Transportation & Navigation

Building a Long Island Legacy
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Timothy E. Mooney
President
Fire Island Ferries, Inc.
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Long Island ROAD WARRIORS is the official magazine of the Long Island Contractors’ Association, Inc. (LICA). LICA represents the interests of the region’s premier heavy construction general contractors, subcontractors, suppliers and industry supporters. Focused primarily in the transportation infrastructure construction industry such as highways, bridges, rail, sewers and other public works, LICA’s member companies play a significant role within Long Island’s Nassau and Suffolk Counties. The economic impact of the industry contributes $4 billion to the area’s local gross regional product.

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**THE GREATEST SHOW ON EARTH (AT LEAST ON LONG ISLAND)**

Native Long Islanders are very serious about their geology. Our identity with the natural surroundings may not be immediately evident, but we are as connected to our land (and waters) as the original 13 native Indian tribes who once lived here, many of which now bear community names such as Manhasset, Matinecock, Merrick, Montauk and Shinnecock. These Indians lived ON the land and we maintain that connection today. As Long Islander’s, we reference our home by geographical, not political, boundaries. We live ON Long Island. Anyone claiming to live IN Long Island obviously hails from somewhere else.

 Appropriately named, Long Island (NY) is the longest island adjoining the continental US. With a length extending more than 118 miles and a width of 20 miles in some areas, we enjoy nearly 1600 miles of linear shoreline bordered completely by pristine, navigable waters, ideal for boat and ferry travel.

The first structure to span the waters between Long Island and Manhattan was the Brooklyn Bridge, a magnificent work of art that became an immediate attraction. In a carnival-like setting, as an attempt to squelch fears about the bridge’s stability, P.T. Barnum used the opportunity to promote his circus. On May 17, 1884 he had his most famous attraction, Jumbo, lead 21 elephants across the bridge.

 Remembered mostly as a celebrated showman, P.T. Barnum was also a shrewd businessman. Although his fortune was earned primarily through the entertainment business, he dabbled in politics and real estate ventures as well. Playing both sides, he served as a Republican state senator from Fairfield, CT and then as a Democratic mayor of Bridgeport, CT. He also purchased land across the Long Island Sound in Port Jefferson where he had hoped to set up a winter home for his traveling circus—a plan rejected when the village fathers laughed off the proposal. Nonetheless, he fell in love with the community and held great interest in Long Island.

In 1883, the same year the Brooklyn Bridge opened, Barnum delved into another investment that would also connect Long Island to the mainland. He co-founded the Bridgeport & Port Jefferson Steamboat Company, which is still in operation, even bearing his name on one of their current vessels.

Today, there are several ferries operating on the shores of Long Island, connecting us to various mainland ports and creating an important economic connection that remains vital to our region. In this edition of LI Road Warriors, we focus on another ferry “investor”, Timothy E. Mooney, who continues to build his own legacy with Fire Island Ferries.

As you read this issue’s cover story, you’ll learn that Tim may only possess a small piece of P.T. Barnum’s showmanship, but he clearly shares the same astute business acumen. We hope you enjoy!

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Marc Herbst
Executive Director
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The recently enacted New York State budget for Fiscal Year 2020 included an MTA reform bill with rules for debarment that will significantly impact public contractors. Earlier this year the Governor also signaled the State’s increased focus on contractor responsibility/integrity with Executive Order 192 imposing increased contractor oversight and more extensive agency reporting requirements. It is imperative that contractors understand the changes and review/implement “Best Practices” to address issues that might arise.

Grounds for Debarment

The MTA reform bill amends the New York State Public Authorities Law to add a new “Debarment” Section made effective immediately to apply to all contracts in effect on or after April 12, 2019. The Law requires MTA by regulation to establish a process to debar contractors for five (5) years where it is determined that a contractor (a) failed to substantially complete its contract work within the total adjusted time frame (adjusting for agreed-to contract modifications) by more than 10% of the total adjusted time frame; or (b) failed to progress the work so that it will be substantially complete within 10% of the total adjusted time frame and is unable or unwilling to do so thus causing default; or (c) where a contractor makes a claim or claims and the amount of the claim or claims deemed invalid are more than 10% of the total adjusted contract value (adjusting for agreed-to modifications).

The regulations had to include notice and an opportunity to be heard as part of the debarment process. As instructed, MTA on June 5, 2019 published its rules/regulations and procedures for debarment of contractors.

Procedures for Debarment

If there is “any evidence” that any of the debarment grounds have been violated/occurred, MTA personnel must commence a debarment procedure. They have no discretion to excuse or justify violations and proceedings must commence.

MTA must provide written notice of intent to debar which states the specific ground(s) for debarment involved and the facts and basis for the MTA’s preliminary findings that a violation occurred. The notice must provide the contractor with thirty days from the notice date to respond and must advise that a hearing will be held to make a final determination. The contractor’s written response must address each of factual grounds raised and detail any defenses (i.e. force majeure).

A hearing will be conducted within twenty-one days of receipt of contractor’s written response before a panel of at least three individuals from MTA management not involved with any MTA work performed by the contractor. If a contractor fails to respond to the notice, the hearing may occur sooner, and a decision will be made on the available record without contractor response/appearance.

Significantly, the panel has discretion to also debar a contractor’s parents, affiliates, subsidiaries, joint ventures, owners/directors/officers/managers, and entities controlled or owned (10% or more) by the contractor...

...any contractor found non-responsible on any contract can be debarred or deemed ineligible from future bidding on public procurements.
Tied-in to New Executive Order on Contractor Responsibility

MTA’s new debarment power meshes with Executive Order 192 (EO 192) which emphasized that the State should only conduct business with responsible entities, that the State’s attention to vendor responsibility should not end with contract award but persist throughout each contract, and that any contractor found non-responsible on any contract can be debarred or deemed ineligible from future bidding on public procurements.

Under EO192 debarment and non-responsibility determinations must now be formally reported to and relied on by all State Entities. The MTA debarment process requires such reporting/reliance. Moreover, any head of a State Entity who selects a contractor deemed non-responsible, debarred, or otherwise ineligible will be considered in breach of their duty as a public officer.

Comment

It is easy now to picture countless scenarios where a good contractor might pass on a justifiable claim or even end up debarred and out of public contracting based on a slight misstep on an MTA project. Additionally, EO 192 signals the State’s increased scrutiny and focus on contractors and responsibility on public projects, overall. Under the circumstances, contractors must work in house and with legal counsel to ensure that they have proper training and systems/documents in place to address the compliance, notice, record-keeping, claim preservation, and delay analysis measures needed to meet contract obligations and protect their interests.

Erik Ortmann has more than 25 years of experience representing private and public owners, municipalities, general contractors, construction managers, design professionals, trade contractors and suppliers with respect to all aspects of construction law.

In addition to representing these entities in litigation and arbitration matters, Mr. Ortmann drafts and negotiates contracts, addresses compliance issues, and provides advice on a daily basis. His experience includes representing parties in the bridge, heavy highway and vertical building industries. Mr. Ortmann is also certified by the U.S. Green Building Council as a LEED® Green Associate.

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There were many changes instituted by the tax reform bill, commonly known as the Tax Cuts and Jobs Act (TCJA) that we have been forced to confront over the past year. These updates were intended to simplify the tax code and relieve small businesses of tax burdens, however, some of these changes have proven to be quite the opposite, bringing more complexity and confusion. One change in the law that has remained true is the intent to provide small businesses a beneficial tax deferral opportunity which is the provision for the change in accounting method from accrual to cash. The benefit specifically applies to small businesses who earn under $25 million in average gross revenue. This amount will be adjusted for inflation beginning after 2018. Average gross revenue generally means an average of gross receipts over the last three taxable years preceding the current year. This new law has made a big impact on the construction business.

If your business is on the accrual basis of accounting, as most contractors are, and you were able to use the completed contract or the percentage of completion method of accounting (before the TCJA) the maximum revenue to file taxes on the cash basis was $10 million and below for contracts that were estimated to be completed within two years. Under the new law, the accounting change allows contractors with $25 million in average gross revenue the ability to report taxes on the cash basis of accounting, affording them the opportunity to defer the taxes due until the job is complete.

For example, assume a Contractor files as a subchapter “S” (small business) taxpayer and has gross revenues of $15,000,000 and a $1,000,000 profit on the accrual/percentage of completion method of accounting. In addition, assume the Contractor had accounts receivable of $2 million and accounts payable of $1 million. If this contractor was filing under the previous rules on the accrual basis, the tax to the owners would be approximately 35% of the income or $350,000. If the contractor takes advantage of the new rule, they would owe no income tax since accounts receivable and accounts payable are not recognized on the cash basis and this conversion would eliminate the $1 million in profit. ($2 million A/R - $1 million A/P = $1 million reduction in income).

Although every situation for every Company isn’t the same, this accounting change applies to all Companies with revenues of $25 million and below and businesses must work closely and rely on a tax professional to enhance their understanding of the process to change your method of accounting. The accountant will provide scenarios in which you can determine the benefit before implementing such a change and can assist in adjusting your books and records. To facilitate the change, you must file IRS Form 3115 in addition to computing an adjustment which constitutes the difference between the cumulative income reported using the old method and the cumulative income that would have been reported with the consistent use of the new method. The purpose of the adjustment is to be sure there is no duplication or omission of income and to determine if it is favorable and will result in an advantageous and significant reduction in taxable income. The benefit of this new tax law should not be discounted nor overlooked and requires the knowledge and expertise of an accounting firm familiar with the construction industry and willing to work side by side with their clients in developing a plan.

Mr. Posner is a construction industry leader, specializing in accounting and auditing. He joined AVZ in 1993 and was promoted to Partner in 2012. Rob is a member of the American Institute of Certified Public Accountants and works closely with contractors, subcontractors, banks, and bonding agencies as well as architecture and engineering firms.
Life is a highway. Unfortunately, these days it is becoming increasingly difficult to ride it all night long.

Global warming. Climate change. Carbon footprint. Greenhouse gas emissions. These are terms used on a daily basis by environmental activists, yet they have a profound impact on our state's infrastructure. Since the identification of global warming (whether you agree or disagree with the concept), efforts have been made by manufacturers to cut down on our carbon footprints - the amount of carbon dioxide and other carbon compounds emitted due to the consumption of fossil fuel that we produce as a group or an individual.

Auto manufacturers have also been actively working to reduce CO₂ emissions, while improving fuel economy to provide better gas mileage. But when fuel consumption is lowered, so is the revenue generated by the gasoline tax. This exaggerates part one of a growing two-part problem. First, with a gas tax that hasn’t increased since the early ‘90s (can you think of anything else that hasn’t increased since then?) even if consumption were to remain the same, it would surely be insufficient in today’s economy. The second issue involves where that revenue is going. The “lock box” which was established to ensure this funding was used specifically to improve and maintain our highway system, was apparently not locked well enough. Shortly after its creation, revenues originating from tolls and gasoline taxes were not being fully reinvested into our infrastructure, but instead, much of it diverted and diluted into the state’s General Fund to pay debt service. Currently less than 25% of that revenue is spent on capital projects.

So as we look across America, and here in New York State, we see that our roads, bridges and highway transportation systems are crumbling. With estimates as high as $10 billion to rebuild and maintain New York’s highway system over the next 20 years (not including the amount of money that will be needed for the MTA Long Island Rail Road), New Yorkers, from Montauk to Massena, will be forced to rethink about how we will afford to pay for our infrastructure needs moving forward.

In New York City, the state legislature recently approved the concept of congestion pricing – increased tolls to drive into certain parts of Manhattan – which is expected to generate $1 billion annually. Yet, there has been no clear plan as to how congestion pricing will be implemented and how the revenue will be allocated.

Governor Cuomo and the state legislature need to remember one thing. As we continue to move toward environmentally friendly alternatives such as electric vehicles, we will be forced to make difficult decisions on how to generate recurring revenue for infrastructure improvements. Do we institute some statewide form of congestion pricing? Or do tolls increase again and become cost prohibitive? With less gas and more electric-powered vehicles requiring energy to charge their batteries - do we increase electric rates to maintain our infrastructure?

There is no easy solution to this problem... unless we all start flying. But then again, most of us still need a highway to get there.

As we move toward environmentally friendly alternatives... we will be forced to make difficult decisions on how to generate recurring revenue for infrastructure improvements.
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Finding a Balance That’s Beneficial for Long Island’s Economy: Increased Employment through Infrastructure Expansion

by Matthew Aracich, President, Building and Construction Trades Council of Nassau and Suffolk, AFL-CIO

Why Infrastructure Expansion Matters on Long Island
Everyone who lives on Long Island has concerns over how to manage growth while maintaining the quality of life we enjoy. But in order to maintain our region’s economic viability (which affords us the ability to stay on Long Island) we must continue to expand our transportation infrastructure. From ferries and bridges to railways and highways, infrastructure improvements are necessary, and the Long Island Rail Road (LIRR) expansion is a good example of smart growth.

The LIRR is a Main Artery of the Long Island Economy
Mass transit is the primary means by which tens of thousands of people from all over Long Island can travel to Queens and New York City without putting another car on our already crowded roadways. From Manhattan to Montauk, people travel to and from work (or play) to home, and back again. Yet this critical mode of transportation is decades old and its growth, compared to the exponential growth of Long Island’s population and LIRR ridership, is clearly insufficient. Not only are more Long Islander’s commuting to NYC each day, but there is an increasing number of “reverse commuters” (NYC residents who work on Long Island) who now bring their services and other economic contributions, to our neighborhoods. Expanding rail capacity will not only make commuting easier and more pleasant, but it will ensure economic stability and prosperity for our communities and those who live and work here, like the thousands of skilled tradespeople who I represent in The Building and Construction Trades Council of Nassau and Suffolk, AFL-CIO (NSBCTC).

Partnering with Organized Labor Continues Regional Economic Prosperity
As the busiest commuter railroad in the United States, the LIRR carries an average of a quarter million passengers each weekday. Today a comprehensive reconfiguration of Jamaica Station is currently underway to improve capacity and reliability. The Double Track Project introduced 13 miles of a new second track between Farmingdale and Ronkonkoma and the recent third track project will add another 9.8 miles of a new third track. This project also includes closing several dangerous grade crossings and upgrading stations along this heavily traversed corridor. A new, expanded mid-Suffolk train storage yard and new employee facility are being built as well, to meet the anticipated peak ridership. Once East Side Access opens in 2022, the next generation of commuter rail cars will be coming to the Long Island Rail Road to increase service reliability and improve the customer experience.

Economic Generator: Prevailing Wage Does More for the Economy
Using skilled labor to build, maintain and service the railroad’s infrastructure does more than just provide for the hardworking men and women of labor, it pays for itself. Every dollar that is spent on prevailing wages generates $1.50 in economic activity in the area. Simply put, hiring local organized labor helps middle class New Yorkers and local communities. The benefits from commuter activity are recognized in neighborhood shops and restaurants. Commuters contribute to surrounding communities and grow commerce, creating careers that are directly beneficial to Long Island.

Opportunity for Local Labor Bolsters Middle Class Foundation
Another benefit of LIRR projects is that they encompass the entire region. They are not exclusive to either county, or either shore, but all of Long Island. This provides good opportunities for local laborers to work on projects near their homes. It is work that directly impacts not only the workers (many of whom are your friends and neighbors) but the communities they live in. This hiring of local union labor will continue to bolster the foundation of the middle class, improving economic stability and enabling additional smart growth projects that will enhance our quality of life on Long Island.

The Building and Construction Trades Council of Nassau and Suffolk, AFL-CIO represents sixty thousand skilled workers in a variety of trade unions including but not limited to: Carpenters, Electricians, Iron & Metal Workers, Laborers, Teamsters and more. Visit: www.nsbctc.com for more information.
Like many Long Island land-based contractors, the ferry transportation business boasts several family-owned operations. In Port Jefferson it’s the McAllisters. Orient Point is the Rinowski’s. And eastern ports of Fire Island are served by the Steins and the Shermans. So although the Mooney family of Fire Island Ferries, Inc. may not be alone, they are quickly building the next Long Island legacy.

Ever since 1948, there has been a Mooney on board or behind the wheel of a Fire Island-bound ferry, starting with Edwin (Ed) Mooney, Jr. (father of Tim and Michael) who began as a deckhand for the company just two months after the ferry service was launched. Ed, together with two partners, bought Fire Island Ferries in 1971, which interestingly enough, included a stipulation that forbid owners from bringing other family members into the business. Perhaps this explains why, by 1989, Ed would own Fire Island Ferries (FIF) outright and the Mooney family dynasty would begin in earnest.

OH CAPTAIN, MY CAPTAIN
Currently at the helm of Fire Island Ferries is our cover subject, President Timothy E. Mooney—a casual but savvy businessman sporting an early spring tan and an even-keeled temperament (which seems to belie the “Captain Snake Wake” nickname he earned in younger years). Tim is a leader in transportation… simply the type without any roads. It is a difference made evident only by his work attire: leather loafers, khaki shorts and a crisp, open-collared dress shirt. Even his eyes are water-colored (be it more Caribbean blue than Great South Bay grey). But don’t let the casual appearance fool you. This captain is a full-time businessman and part-time bassist who’s continually charting a course to ensure his family’s continued success.

BLOOD IS THICKER THAN WATER
Ed, now officially retired and approaching 90, still shows up at the dock most summer days to “oversee” the dynasty he began building nearly 50 years ago. It is a right he has fully earned, according to Tim who now runs the business together with his brother, co-owner and Vice-President Michael.

Michael—more of the construction man—works mainly behind the scenes, managing important aspects such as dredging, bulk head and dock repair (using much of their own dredging equipment). Tim, a licensed captain since 2008, has enjoyed his time on the water, meeting and greeting the wide variety of passengers (and pets) that Fire Island attracts. But these days, he has abandoned the wheel house, spending most of his time on terra firma, overseeing and expanding business operations.

FULL SPEED AHEAD
Last year alone, Fire Island Ferries transported more than 1.1 million passengers to and from eight western ports on the shore of an island which measures less than 10 square miles. An additional 110,000 travelers also use FIF’s water taxi service (acquired in 2004) which provides private transportation and/or service for those who need to travel along the island or before and after regularly scheduled ferries. The taxi often carries home a full load of exhausted workers at the end of a long night—everyone from kitchen cooks and wait staff, to bartenders and band members—and has been unofficially dubbed “The death boat.”
When you consider that the vast majority of the 1.1+ million travelers make the trip between 7:00 am and 10:00 pm during a brief three-month span from Memorial Day to Labor Day, you soon realize that kind of volume requires a substantial fleet of floating vehicles, a far cry from the original ragtag assembly of surplus military equipment and rumrunning boats used by FIF founders in the early days after World War II.

While discussing the current count (28) and capabilities of his current fleet, a wry smile appears on Tim’s face, telling me there’s something more. Two more to be exact. And thanks to Road Warriors June publication date, Tim was willing to share some news which explained his excitement. This May, just in time for the 2019 summer season, Fire Island Ferries will welcome two vessels to their growing fleet including a new water taxi, worth close to half a million dollars. But the true “pièce de résistance” is the brand new 3.1 million dollar passenger ferry to be named “Isle of Fire” (paying homage to one of the original Fire Island Ferries vessels) which was custom built in Rhode Island.

Investment in their fleet is only part of their business strategy. When the local legislature controls passenger pricing (be sure to read “Navigating the Regulatory Waters” below) you need to find other ways to increase margins and grow your business. And every ferry operator needs a land-based ferry terminal. Or two, as in the case of FIF, who owns both Bay Shore terminals, together with the adjacent pay-for-parking lots which are summertime gold for same-day Fire Island visitors (”daytrippers”) who are the backbone of Tim’s ferry business. For good measure, they also own the exclusive rights to four of the seven Fire-Island terminals they service.

**TAKE A LOAD OFF, FANNY**

Daytrippers may be the bread and butter of their ferry business, but bagels and baggage are nothing to sneeze at. While Tim-the-bassist and The Band may encourage listeners to “take a load off,” make no mistake that it’s only the song which suggests you “take a load for free.” Tim-the-owner will happily help you carry your load, starting at around $6 a bag. And that baggage adds up... from booze and bikes to building supplies and barbecues.

Many businesses on Fire Island are also regular freight customers, utilizing the service to bring supplies and perishables to their restaurants and shops on a daily or weekly basis. Part-time residents and long-term renters account for a piece of the revenue as well, despite loading up heavily only once or twice a season. But like the passengers they carry, the freight transported by FIF is often just as unique, such as the million dollar piece of artwork made from non-recyclable plastic bags.

However, it's the small things that make the biggest impact. A Long Islander on vacation may live without their blow dryer, but don’t mess with their bagels. Just ask Tim about the “bagel boat” which departs Bay Shore promptly at 5:15 am packed to the gills with some of Long Island’s best bagels, making their way to multiple Fire Island food stores and eateries, ensuring that no visitors’ lox will ever be lonely.

continued on next page
A BAROMETER FOR BUSINESS: HIGH PRESSURE PREFERRED
Fire Island Ferries’ strongest opponent and fiercest friend is one-in-the-same and belongs to neither political party… she is Mother Nature. According to Tim, weather can have the most dramatic impact on the ferry business, and it has nothing to do with traversing rough waters.

A warm, sunny summer will provide the greatest increase in ridership, attracting more daytrippers, beach bunnies, bar hoppers, and happy campers (literally). Unseasonably cold or rainy weather can dampen an already short season and diminish profits just as quickly. Fewer beach-worthy days will discourage sun worshippers and impromptu family outings. Renters will likely have fewer houseguests while open air businesses and restaurants will have fewer patrons, taking a toll on both ferry ridership and local businesses, in turn reducing the need for additional freight services. So like all those whose livelihoods revolve around water, Tim continually hopes for high pressure with bright, sunny skies.

NAVIGATING THE REGULATORY WATERS
Water-based transportation business faces additional challenges as well. Some say even greater than those of their land-based counterparts. Regulations, requirements, permits and licensing for Fire Island Ferries often involves the approval and/or assistance of a multitude of municipalities and state agencies including:

- **Towns of Islip and Brookhaven** (the municipality which owns the waters they travel on, and where their two Bay Shore terminals and related parking areas are located)
- **Suffolk County** (who technically owns the shorelines where they operate and regulates fares)
- **Army Corps of Engineers** (for all things Fire Island-related which is part of the National Parks Department)
- **Dept. of Environmental Conservation** (who issues maintenance permits for dredging and related work)
- **U.S. Coast Guard** (responsible for enforcing regulations for both operators and passengers on the water)
- **Environmental Protection Agency** and/or **National Transportation Safety Board** (which may come into play in the event of an incident)

However, unlike our competitive bidding system where contractors can calculate and incorporate these “costs of doing business” as part of their bid, it is the Suffolk County Legislature that holds the power of pricing for ferry operators. (Yes, you read it correctly). Although the ferry is privately owned and operated, passenger fees must be approved by the Suffolk County Legislature. That may explain why 2019 is the first time in four years that there has been an increase (currently $21 for a daily round trip, a fair price for the scenic 30+ minute trip).

The process for proving and presenting your case to the legislature is long, so when something like fuel prices go out of control for several months and raise operating costs dramatically, the situation is often over by the time you get a chance to request an increase. It’s just part of doing business.
Despite all these challenges, Tim seems at peace with the process. He believes the legislature has been responsive when needed so the system works. He also claims to maintain good working relationships with local leaders and the various agencies, noting the particular importance of a strong relationship with the Coast Guard, clearly respecting their authority and what they do to keep boats, boaters and passengers safe.

Tim’s biggest concern is the new minimum wage law, one which is also shared by many business owners on Fire Island. With the large majority of employees being young, inexperienced, seasonal workers, the impact of such dramatic wage increases will be felt by all. Tim understands higher wages for more experienced, full-time workers who are supporting families, etc. However he takes issue with such high entry-level wages for young, inexperienced, part-time workers, many who work only for a summer or two during school and of whom the main requirement is to simply “show up”. It is an issue that he will be monitoring closely this summer and one that may require him to make another trip to the Suffolk County Legislature - sooner rather than later.

THE TIDES OF CHANGE
While one of Tim’s twins, Brittany, works in NYC for Michael Kors, his oldest daughter, Kelley, headed west toward the waters of the Pacific and is currently an investor in an 1865 silver mining town. But Tim and Mike — the second generation of Mooney’s — continue to set a course for success, with the third generation of Mooney’s already on board (literally and figuratively). Simply head down to the docks and you’ll find Tim’s son, Brendan, hard at work helping with parking and freight operations. Then hop on a ferry and keep an eye out for Brittany’s twin sister, Morgan, who, by the tender age of 20 had earned her license and has since taken her rightful place behind the wheel, in the Captain’s chair.

Tides, and times, may change. But for Fire Island Ferries, it appears the Mooney legacy is here to stay and remains on course.

Q. Favorite Fire Island port?
A. Kismet

Q. Favorite time of day?
A. Early morning sunrise with calm, flat waters.

Q. Favorite vessel in your fleet?
A. The new “Isle of Fire”

Q. Favorite Fire Island “Fun Fact”?
A. The day after Labor Day is known as “Tumbleweed Tuesday” because of how desolate the island becomes just one day after the massive crowds and renters leave.

Q. Notable passengers spotted on board FIF?
A. Uma Thurman on occasion and even Supreme Court Justice Sonia Sotomayor

Q. Rowdiest groups to ride the ferry?
A. Bachelorette parties, believe it or not (Bachelor parties often pale in comparison)

Q. Most unusual pet/animal you’ve transported?
A. I’ve seen a lot but a recent standout was a dog dyed bright pink (below).

Q. Best part of your job?
A. The people you meet.

Q. Worst part of your job?
A. A few of the people you meet…

Q. Best & worst part about working with family?
A. Getting to see them every day (good & bad) and the fact that they are not afraid to tell you what’s on their minds (again… good & bad)!

Q. Proudest accomplishment?
A. Raising four good kids with my wife Jane.

Q. Biggest challenge ahead?
A. The weather (think global climate change too). No amount of marketing can help you overcome bad weather.
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LICA Liberty Summer Cruise
Thursday, July 18
7:00-11:00 pm

JOIN US! Back by Popular Demand...

LICA invites you to join us for an evening of summertime fun on board the beautiful Majestic Princess.

This 4-hour dinner cruise includes hors d’oeuvres, full open bar (3 hrs), dinner and dessert buffet as well as musical entertainment. Departing from the docks in Port Washington, we will cruise past the North Shore’s Gold Coast on our way to the waters off Manhattan for a spectacular view of the Freedom Tower, New York City Skyline and the Statue of Liberty.

This LICA-exclusive event is open to our members, partners, friends & family for only $75 per person (normally $149 each) including all parking, taxes, etc. We hope you will join us. It’s a great way to spend a summer evening with family, friends and colleagues!

To register (and pay online via credit card):

www.licanys.org/events

Space is limited, so reservations are first-come, first-served. Boarding will begin at 6:30 and leave promptly at 7:00 pm (rain or shine) returning at 11:00 pm (Photo ID is required).

Questions?
Contact Lynn Barker at: lbarker@licanys.org

For directions and other cruise details, please visit:

www.ladylibertycruises.com
1.1 million
Passengers transported by FIF last year

1948
First Year a Mooney began working for Fire Island Ferries

$21
Current fee for round trip passenger ferry

8
Number of ports served by Fire Island Ferries

20
The age Tim's daughter Morgan earned her Captain's license

$1.7M
Revenue generated by FIF freight business

1989
The year Tim's dad Ed bought FIF outright

110,000
Passengers who used FIF Water Taxi Service in 2018

30
The number of vessels in FIF fleet this year

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For questions or to reserve space, please contact Lynn Barker at: lbarker@licanys.org
Enhancing Our Network of Bicycle Paths

by Erne Fazio, President, Long Island Metro Business Association (LIMBA)

While rail, ferry and auto traffic infrastructure is important, we cannot neglect planning for bicycles. Safe bicycle paths should be included when planning any new roads or roadwork improvements. Not only do bike lanes improve safety for cyclists and drivers, but they improve our quality of life and can help minimize the need for auto lanes.

Most the accommodations we see for bicycles are dangerous. There needs to be a wider separation between the two modes of transportation. Most bike paths put the cyclist in danger if a car makes a minor swerve. Newer paths, such as those included as part of the recent road improvements on Route 347 or the Ocean Parkway beach path (pictured below; completed in 2014) are well out of the way of traffic lanes and/or are separated by an actual guard rail. The law may already specify some of these requirements for new construction, but this same approach is needed on all of our roads.

Cycling on many of our most scenic roadways, such as along Route 25A from Northport to Huntington is death-defying. There is no shoulder lane available and this situation exists all over Long Island. When repaving is required, roads should be widened or reconfigured to accommodate bike lanes. It is well worth the investment and the lives it will save.

The Robert Moses Causeway, which leads to some of the Island's best beaches, also has no access for residents who wish to cycle down to the beach. And although it is not easy, nor inexpensive, to retrofit these bridges, is there any better place or greater need for accommodating bicycle traffic than on this span? Engineering firms I’ve spoken with have said that building outriggers on bridges to accommodate bicycle lanes could be considered. The current bridge has only two lanes and is likely due for replacement soon. It would be a lost opportunity if bicycle lanes were not included on the new span.

With a mostly flat terrain, Long Island makes cycling a great alternative and attraction to many who live and vacation here. Each time we put people in a position to safely enjoy this healthy mode of transportation, we improve our quality of life and make a bit more room for the automobiles which are still needed to navigate our widespread communities. I urge residents, elected officials and infrastructure professionals alike to advocate to include bike paths in all future projects.
As the State Senator for the East End of Long Island, I am fortunate to represent one of the most beautiful regions in New York State. With the diverse population across the 6 townships, we all share the same vision – maintain the character of our communities, preserve our environment, make Long Island more affordable and keep our economy strong.

In order to drive the economy of the future, we have worked to build the innovation highway between public and private sector entities. We have obtained state investment for research and development across many segments in an effort to be ready for the new challenges. As the economy grows there is a great need for improving transportation methods. On both the North and South Fork, we have worked with the Long Island Railroad, the local towns and villages to improve service. While that focus has been on improving the commute, the changes enable more automobiles to be off the streets which improves the air quality, travel times, and improves the flow of the necessary traffic.

In the First Senate District, which encompasses one of the largest coastlines in New York State, keeping the waters clean and accessible is essential. We are constantly striving to maintain the purity of the waters for fishing, tourism and recreational activities on our North Shore, South Shore and the East End.

The ferries that operate on Long Island waters serve a vital transportation function and comprise a critically important economic segment on Long Island. On a yearly basis, the marine transportation services provide comfortable, safe, and scenic travel for millions of people and their vehicles. They also provide a great option for drivers to avoid congestion and the tension of driving.

While the Fire Island Ferries provide convenient marine services to that area, there are a number of other water transportation services in the First Senate District. Ferries that operate from Port Jefferson and Orient Point provide essential service between New York and Connecticut for tourists and workers on both sides of the Long Island Sound. In fact, I regularly utilize the ferry for my commute to Albany. I drive my car onto the Port Jefferson Ferry for a smooth ride across the Long Island Sound to Bridgeport, CT, where I then continue my drive to the Capitol.

There are two ferry services that operate between the East End forks that provide daily year-round service for Shelter Island. The North Ferry takes passengers from Greenport to Shelter Island, while the South Ferry connects with Sag Harbor. Residents, visitors and workers all utilize these convenient services. Block Island is served by a seasonal ferry operated out of Montauk to accommodate the summer residents and tourists.

All of these ferries contribute to the fabric and character of Long Island. Passengers enjoy the beautiful views as they travel. Employees have safe dependable commutes. Host communities enjoy the visitors dining at the restaurants, patronizing the shops and strolling the villages. Ferries will continue to be part of life on Long Island now and in the future.
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