A look at some Founding Fathers of LI's Infrastructure Industry

Inside:
Dream Big. Build Big.
by Governor Andrew M. Cuomo

James J. Pratt, III
LICA Chairman of the Board & CEO of Pratt Brothers, Inc.
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Welcome

Dear Readers:

Welcome to the inaugural edition of Long Island Road Warriors magazine! The Long Island Contractors’ Association, Inc. (LICA) is proud to present this publication as a vehicle for sharing important industry information and engaging insights into the people, professions and political figures that influence the heavy construction and public works industry in the Nassau-Suffolk region.

We are gratified to represent one of the few remaining industries where today’s leaders continue to encourage their children to follow in their footsteps. Many LICA members are family-owned firms celebrating their success as second, third and fourth generation businesses. The history, pride and stability offered by these firms is essential to maintaining the integrity of the infrastructure they helped to build, in the place we proudly call home.

This issue highlights a few of the “founding fathers” who have influenced our industry and paved the way (literally) for future generations. We are grateful for their dedication, perseverance and wisdom. Our future success is built upon the foundations which they, and others like them, have laid before us. We hope you enjoy their stories.

Long Island Road Warriors will serve as a voice for our region’s infrastructure professionals, from contractors and suppliers to labor and business partners who support and enable our industry’s growth. We aim to educate, inform and initiate conversation about relevant issues with informative articles and unique perspectives. We hope you enjoy our magazine and encourage you to share it with those around you.

We thank all those who so eagerly supported and contributed to our inaugural edition. We look forward to our next issue in Spring 2018. Again, we welcome you to Long Island Road Warriors.

Sincerely,

Marc Herbst
Executive Director

BETWEEN THE LINES

Should your organization wish to serve as a content contributor for an upcoming edition, we would welcome your inquiry. Visit www.licanys.org/road-warriors for information.

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DMWBE (Disadvantaged Minority/Women’s Business Enterprise) is an acronym sure to command your attention. DMWBE procedures and goals are a permanent and demanding part of public contracting requirements and a factor in certain private projects. Under the circumstances, a contractor should have an internal system for DMWBE compliance with roles/responsibilities for its personnel to ensure best practices in key areas such as good faith efforts to procure certified firms, credits and utilization plan submission, ensuring certified firms perform their work and serve a commercially useful function, and communicating with the owner/agency throughout a project as to DMWBE compliance issues and efforts. This article briefly touches on requirements and best practices in key compliance areas.

Goals and Requirements
The goals primarily found in contracts are DBE (federal) and MWBE (state or local). The contract goals are based on the funding source and bid packages should be read to determine which goals apply. There is no mixing permitted. For example, an MBE cannot be credited toward a DBE goal. Note that the goals are targets, not quotas, and an agency/owner is prohibited from demanding/requiring that a contractor fully meet a goal, if sufficient/proper good faith efforts have been made.

Good Faith Efforts (GFE)
The contractor must have a plan to solicit, identify, bid to and contract with certified firms and the efforts must be documented. Ideally, a contractor should develop a checklist of GFE to make and train staff on the need to make and document GFE.

Utilization Plan & Credits
The utilization plan shows the agency/owner the certified firms being used to meet the contract goals. The contractor should understand the credit rules that apply to the contract goals (DBE, MWBE state or local) to determine what certified firm participation counts and the amount of the goal being met. The contractor must know when the utilization should be submitted, as the time frames can vary depending on the contract and diversity program. The contractor should develop a breakdown of the credit and counting rules pertaining to the applicable DMWBE programs and train staff in the rules and the formation and submission of a utilization plan.

Commercially Useful Function (CUF)
Overall, CUF has to do with the requirement for legitimate certified firms to actually perform the work they were contracted for. It is important to develop a system to vet certified firms before contracting with them and to monitor their contract work. Internal staff should be trained as to areas of concern (red flags) to look for to ensure CUF compliance.

Contractors that can develop and train personnel in a DMWBE compliance program have the opportunity to not just survive, but thrive in the competitive public contracting market. Our firm has worked with contractors to develop programs and train staff, and having a plan yields positive results.

DMWBE: Have a Plan
by Erik Ortmann, Partner - Construction at Kaufman Dolowich Voluck

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The Secret Family Recipe for Success
by Gary V. Rispoli, AFSB - Partner, Director of Surety at Construction Risk Partners

The founding fathers of any organization start with a vision, countless hours of hard work and a strategic plan. Take these ingredients, plus a little luck, and a successful business is born. In construction, success also requires convincing a surety you have the requisite abilities, character and capital to warrant bonding support. In many respects the objective of the founding fathers and the surety are very much aligned; long term success and perpetuation of the company. However, statistics reveal how difficult it can be to perpetuate a closely held business. According to The Family Firm Institute, only 30% of family businesses survive into the second generation. Odds get even worse as the business passes to the third and fourth generations. With years in the surety business, the topic of succession planning is always one of the toughest subjects to discuss. Ironic since it is an area that inevitably will need to be addressed. Reasons vary, but the fact remains that left unaddressed; the lack of a succession plan is the key factor for future failure and can impact your surety relationship.

There are many different ownership transition options. These include a transfer to next generation, management buyout, third party sale or an employee stock ownership plan. The right option depends on the goals and priorities of current ownership. In order to be successful, the succession plan needs to address future leadership of organization and the financial position through the buyout. A surety is interested in knowing what capital will exist during the transition relative to backlog projections. A well-structured buy-sell agreement outlining all aspects of an ownership change is critical. The buy-sell agreement will typically address business valuation, stock redemption/purchase and the financing/duration of a buyout. Planning should also contemplate any unexpected event with adequate life insurance funding. These are critical areas to a surety and provide a better understanding of the potential financial impact of the transaction, while the surety continues to extend surety credit.

With the financial base addressed, it is equally important to identify the individuals to lead the organization in the future. Determining if the next leader is amongst family members, a valued employee or outside the company is paramount. This is a generational decision, so time should be taken to get it right. The best transition plans are set through years of evaluation. Assuming an internal transition, potential leaders are provided the opportunity to handle increased responsibilities which serves to improve skills and reveal any areas of development. Additionally, in this way the surety company gets to know the next generation of leadership and gains clearer insight and comfort into their abilities.

Ultimately, the key is to be proactive and start the succession planning process early. Devising the right plan is personal depending on your goals, to engage professional advisors such as your attorney, accountant and surety broker. Like most endeavors, having an expert team leads to the best results. Additionally, a surety professional who has experience in navigating through ownership transitions can help with the solution that meets your goals and ensures that your surety is supportive of the plan. In this way, you can preserve the legacy of your founding fathers.
As construction company owners look to save tax dollars from their profits earned, they will continually ask their accountant what can be done to put more money in their pockets and less to the government. There are always the typical tax saving vehicles such as accelerated depreciation and certain deferred retirement plans. One tax saving vehicle that is not as well known for construction companies is the Research and Development (R&D) tax credit.

Construction companies should be aware the R&D tax credit is the currently largest available tax credit for businesses. This is partially because the largest companies are active in taking advantage of this credit. Unfortunately, small to medium size contractors often fail to take advantage of it. This is mainly because many business owners aren’t aware of the credit or think they don’t meet the credit qualifications. The reason for this is most contractors think they fail to provide any research and development activities. This credit doesn’t only focus on traditional R&D, but encourages applied research. This can be defined as improving a product or developing improvements to make a product cheaper, faster, or greener. An example of this would be if a gas line contractor was developing an alternate way to fix or install piping. In this example, through practical and technical problem solving, the contractor can overcome issues from the original specifications in the contract and adjust the work per local codes as they are performing the contract to complete the job. Although there are no lab coats or scientists involved, this type of activity would qualify for the R&D credit.

You should always keep in mind that the requirement to qualify for this credit is predicated on the R&D being new to your specific business and not new to the entire industry. When a contractor is considering if they would qualify, they should consider all the improvements they have implemented over the years in completing similar projects. Chances are they have become more efficient and have developed innovative ways to complete the work. These types of improvements qualify for the R&D credit.

If you’ve never heard of this credit before it is probably due to the many changes in the regulations that make this credit more available to all business and not just the largest companies. I believe that you should contact your tax advisor or an expert on these credits to see if you may qualify. These credits could save you thousands of tax dollars.

Although there are no lab coats or scientists involved, this type of activity would qualify for the R&D credit.
Dream BIG. Build BIG.
by Governor Andrew M. Cuomo

New York is a special state, where daring, boldness and vision meet talent, ability and capacity. Dating back to the Erie Canal, our building spirit drove the development of the entire nation. And Long Island was burst from this ambition and this drive. Consider the Long Island Railroad, built in the 19th century to fulfill the vision of linking New York City to Boston via a ferry from the eastern end of Long Island.

But somewhere along the way we lost that building spirit. For decades, this state and this nation failed to build for the future. We lived off the legacy of our forebears, and we suffered for it—nowhere more than on Long Island, where the LIRR failed to keep pace with the growing population and growing needs of its residents.

Today is different. We are moving forward again.

Today is different. We are moving forward again.

Earlier this year, we launched an historic $5.6 billion transformation of the Long Island Rail Road to strengthen the region’s transportation infrastructure and usher in a new era of economic growth. After 70 years of stagnation, we are building the Main Line Third Track to ease congestion and reduce delays across the system. And we are moving forward with all 100 transformative LIRR capital projects, including the Double Track, Jamaica Station Reconstruction, and 39 renovated stations—building the 21st century railroad worthy of Long Island.

We’re moving forward not just on Long Island, but all over the state. With a $100 billion infrastructure program, the most aggressive and ambitious building program in the nation, we are once again building for the future.

We are constructing a new LaGuardia airport, a new JFK International airport and new airports throughout New York; we are installing cashless tolling at all the bridges and tunnels going into Manhattan; we are building a new Moynihan Train Hall that will be the world class transit hub that New York deserves; and we are rebuilding our infrastructure all across the state.

And we are doing it all with the dedicated men and women of organized labor. Every project we build in the State of New York, we build with union labor. We believe in the talent and capacity of union labor, and we believe in supporting the good, high paying jobs of the middle class, the same middle class that labor created in the first place.

I knew my father was smiling down on us, because we dared to dream once again, and we together turned those dreams into reality.

Today we are daring to imagine a better New York—and we know it’s possible. On August 22, we opened the first span of the Governor Mario M. Cuomo Bridge. With the support of nearly 7,000 union workers, we replaced the aging Tappan Zee Bridge after 20 years of talk.

The bridge is named after my father, a leader who never stopped believing in the potential of organized labor and who championed efforts to rebuild our transportation infrastructure. On that summer day, I knew my father was smiling down on us, because we dared to dream once again, and we together turned those dreams into reality. Building is what made New York, New York, and it’s going to continue making New York the leader that it is.
A Labor of Love by Laborers Local 1298

Despite an environment where the middle class is shrinking and unions across the country are under attack from right-to-work laws and workers who would reap the hard-fought benefits and rights earned by labor unions without paying their fair share, Laborers’ Local 1298 has managed to thrive while continuing to provide a steady living, the promise of retirement, and affordable quality health-care for its thousands of members and their families.

Founded in 1938, Laborers’ Local 1298, a chartered local for the Laborers International Union of North America, has been helping to build Nassau and Suffolk County since its inception while simultaneously ensuring the workplace rights of its members. Along with members of the Long Island Contractors’ Association, Laborers’ Local 1298 builds just about all of the roads, major highways, sewer systems, sidewalks, drainage systems, etc. on Long Island. Every day Long Islanders use the roads and sidewalks built by the Union to get to work, pick up their children from school, and live their lives. Without the Union, there would be no Long Island Expressway, Long Island Rail Road, Northern State Parkway, Montauk Highway, or Robert Moses Causeway, among others.

Much of this growth has been under the strong and steady stewardship of the Truickos, who have served as Business Managers of Laborers’ Local 1298 since 1960. Since its inception, there has always been a George Truicko laying asphalt, building sewer systems, organizing workers, negotiating contracts, and fighting for the hardworking men and women that call Laborers’ Local 1298 their family. Born into a family that worked on the construction of the original Long Island Rail Road, George Truicko, Sr. joined Laborers’ Local 1298 when it was founded in 1938 working as a laborer and rising through the ranks of the Union to become Business Manager in 1960. George Truicko, Jr., the current Business Manager, followed in his father’s footsteps, joining the Union after returning home from serving in the military overseas and attending the University of Alabama. To say the Union is in his blood would be an understatement. George Truicko, Jr. is one of a handful of laborers whose pictures adorns the 50-year Member Wall of the Union Hall. During that fifty plus year period, George Truicko Jr. served as the Fund Administrator for the Pension, Welfare, Annuity, Vacation, and Training Funds, and Chief Organizer before being elected Business Manager in 1981.

To say that the Union is in his blood, would be an understatement.

LABOR LIVES ON

In an ever-changing environment, the leadership of the Union under the Truickos has remained steady while creating the opportunity for the men and women of Laborers’ Local 1298 to develop the skills and tools necessary to remain competitive. In 2000, the Union purchased seven acres of land in Bohemia, which now serves as the site of the George F. Truicko, Jr. Laborers’ Local 1298 Training Facility. The Training Facility offers Union members various courses ranging from handling hazardous materials, pipe fusion, welding, gas and utility work, and water-main installation to OSHA 30 Hour Safety, gas utility safety, and basic and advanced computer training classes.

Laborers Local 1298 remains strong, largely because of the steady and strong leadership of the Truickos

George Truicko, Jr.’s eldest son, George S. Truicko, currently serves as the Assistant Business Manager after working his way up through the ranks of the Union. Starting as a heavy and highway laborer, George S. Truicko joined the Union and worked for various LICA contractors before becoming a member of the Union Office and serving as an organizer and field representative.

While unions around the country face a shrinking membership, withdrawing employers, failing pension funds, and welfare funds that struggle to continue providing affordable quality health coverage, Laborers’ Local 1298 remains strong, largely because of the steady and strong leadership of the Truickos over the last sixty years, the Union’s willingness to adapt to the changing environment, and, most importantly, the hard work and dedication of its members. With the Truickos leading the Union, the future of Laborers’ Local 1298 is bright.
Solid Foundations
HUMBLE BEGINNINGS (1920’s)
Long before 2006, when James J. Pratt, III (Jim) was named Chairman of the Board for the Long Island Contractors’ Association (LICA), James’ grandfather (James Pratt) and uncle Bill (William Pratt) would begin a small trucking company in the fast growing New York City “suburb” that was Long Island. At the same time, a group of heavy construction contractors would form the Nassau-Suffolk Sand & Gravel Association, a predecessor to what is now known as LICA. And some 90 years later, these two organizations with humble beginnings have both grown and converged around a large conference table inside a Hauppauge office building.

SECURE FOOTINGS
Jim and his brother Tom represent the third generation of Pratt leadership, with a fourth (literally) not far behind. “J.P.” Pratt (James P. Pratt IV), one of Jim’s three sons, recently decided he too would continue his family’s legacy. He will join Tom’s son, Matt, who runs milling and paving operations for the company.

One of Jim’s fondest memories, and one that sparked a desire to follow in his father’s footsteps, was of working for his dad during winter snowstorms. Guy, who had expanded the family business in 1954 by starting his own excavation company (Guy Pratt, Inc.) had turned his one truck/one excavator venture into a successful business. By the time Jim was in junior high, Guy had won contracts to plow Long Island’s parkways. Back in the day, contracts required two people per plow truck. To meet requirements and keep up with the frenzied pace and long hours of snow removal, Guy would pay Jim to serve as “co-pilot” for many of his plows. On several occasions, Guy went so far as to call Jim’s teacher, Father Dooley, to ask if school would be canceled due to snow, only to know if he could keep Jim out late working on a school night. “The only thing better than a snow day from school, was when your dad actually paid you for it.”

Over the years, Joe worked to build up the company and in 1960 was joined by his brother Fred. In 1967 they began pouring concrete curbs and sidewalks for local municipalities and soon became one of the largest concrete providers in the area. During a recent sewer construction program, PSSI installed more than one million linear feet of slip form paving.

Peter got his start in the family business by working as a laborer while attending school and officially joined the company in 1980, now serving as its President. PSSI is has grown into a full service civil construction and general contracting firm that provides premier site work, utility, civil, structural and architectural construction services through it’s many affiliates.

A look at LICA, its Chairman and some of the founding fathers who built our Island and the foundations we stand upon.

The only thing better than a snow day from school, was when your dad actually paid you for it.

Jim described the deep pride and honor he and his brother felt when they were awarded the contract to complete a 93 acre expansion of Calverton National Cemetery in 2009.

Working side by side, in a joint venture with the vendor who supplied more than 100,000 crypts which Pratt Brothers would install, Jim and Tom were humbled to play a part in creating a sacred space that would honor those who had protected and served our country. With a grandfather who served as an Army officer in the Pacific, they fully understand the concept of service and sacrifice. Pride for their country surfaced again when they were hired to transport a historical army tank to and from the Museum of American Armor.

LICA’S LINEAGE
That same sense of pride is evident throughout the companies that comprise LICA’s roster, including key members who also sit on LICA’s board of directors. In fact, 8 of 10 board member companies are multi-generational, family owned businesses. Several members of the current board have filled the seats which had been occupied by their fathers who served before them. Names like Haney, Possillico, Lizza, Farino and Ahern are well known and highly respected throughout the industry.

Peter Scalamandre (of the aptly named Peter Scalamandre & Sons, Inc. (PSSI) is the longest serving LICA board member and epitomizes the perseverance of family. Scalamandre’s business was founded in 1923 by Peter’s grandfather who immigrated to America from Italy with nothing but his hands and a strong work ethic. When he arrived, he began building brick homes on Long Island, but soon fell ill. Peter’s dad Joe, with only minor experience as an estimator, had no choice but to take charge of the family business at the age of 16.

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PRATT PRIDE
Pratt Brothers’ resume of projects would be as long and impressive as their family history. Whether building the roads and bridges that shaped our island, or constructing key transportation infrastructure, housing complexes and commercial developments, it might be difficult to identify one project they’re most proud of. Not Pratt. When asked, without hesitation, Jim described the deep pride and honor he and his brother felt when they were awarded the contract to complete a 93 acre expansion of Calverton National Cemetery in 2009.

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Mill & Fill (in the blank) with James J. Pratt, III
Favorite LI Destination?
A. Atlantic Beach
Favorite LI Restaurant?
A. La Nonna Bella
Favorite piece of equipment?
A. Large payloader
The best and worst thing about a family business?
A. The family!
Best Advice You Ever Received?
A. From dad: “Complete the task”
Favorite material: Concrete, Asphalt, Lumber or Dirt?
A. Asphalt
Preferred Ride: Pickup, SUV, Sports Car or Sedan?
A. Pickup Truck
Who do you root for?
A. NY Giants, NY Yankees and NY Islanders

Continued
Among GPI’s many high profile projects is the new Mario Cuomo Bridge. We find it only fitting that a company built by two “founding fathers” of engineering, should be part of the team that helped build a bridge which now pays tribute to the father of our Governor.

**Harvey Beyer:**

**Bancker Construction**

Bancker Construction may have been established more than 100 years ago, but its enormous growth and prosperity over the last 59 years must be attributed to its patriarch Harvey Beyer and three generations of the Beyer family.

Harvey, who will turn 90 on his next birthday, fondly remembers the camaraderie of his peers in the industry, working on the streets of Long Island “back in the day”. He also enjoyed participating in meetings of the Nassau/Suffolk Contractor’s Association (as LICA was known at the time) but recalls the organization as having a singular focus on one issue in particular that affected the industry—namely the ticketing of overweight trucks, primarily those that were hauling asphalt to job sites.

Since then, both Bancker and LICA have experienced tremendous growth and expanded their breadth. Today, LICA addresses a wide range of issues on behalf of its membership: safety concerns, industry regulation, labor contracts and more. By working together with our members who represent the best in family, history, pride and performance, we can continue building a better Long Island that would make our fathers’ proud.

**Bert Pedersen:**

**Greenman-Pedersen, Inc.**

It’s been more than 50 years since Bert Pedersen joined his fellow engineer, Beecher Greenman (dec.), to form Greenman-Pedersen, Inc. (GPI), but Bert still happily recalls memories of their remarkable careers together which began as a small two-person consulting team. Over the years, they grew GPI into one of the nation’s top design engineering firms that now employs more than 1400 talented men and women, who serve as the source of Bert’s greatest satisfaction and who he claims “deserve so much credit”.

Bert and Beecher both followed their father’s footsteps into careers as civil engineers and in 1966 took a leap of faith to branch out on their own. Bert was inspired by the courage of his grandfather, a carpenter who travelled from Norway, across the Atlantic to make Long Island his home. A large chest full of his grandfather’s belongings still sits in his home office and contains a painted picture of the vessel that carried his family to America. Once here, Bert’s father became an engineer and took a state job in Poughkeepsie. When the state decided to construct its first Long Island regional office, Bert’s dad volunteered to return to Long Island and lead the effort. Appropriately, that very site now serves as the headquarters of Greenman-Pedersen, Inc.

These family owned firms have deep roots on Long Island and possess a unique bond and commitment to their craft and their clients.
Who gained the most from the 2017 election?
The answer is clear: the biggest winner was Governor Andrew Cuomo. Cuomo saw not only the successful candidacy of democrat Laura Curren in Nassau, but the defeat of republican Rob Astorino in Westchester. Astorino’s loss and Curren’s victory essentially removes both counties from being a force for the GOP in 2018. The collapse of the all-powerful GOP machine in Nassau County only serves to reinforce the democrats’ resolve for total and all-out victory in next year’s election. Energized by this year’s results, New York state democrats will be attempting to regain control of the state senate. Three pivotal senate races on Long Island that will be key to democratic control are GOP Senators Carl Marcellino, Kemp Hannon and Elaine Phillips. In addition, seats currently held by Queens Senator Martin Golden and William Larkin in the Hudson River Valley are very much in play.

The balance of power in Albany, as it relates to the state senate, will revolve around next year’s budget negotiations. The gathering storm for both the Governor and the legislature will be New York’s pending budget crisis. Earlier this year, the Governor anticipated a $700m surplus for the fiscal year 2018/2019. Figures released by the state budget office reveal a gap of between $1.7-$4.4 billion and it remains to be seen what impact the statewide 2% spending cap will have on this looming deficit. The current shortfall is the largest the Cuomo administration has faced since 2011.

Labors’ Local 1298 & New York State LECET

Working alongside
The Long Island Contractors’ Association,
Together we have improved infrastructure and helped make the
LIRR Expansion Project a Reality!
All Long Islanders deserve better commutes and a more modernized transportation system.

2017 Election Implications
by Desmond M. Ryan, Government Relations Consultant

How this expected budget battle impacts Long Island is a question that has yet to be answered. The region’s infrastructure has seen a mass-infusion of state dollars through the MTA and the Long Island Railroad. Yet, line item appropriations for bridge and roadwork continue to fall far behind the necessary upgrades and improvements needed for Nassau and Suffolk counties.

The Governor realizes that President Trump’s foreign and domestic policies resulted in democratic victories in key states in addition to large voter turn out in New York. There has been a great deal of speculation that Governor Cuomo is seriously considering a presidential run in 2020. His re-election in New York, without a serious democratic primary, is all but guaranteed in 2018. Hence, the “Trump Factor” will have considerable influence as to how voters will react to senate races throughout the state.

For those of us on Long Island, the political fallout could have prolonged effects on the region. Stay tuned.
OSHA's Crystalline Silica Rule
by Greg Perricone, CSP, ASP, CHST, CSC - Safety Consulting and Compliance Corp.

OSHA issued a new standard, effective September 23, 2017, to protect construction workers from exposure to respirable crystalline silica.

What is respirable crystalline silica? Listed is like sand, but is too small to see individual particles. It is found in stone, brick, concrete, mortar, sand, ceramic products, glass, artificial stone and more.

Who is affected by the construction standard? Anyone at a workplace with crystalline silica exposure, even if the exposure is created by another employer.

About two million construction workers are exposed to respirable crystalline silica in over 600,000 workplaces. OSHA estimated that nearly half of these workers are at an unacceptable risk to develop silicosis (an incurable, lethal lung disease), lung cancer, Chronic Obstructive Pulmonary Disease (COPD), and kidney disease.

Exposure can occur from using masonry saws, grinders, drills, jackhammers, handheld powered chipping tools, or vehicle-mounted drilling rigs; road milling; operating material crushing machines and heavy equipment for demolition and other tasks.

What does the standard require? The standard requires employers to limit worker exposures to respirable crystalline silica and to take the following steps to protect workers by establishing and implementing a written exposure control plan that:

- Identifies tasks that involve exposure and methods used to protect workers.
- Identifies procedures to restrict access to work areas where high exposures may occur.
- Designates a competent person to implement the written exposure control plan.
- Restricts housekeeping practices that expose workers to silica where feasible alternatives are available.
- Offers medical exams—including chest X-rays and lung function tests—every three years for workers who are required to wear a respirator for 30 or more days per year.
- Trains workers on work operations that result in silica exposure and ways to limit exposure.
- Keeps records of workers’ silica exposure and medical exams.

The standard provides flexible alternatives, especially useful for employers with less than 500 employees. These employers can either use a control method laid out in Table 1 of the construction standard, or they can measure workers’ exposure to silica and independently decide which dust controls work best to limit exposures to the permissible exposure level (PEL) in their workplaces.

Table 1 of the standard matches common construction tasks with dust control methods. Employers who follow it correctly are not required to measure workers’ exposure to silica and are not subject to the PEL. However, employers who incorrectly follow Table 1 will still be in violation of the standard, so anyone considering this option must understand and apply its requirements accurately.

Regardless of how an employer chooses to comply with the new standard, reviewing and revising existing safety programs for compliance with the new standard is critical to prevent additional citations.

YOU NEED TO BREATHE EASY. YOU NEED SCC.

The construction industry is always changing. This means occupational health and safety requirements will continue to transition as well. OSHA has recently implemented a new standard, effective as of September 23rd, 2017 to protect workers from the imminent dangers of exposure to respirable crystalline silica.

Reviewing and revising existing safety protocols to meet this new standard needs to be a priority to prevent inevitable citations as well as the critical need to keep your employees safe from harm. Ultimately, you need the help and expertise Safety Consulting and Compliance Corporation can provide.


Don’t wait. By the time the dust settles it’s already too late.
From Slide Rules to Drones
by Denise Carter, P.E., Executive Vice President
Greenman-Pedersen, Inc.

Having started their engineering careers in the 1950s and early 60s, following in the footsteps of their fathers, Beecher Greenman (dec.) and Bert Pedersen witnessed remarkable changes in the civil and construction engineering profession. In the early days of their illustrious careers, civil engineers typically used slide rules, math tables, hand-cranked adding machines, T-squares, triangles, compasses, grid paper and mylar sheets. There was also ample drafting resources to help with the finished drawings/blueprints. In addition, much of Long Island was still rural, so they were designing project after project of new major highways, bridges, and municipal infrastructure and park facilities—something engineers on Long Island and the metropolitan area rarely get to experience today.

With hard work and developing a solid reputation for outstanding engineering services, Beecher and Bert started their own firm in 1966, Greenman-Pedersen (GPI). To build their company, they relied on their professional and personal relationships to bring in work—no lengthy proposals required or government-related forms and pre-qualification lists. Their reputation in the industry spoke for itself and their acquaintances trusted them to provide what was needed to build and improve their projects.

It was also during this time that electric calculators were introduced and considered state-of-the-art technology. Fast forward about 10 years, and some of the first computers were being introduced, but it took half an office to house the mainframes. Next came massive CAD/CAM machines that also required extensive office real estate. By the late 1980’s, GPI engineering desks were cleared of the existing design paraphernalia and replaced with computers, allowing engineers to be even more efficient.

Throughout GPI’s history, the firm has embraced technology benefitting its engineers and clients. Over the years, as part of the firm’s growth, GPI acquired related firms and hired key personnel to further its technological advances. Who would have thought even 20 years ago that the firm would be offering satellite photogrammetry, simulation modeling or providing virtual and augmented reality (VR/AR) technologies for design and construction projects? Today, GPI has drone-licensed pilots and equipment to capture construction progress and conduct cursory engineering inspections.

While tools and technology have changed dramatically over the years, and in some cases altered the industry, certain qualities that define GPI and its growth have remained—it’s still a people business and the care and support of its staff and clients is essential. No technology can replace that. ...it’s still a people business and the care and support of its staff and clients is essential. No technology can replace that.

For 50+ years, Greenman-Pedersen, Inc. has been providing innovative project solutions to a wide variety of government agencies, institutions, contractors, architects and developers throughout Long Island and the metropolitan NY area.
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David Walls Believes
Status Quo Safety Performance is Unacceptable.

Nearly 50,000 people die or are injured in and around U.S. transportation projects each year. The cost of these tragic incidences to families and employers is staggering.

We must do better.

Aaron Industries President & CEO David Walls helped to forge and launch the Safety Certification for Transportation Project Professionals™ program. His goal significantly boost the hazard awareness and risk management skills of all those associated project professionals in a wide range of positions of influence—from project inception through completion—to cause a decline in safety incidents.

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