"Imagine New York Workshop One"

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New York, NY

"As the rebuilding discussion shifts from the World Trade Center site to the surrounding district, public involvement in planning remains vitally important. Join us for a series of Imagine New York workshops to share your thoughts about specific proposals for Lower Manhattan.

\* Workshop One: Transportation.

Between the Port Authority, MTA and the City, numerous transportation projects are being proposed for Lower Manhattan. Final decisions on these projects - including two transit hubs, airport access, street management plans, and a bus depot - are likely to be made in the coming months. Do they address the needs and concerns of the public? Will they affect your commute? Join us to discuss these proposals, alternatives and priorities." (Imagine New York/ Municipal Art Society) Co-sponsored by the Civic Alliance and Center for Downtown New York at Pace University

Time: 6:00 - 8:30 PM

Location: Pace University, Multi-purpose room at Michael Schimmel Center for the Arts

Spruce and Gold Streets in Lower Manhattan

RSVP: info@imaginewyork.org or to Maia Mordana at (212)935-3960

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Sunday, May 18 through Wednesday, May 21, 2003

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"National Town Meeting on Main St."

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"The National Trust for Historic Preservation's 2003 commercial district revitalization conference, presented in Cincinnati by the Trust's National Main St Center, in partnership with Heritage Ohio/Downtown Ohio, Inc, will offer 75+ educational sessions, workshops & tours covering small towns to urban neighborhoods, BIDs to city agencies, chambers of commerce to planners. The Rise of the Creative Class author & Carnegie Mellon U prof Richard Florida keynotes on the future of traditional commercial districts; a series of forums focusing on specific national trends facing Main St commercial districts follows. Governing Magazine editor Alan Ehrenhalt will lead a session on the future of civic engagement, with other sessions led by notables in the fields of technology, business, demographics & government." (NTHP)

Contact/Register: 202-588-6219 or e-mail townmeeting@nthp.org

Web: www.nationaltownmeeting.org

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Through June 22, 2003

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"Big & Green: Toward Sustainable Architecture in the 21st Century"

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Washington, DC

"Worsening environmental conditions, stricter laws (especially in Europe), major technological advances & potential profits have spurred architects & engineers worldwide to design big buildings to use less energy, provide clear air, upgrade water quality &, in general, contribute to the well-being of the planet. Using photos, scale models & words, this provocative exhibit peers into the future of architecture, building technologies, urban planning & both the global & local environments. Among the highlights are plans by architect William McDonough to transform the immense Ford River Rouge complex into an avatar of environmental responsibility & a proposed football stadium for the NY Jets designed by Kohn Pedersen Fox Associates, for a site in Manhattan." (National

Building Museum, Planners Calendar)

Location: National Building Museum, 401 F St NW, between 4th & 5th streets, Downtown Washington, DC (Judiciary Sq metro station)  
Contact: 1-202-272-2448 ext 3300, ehendricks@nbm.org  
Web: www.nbm.org  
Cost: free

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The INFRASTRUCTURE INFORMER highlights innovative projects, practices, research and initiatives in the planning, financing, operation, and management of civil infrastructure systems. By focusing on innovation and collaboration among stakeholders, ICIS intends for the newsletter to both inform and connect various individuals and organizations from a range of disciplines and perspectives. It is also used to promote related infrastructure events and activities taking place around the country.

You are receiving this electronic newsletter because you have come into contact with ICIS in some way: virtually, through signing our web site guest book, or physically, through meeting someone connected to ICIS at a workshop or conference.

ICIS was established in January 1998 with funding from the National Science Foundation. Located at New York University, the ICIS consortium includes: NYU, Cornell University, Polytechnic University of New York, and the University of Southern California. We welcome comments or suggestions for future issues and encourage you to forward this newsletter on to colleagues and others who might be interested. If you have trouble accessing the full articles of this edition, please send your correspondence via email to icis@nyu.edu.

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