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George Gorman, Jr.
Deputy Regional Director (LI)
NYS Office of Parks, Recreation and Historic Preservation
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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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Sidney M. Shapiro may not be a household name for most Long Islanders, but this gentleman played an integral role in planning and developing the landscape of our beloved region and beyond. His fingerprints can be found on many of our bridges, highways and parks.

The young engineer quickly found out his budding career would be quite different than anything he envisioned as a student. Shortly after starting his first job in 1925, Shapiro led a crew of surveyors through the middle of a farm in Valley Stream to plan the route of the Southern State Parkway. The disgruntled property owner greeted him by placing the barrel of a loaded shotgun upon his chest. That experience, as stressful as one can imagine, however, paled in comparison to the daily pressures he would endure throughout his career. Shapiro, a shy man by nature, would become the longest serving and arguably most loyal assistant to Master Builder, Robert Moses, the power broker credited with planning and building our region's famous parks, roads and other landmarks. Moses was known to be fiercely demanding, yet extremely loyal in return to his inner circle known as the “Moses Men.” These assistants, whom Moses called “my muchachos,” were responsible for implementing the foresight and vision of their boss. Shapiro excelled in this task.

Working side-by-side with Robert Moses, Shapiro played a significant role in creating our parkway system and many of our park jewels, namely, Jones Beach State Park, Robert Moses State Park on Fire Island, and the Robert Moses Bridge. Shapiro’s management continued even after Moses stepped down from his multitude of leadership positions. He continued to be a fixture at the Long Island State Parks Commission’s offices at Belmont Lake. The Babylon resident passed away in 1972, only a year after retiring as the Long Island State Parks Commission’s Chief Engineer and General Manager.

After the passing of Shapiro and the retirement of Moses, the 1970’s welcomed a transition to a new generation of “Moses Men” to lead our regional parks system. Before the decade ended, new leadership would begin to sprout along the boardwalk of Jones Beach, the place where the foresight and vision of Moses and the “Moses Men” began. One seasonal parks worker, in particular, would unsuspectingly begin a career that would lead him to follow in the footsteps of giants. This edition of Long Island Road Warriors highlights this leader, George Gorman, Jr.

Although Gorman may not have faced the same level of adversity shown by Shapiro’s angry farmer, he has inevitably, over his 40+ year career, had to deal with the struggles and demands of various commissioners, elected officials and the general public. But he has easily won their favor and support. Equipped with a strong work ethic, singular sense of purpose and a cheerful demeanor, Gorman admirably continues the fine legacy of the “Moses Men” who went before him. His presence within the Parks Department, for nearly a half-century, is as profound as that of Shapiro and others who preceeded him. Without question, Moses—the Master Builder—would have affectionately called Gorman—the Master Manager—his “muchacho.” We affectionately call him Chip.

Sincerely,

Marc Herbst
Executive Director
Long Island Contractors’ Association

One seasonal parks worker, in particular, would unsuspectingly begin a career that would lead him to follow in the footsteps of giants.
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Contractors face an increasing maze of employment laws, rules, and regulations. As the weather turns warmer and the days grow longer, it is a great time to review your business practices in three key areas to avoid litigation.

First, adopt a written sexual harassment policy and make sure your employees attend mandatory training. You have probably attended a breakfast briefing or received an email reminding you that New York has adopted new laws requiring written sexual harassment policies and mandatory interactive training for all employees on an annual basis. Not only must policies prohibit sexual harassment, they must also provide:

- Examples of inappropriate conduct,
- Refer to state and local laws,
- Identify administrative and judicial complaint options;
- Commit to timely investigations; and
- Provide a written complaint form.

In addition, New York employees must complete annual, interactive harassment prevention training. While classroom seminars will satisfy the training mandate, webinars and computer-based training programs are acceptable so long as they are interactive. Finally, while the new law is limited to sexual harassment, adopt a policy that prohibits all forms of unlawful harassment, including harassment based on race, color, creed, religion, gender, sexual orientation, marital status, national origin, age, disability or other protected status.

Second, review your weekly payroll for compliance. In New York, employers still are required to pay manual workers weekly. A “manual worker” includes “a mechanic, workingman or laborer” or individuals who spend more than 25% of working time engaged in physical labor. “Physical labor,” according to the Department of Labor, includes “countless physical tasks” not just those that require heavy lifting or brute strength. If you employ “manual workers,” you must issue paychecks weekly and pay all wages owed within seven calendar days after the workweek ends. Also, the minimum wage rate increased on December 31, 2018:

- NYC Big Employers (11 or more employees) – $15.00/hour
- NYC Employers (10 or less employees) – $13.50/hour
- Long Island & Westchester Employers – $12.00/hour

Similarly, employees paid on a salary basis (and “exempt” from overtime) must earn at least $1,125/week.

Third, if you have workers in New York City – avoid questions about salary history and criminal convictions when hiring new employees. New York City law prohibits employers from asking job applicants (or their current or former employer) about their salary history. Also, the Fair Chance Act requires NYC employers with 4 or more employees to make a conditional offer of employment before conducting background checks or asking questions about an applicant’s criminal convictions.

If you have questions concerning these or other employment laws impacting your business, contact Domenique Camacho Moran at dmoran@FarrellFritz.com
SURETY BONDING FOR CONTRACTORS
by Daniel A. Castellano, CPA

Construction is a risky business. Research shows that over 27% of contractors fail to survive. Most companies perform more than one job at a time. It is not uncommon that the loss that causes the collapse of a company is not the bonded job being performed for a public entity, but rather one of its other projects. Surety bonds protect not only governments, taxpayers and workers, but also private owners and lenders from unforeseen issues that arise during construction. Over the last 15 years, surety companies paid nearly $12 billion to complete construction contracts and pay subcontractors and suppliers what they were owed. These figures do not include the significant amount of money sureties spent to finance troubled contractors so they could complete contracts and avoid the trouble caused to owners and subcontractors by a default.

With bonding being integral to public and commercial construction projects, the ability to obtain bonds is the lifeblood of many construction firms. Establishing and maintaining a bonding relationship requires a significant investment of time and resources. This is driven by the surety’s need to thoroughly underwrite a contractor’s qualifications before extending surety credit. After all, the surety is generally an unsecured creditor, holding only a signed promise from the construction firm and its owners personally, to protect it from loss in the event of a contract default. The ability to obtain bonds dramatically increases the potential of a contractor to grow and earn higher profit margins on construction projects by weeding out unqualified competitors that might otherwise land contracts at unreasonably low prices. In performing this valuable screening function, sureties serve as an ally for well-run, well financed construction companies that qualify for bonding support. Once approved for bonding, a contractor enhances its negotiating position by demonstrating to prospective project owners that it is stable and has been thoroughly prequalified, carrying the surety’s seal of approval.

The key to successfully navigating the bonding process is to first partner with a professional surety bond producer who is in tune with the local surety and construction market and a well-respected construction CPA whom the surety relies upon to produce reliable financial guidance.

The primary objective of the professional surety bond agent is to help the contractor build and maintain a profitable business. The bond agent will begin by assisting the contractor in assembling underwriting information, including organizational charts, resumes of the owners and key personnel, business and continuity plans, financial statements prepared by the construction CPA, including schedules of completed and in-process contracts, and documentation of established lines of credit. Based on the findings of this review, the agent will determine which surety company is best suited to meet the needs of the contractor and prepare a formal submission to the surety.

The agent will work with the surety company underwriter to establish single project and aggregate work program limits, which provide a responsible framework for the contractor to operate within.

Contractors should keep in mind that it is not always in their best interest for the bonding company to approve a contract for bonding. One of the most important services that can be provided to a contractor is to push back, ask questions and even decline bonding in cases where the bonding company perceives an unusual high level of risk, such as onerous contract provisions, or a poor fit between the contractor’s experience or resources and the project for which bonding is being requested. Bond agents and bond underwriters can provide an independent perspective, helping mitigate risk, avoid potential pitfalls and ensure the long-term viability of the contractor.

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PWGC: Working for a sustainable future for Long Island
by Charlie Bartha, PE, Senior Vice President at PWGC

As Long Island evolves, P.W. Grosser Consulting Inc. (PWGC) is working with public and private interests to ensure a sound and sustainable future.

Across the region, PWGC is providing innovative engineering and environmental consulting that is improving the environment and bolstering the economy. Our array of services mirrors our commitment to delivering client-driven solutions.

For example, PWGC is providing the environmental oversight for the multi-billion-dollar redevelopment of the Glen Cove waterfront – known as Garvies Point - in the City of Glen Cove. Our involvement includes guiding the developer of the project through the steps that have allowed the various parcels in question to go from being underutilized into a modern, multi-use development that will redefine the City’s waterfront.

In Suffolk County, PWGC designed and engineered the first commercial applications involving the use of innovative and alternative on-site wastewater treatment systems (I/A OWTS). In fact, PWGC has successfully designed three I/A OWTS applications on behalf of Suffolk County’s Department of Public Works. These modern stand-alone wastewater treatment systems were installed at Lake Ronkonkoma, Vanderbilt and Meschutt Beach County Parks.

Across Long Island – and across New York State – PWGC has been working with our construction materials and mining clients to educating them on the New York State Department of Environmental Conservation’s new 6 NYCRR Part 360 regulations, which as anticipated will impact activities related to mulching and the processing of construction materials.

As much of the work that PWGC is involved in lies at the initial stages of a development, we are leaders in the design and monitoring of stormwater pollution prevention plans (SWPPPs), which are intended to protect stormwater management systems and surface water bodies from construction site activities. As the impacts to the region’s surface and groundwater by pollutants – including emerging contaminants such as 1,4 dioxane and PFAS - are being recognized, it is important that environmental regulations are properly applied and followed.

Speaking of surface waters, PWGC has been at the forefront of designing and overseeing the implementation of non-native and invasive aquatic plant species eradication plans. Many freshwater lakes and ponds in the region suffer from invasion of these plant species. PWGC is in the midst of two projects – Canaan Lake in North Patchogue and Lower Lake in Yaphank - intended to return the lakes to their natural state by draining and excavating the materials from the lakes that is causing overgrowth. We are working with local municipalities to determine the best reuse of the materials to be excavated.

Charlie Bartha, PE, Senior Vice President at PWGC, has more than 45 years of experience in civil engineering and has extensive experience in the construction reconstruction and renovation of public infrastructure, including highways, bridges, buildings, and sewers and sewage treatment plants.

As the former Commissioner of the Suffolk County Department of Public Works, Mr. Bartha was responsible for all aspects of a 925-person multi-faceted engineering, architectural and operating department with a $225 million annual operating budget and a typical annual capital budget of $100 million.
Looking Ahead on Long Island: Emerging Solutions to Current and Future Problems

What is Long Island’s future? To answer that, we have to recognize the issues that need to be addressed to allow for the region’s future success and continued evolution.

Awareness of Long Island’s many environmental problems is at an all-time high, and 2019 is shaping up to be an unprecedented year for local environmental and remediation projects.

For nearly 30 years, PWGC has been at the vanguard in addressing emerging environmental issues in the New York tri-state region. During that time, we’ve developed from a small consultancy to a national firm performing consulting and engineering services for federal, state, municipal and private clients across the country. We’ve built a team from the ground up that has the experience to expertly apply new and proven technologies to solve complex environmental problems.

The Green Frontier

Despite, or maybe because of our successes, we are constantly refocusing our efforts. We continually explore and test emergent and innovative technologies to help us deliver the best possible environmental engineering services to clients small and large. Innovation is essential to the task of building the infrastructure that will make today greener and tomorrow sustainable.

From interpreting New York State’s new Part 360 regulations related to mining and construction materials production, to the application of innovative alternative on-site wastewater treatment systems, we’re proud to serve as a catalyst for Long Island’s development.

Client-Driven Results

But the real work goes beyond technique and technology. We couple that with the highest levels of dedication and know-how to surpass our clients’ expectations. In our world, innovation must work within strict regulations. This is an area where our expertise is hard-won: we maintain excellent rapport with all the relevant authorities at the local, county, state and federal levels of government.

Our project approach is simple: we believe in serving the greater good. Our solutions must be client-driven, and they must benefit both the environment and the economy. PWGC provides industrial stormwater pollution prevention plans, conducts environmental contamination investigations and remediation, and designs wastewater treatment systems for public and private facilities, including design/build projects.

As Long Island continues to evolve, you can count on PWGC to deliver the environmental engineering and consulting services our businesses and municipalities need for sustainability and compliance-related projects development and delivery.

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It was good news for Long Island contractors when JESCO, one of the Northeast’s top construction dealers, recently became an authorized distributor for Wirtgen Group, a leading manufacturer in the road building segment, adding to an impressive inventory which also includes John Deere, Hitachi, DitchWitch, and Topcon.

“JESCO’s Deer Park branch represents a major statement to contractors as it is the first ground-up dealership built on Long Island in decades,” said JESCO Vice President of Sales Anthony Falzarano. “The LEEDS Certified facility is state-of-the-art and we hope it illustrates our commitment to the construction community on Long Island.”

The seasoned team of JESCO professionals helps customers feel confident that their machines and their workforce are working at maximum capacity. For example, large John Deere equipment comes with the sophisticated JD Link Connect, technology which provides critical information online, keeping a customer’s operation running smoothly.

Similarly, WITOs FleetView keeps contractors informed of the location and operating status of Wirtgen machines, simplifying the entire maintenance process, and saving time and effort in day-to-day operations. These are two examples of the tools that JESCO provides to help customers optimize their investments.

The Deer Park facility stocks a large inventory of new and used products, plus offers a wide selection of parts, a top-notch service department, a highly trained and experienced service and rental staff, and a friendly, knowledgeable finance department, all dedicated to establishing trusted partnerships customers can count on.

JESCO’s 21,000 square foot facility is conveniently located at 110 E. Jefryn Boulevard in Deer Park. It is open Monday through Friday from 7:00 a.m. until 5:00 p.m., is equipped with eight modern bays, and boosts a full range of both rental and sale options. For more information, call 631-256-6850.
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Infrastructure is Always a Top Priority
by John R. Durso, President LI Federation of Labor and President of Local 338

The Long Island Contractors Association, the Building Trades and the Long Island Federation of Labor have stood on the front lines together over many years fighting for the dollars to build roads and bridges, rail and bus service and clean drinking water. For Long Island, these infrastructure investments are the life blood of our communities.

Public works spending brings many kinds of benefits, not all of them obvious. Here are some examples.

In the early days of the last century, contractors, political leaders and construction unions established mutually beneficial relationships by making sure union tradesmen got the jobs, the work got done on time, and the pols got the votes. During the depression the same alliance fought for prevailing wages in Nassau County under New Deal projects. With the population explosion after World War II, the alliance continued and Long Island, as we know it today, took shape with a growing middle class.

It is clear that prevailing wage standards on public construction brings wealth into the communities. This in turn creates the virtuous cycle of local consumption and revenue for public services.

Public works create many more union jobs, which create more opportunities for apprenticeship. The Long Island Federation of Labor and the Building Trades have initiated an apprenticeship preparation program, Opportunities Long Island, which establishes careers for young men and women, mostly minorities, in towns and villages which have been left behind economically.

New York State has made significant infrastructure investments, far outpacing most other states. Governor Cuomo’s $150 billion commitment for the next 5 years builds on an existing $100 billion foundation. It will create 675,000 new jobs. The Long Island Contractors’ Association and organized labor worked together tirelessly to gain funding in these budgets for significant Long Island projects like roads and bridges; the third track, second track and a system-wide revitalization of the Long Island Railroad; downtown revitalization projects; and clean water infrastructure projects.

In addition, New York State has spent $700 million since 2011 to revitalize the state’s parks and historic sites. The state estimates $5 billion in park and visitor spending which supports 54,000 jobs.

But state and local investment is not enough. The Economic Policy Institute believes the state of the nation’s infrastructure is deeply deficient due to past neglect and underinvestment. The American Society of Civil Engineers has put the ten-year infrastructure funding gap at $2.1 trillion. This is just the additional investments needed for good repair. It doesn’t include a similar amount needed to modernize the transportation, energy and water systems.

A steadily declining federal role is responsible for the vast under-investment. According to the Congressional Budget Office, state and local governments account for 77% of total public spending on transportation and water infrastructure. This is an inefficient way of making our country competitive in the global economy.

The federal government should do more. It has the ability to borrow money at lower rates, and it should do so to meet national priorities. It is sound economic policy. Each $100 billion in infrastructure spending creates one million full-time jobs, two-thirds of which are outside construction. The interest rates on federal borrowing are lower than the rates private, state or local borrowers could get. It can offset the infrastructure funding challenges local governments face during economic downturns when state tax revenues decrease and social service spending increases. In addition, Congress should fix the highway trust fund which has a large deficit looming.

Experience has shown us that our state and nation can grow into a land of opportunity for all when labor, contractors and all branches of government work cooperatively. We will keep working together toward that goal.

John R. Durso is the President of the Long Island Federation of Labor, AFL-CIO and the President of Local 338 RWDSU/UFCW
Before the start of what has become a 42-year career (still going strong), George Gorman, Jr.—better known as Chip—was born in Brooklyn but raised entirely on “Long Island proper” as one of seven siblings. As the youngest boy and second “George” in the household, George Jr. was immediately dubbed “Chip”. When asked about the nickname, he recounted the story told by his mother many years ago. He recalls something about her fondness for a special kind of “chipping” bird, hence, he was affectionately named “Chip.” And though he may not wholeheartedly believe her explanation, the name seems to perfectly fit his cheerful personality. It also provides a handy analogy for his work, where he needs to maintain a careful bird’s-eye view over the 32 state parks for which he is responsible.
Growing up, Chip worked the usual suburban part-time jobs: newspaper delivery, busboy, dishwasher, and helping out at his dad’s printing company. Later, while setting his sights on becoming a police officer, Chip would also spend three summers working as a seasonal employee at Jones Beach State Park—a job that would eventually pay dividends far greater than just his budding career. But his dreams of a job in law enforcement would end before they began due to the formal diagnosis of a slight hearing impairment that disqualified him from serving in the NYPD. It was soon after that he was offered a full-time position with the Parks Department.

**RISING THROUGH THE RANKS**

Perhaps few ever noticed the young man cleaning the parking lot at Jones Beach theatre in 1977. Even fewer would guess that he would someday become Deputy Regional Director for all 32 Long Island State Parks. But, clearly, someone at the parks department took note of his dedication and strong work ethic, a trait that would help propel a rise through the ranks of what has become a noteworthy 40+ year career for Chip Gorman. His work ethic made him “promotable” but his years of experience and in-depth knowledge of the parks system, make him invaluable. Since his days as a part-time seasonal employee, Chip has held managerial positions in most every department from operations and administration, to recreation services.
A WALK IN THE PARK
Despite what some may think, a park directors’ job isn’t always “a walk in the park.” After responding to the 300+ emails he receives each day during busy season, Chip spends much of his time managing personnel issues for the parks’ 700 year-round and 2,250+ seasonal employees. In between all this, he’ll be attending meetings with various foundations, event sponsors and other agencies.

Last but not least, Chip also must make time for those “walks in the park”—checking the grounds, facilities and the many ongoing projects at various locations. This year alone, thanks to a Governor who firmly supports our parks system, nearly $30 million has been allotted for capital improvements. As a result, Chip is sure to remain the hardest working man in “recreation.”

THE GREEN ECONOMY
The “green” of our parks spreads well beyond its trees and gardens. State parks also provide a powerful boost to the regional economy, both directly and indirectly:

CAPITAL PROGRAMS
Last year the state spent nearly $25 million on capital improvements for L1 parks. That work has a direct positive economic impact for the firms who have won those contracts (including many LICA members). A few of last years’ projects included:

- Reconstruction of Jones Beach West Bathhouse Marine Dining Room, bike path, Boardwalk Café, & 2 playgrounds
- Construction of the Robert Moses Water Treatment Plant
- Paving of parking lots, roads and cart paths, plus a new club house roof at Bethpage State Park
- Upgrading sanitary systems throughout the parks region

This year, with an increased budget of $30 million, the parks department is looking forward to projects such as the demolition of the Jones Beach Toll Plaza and construction of a new Jones Beach Energy and Nature Center, among others.

If you also consider the amount of work which resulted from Hurricane Sandy-related projects, paid for with special state and federal funding, the capital spending total would be many millions more.

The not-too-distant future will also see the construction of a new Visitor Center and parking lot at Bayard Cutting Arboretum. And if Chip Gorman were to create a personal wishlist of capital projects, they would include the reconstruction of the East Bathhouse at Jones Beach (to return that facility to its former glory, similar to what was done at the West Bathhouse) and the rebuilding of the Robert Moses Fire Island Bridge as a 4-lane bridge to better accommodate the 4.2 million driver who cross it each year.
TOURISM
The economic benefits of our parks system shouldn’t be underestimated. Based on a results of a 2015-2016 study, the NYS Parks System (including state and visitor spending) supported $5 billion in sales, 54,000 jobs and nearly $2.9 billion in state GDP.

Locally, our LI state parks generate the highest attendance and revenue of New York’s 11 state park regions. In 2015-2016 we welcomed more than 21 million visitors, who spent just under $1.3 billion. These figures represent that LI parks see 2X as many visitors (who spend twice as much) as the next highest parks region in the state (Niagara Frontier). For an in-depth look at why our parks and other tourism is so important to our region, be sure to read the article on page 26 by Discover Long Island.

THE “GREEN” EFFECT
Certain economic benefits can’t be calculated in a spreadsheet, yet their value often exceeds those that can. Perhaps the greatest benefit of our parks system is the value it adds to our quality-of-life.

Long Island parks are part of our fabric. Whether we camped with the Boy Scouts at Hither Hills, hit golf balls with our buddies at Sunken Meadow or sunbathed with our friends at Jones Beach, there’s not one Long Island teenager I know of who hasn’t spent numerous days of their adolescence at our parks. Priceless.

From beaches and boardwalks to woodsy walking trails and grand gardens, our parks offer something for everyone. For some it’s serenity, for others, boundless activity. Without them, almighty property values would surely be diminished along with other basic park benefits we take for granted: fresh air, fresh water, peaceful beaches and beautiful foliage.

DESTINATION: RECREATION
For those in search of boundless activity, simply head to your nearest state park. Or ask Chip Gorman. He’ll quickly rattle off a list of popular park programs and exciting events. With LI parks hosting more than 300 special events each year, the hard part is choosing which ones to attend.

Chip will start with the biggest event and one that is close to his heart—the Jones Beach Air Show—a show he helped create and launch back in 2004 to celebrate the 75th anniversary of Jones Beach (with the help of AnnMarie Agostinello and many others, including lead sponsor Bethpage Federal Credit Union). The now 3-day long event, held on Memorial Day weekend, has drawn more than 450,000 visitors some years, with people turning out in droves to watch exciting aerial performers, headlined by the world famous Air Force Thunderbirds or the Navy’s Blue Angels. This year, the 16th anniversary event will be held on May 25 & 26 (with May 24 being the not-so-secret flying “dress rehearsal”). Another huge family favorite is the amazing July 4th fireworks show.

For those who prefer the green grass of golf, Chip will suggest you pack your clubs and head to one of the six LI parks that offer golf. Be sure to stop by Bethpage State Park to see some of the world’s best golfers compete up-close and personal at the PGA Championships this coming May. Or mark your calendars to catch the Ryder Cup in 2024. The world-renowned Black Course (one of five world-class courses at Bethpage) has played host to many prestigious golf events over the years including the 2002 and 2009 U.S. Open Championships. While there, be sure to relax with dinner or a drink at the beautifully renovated Heritage Club, one of Long Island’s loveliest event venues.

For many, summer isn’t official until you’ve attended your first outdoor concert of the year at the Northwell Health at Jones Beach Theater. There is nothing more enjoyable than

continued on page 19
LI STATE PARKS by the Numbers

32 Number of state parks on LI

451,000 Highest 3-day weekend attendance at Jones Beach Air Show

2019 The year Bethpage will host the PGA Championship

4,000 Number of participants in the parks’ Summer Run series

$33M Revenue generated by LI state parks in 2018

15 Years hosting the Jones Beach Air Show

26,798 Acres of LI state park lands

300 Average # of special events held at our LI parks each year

2024 The year Bethpage Park will host the Ryder Cup

132 Number of miles from Montauk Point Park to NYC

23 Number of visitors to our LI state park last year (in millions)

2X The amount of visitors to LI parks vs. the next highest region

33% Percentage of all state park visitors who come to LI parks vs. all 11 park regions combined

90 Number of years since Jones Beach Park was founded

LICA’S MOVING!
Effective April 1, 2019, Long Island Contractors’ Association office will move to our new headquarters located at:

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All other contact information including: Phone, Fax and Emails will remain the same. Please update your records accordingly.

Thank You!

LICA EVENTS
For more information on these events, see LICA’s Calendar of Event on our website or register at: www.licanys.org/events

**TUESDAY, MARCH 19**
2019 LI LETTING PROGRAM
“Season’s Greetings”
NYSDOT, NYS Parks, SCDPW & NCDPW
8:30 -10:30 am

**THURSDAY, APRIL 11**
CAMPAIGN FINANCE REFORM
“Understanding NYS Campaign Finance Reform”
Counsel to the Democratic & Republican Parties
11:30 -1:00 pm

**WEDNESDAY, MAY 1**
EXCAVATOR TRAINING
Mandatory Excavator Training & Education
For personnel required to comply with NYS Law
New York 811
8:00 -10:30 am

**MONDAY, MAY 13**
2019 LICA GOLF OUTING
Reservations & Sponsorship now being accepted!
Huntington Crescent & Cold Spring Country Clubs
www.licanys.org/golf2019 for more info

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Thank You!
watching the sunset and moonrise over the bandshell, as you rock out to your favorite artists. This unique venue is a favorite among many of the performers who play here as well... just ask Jimmy Buffett and his legion of dedicated “parrot heads” who pack the parking lots hours before the performance even begins.

For those who desire more physical activity, there is the fast-growing and extremely popular Summer Run series, consisting of 8 races at 8 different parks. Last year, the series drew over 4,000 participants. Numerous parks also offer ballfields, bicycle paths and bridle paths. In search of something more lowkey? Check out the unique guided walking tours offered year round at many parks from sunrise to after dark. Or enjoy your own leisurely stroll along the hundreds of acres of walking trails or through quiet gardens and magnificent mansions. You could choose to get your gear and go fishing, boating or camping with friends. Or, grab your racquet and hit the tennis courts. The possibilities, like our parks, are boundless and beautiful.

**PERKS OF THE PARKS: LOVE BIRDS**

Despite the many challenges of a demanding job managing 32 parks, Chip is grateful to have a position where the perks include fresh air, sunshine, the breeze in your face and the Blue Angels in the sky above.

Best of all, thanks to his first summer parks job in 1977 where he met a cute co-worker named Ann Marie, Chip gets to enjoy the best perk of all—a quiet walk in the park with his wife.

See chart on page 20 for LI State Park listings, facilities and more information.
Bethpage congratulates our friend

George Gorman

We have been proud to partner with you and your team to bring Long Island the Bethpage Air Show at Jones Beach for the last 16 years!

Join us for the 2019 show, May 25 and May 26 from 10AM - 3PM.

For more information, visit bethpageairshow.com, or follow us on facebook.com/bethpageairshow.
<table>
<thead>
<tr>
<th>PARK, LOCATION AND PHONE NUMBER</th>
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<tbody>
<tr>
<td>1. BAYARD CUTTING ARBORETUM</td>
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<tr>
<td>GREAT RIVER - (631) 581-1002</td>
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<td>2. BELMONT LAKE</td>
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<td>NORTH BABYLON - (631) 667-5055</td>
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<td>3. BETHPAGE</td>
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<td>FARMINGDALE - (516) 249-0701</td>
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<td>4. BRENTWOOD</td>
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<td>BRENTWOOD - (631) 667-5055</td>
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<td>5. BROOKHAVEN</td>
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<td>WADING RIVER - (631) 929-4314</td>
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<td>6. CALEB SMITH PRESERVE</td>
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<td>SMITHTOWN - (631) 265-1054</td>
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<td>7. CAMP HERO</td>
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<td>MONTDUK - (631) 668-3781</td>
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<td>8. CAPTREE WEST ISLP.</td>
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<td>LLOYD NECK - (631) 669-0449</td>
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<td>9. CAUMSETT STATE HISTORIC</td>
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<tr>
<td>PARK - (631) 423-1770</td>
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<td>10. COLD SPRING HARBOR</td>
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<td>11. CONNETQUOT RIVER PRESERVE</td>
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<td>BOHEMIA - (631) 581-1005</td>
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<td>12. GILGO WEST ISLP.</td>
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<td>WANTAGH - (516) 785-1600</td>
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<td>13. GOVERNOR ALFRED E. SMITH</td>
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<td>SUNKEN MEADOW - (631) 269-4927</td>
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<td>LLOYD NECK - (516) 766-1029</td>
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<td>17. HITHER WOODS MONTDUK</td>
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<td>- (631) 668-5000</td>
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<td>18. HALLOCK PRESERVE REDWOOD</td>
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<td>- (631) 523-2440</td>
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<td>23. NISSEGUOGUE RIVER KINGS PARK</td>
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<td>24. ORIENT BEACH ORIENT.</td>
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<td>- (631) 323-2440</td>
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<td>25. PLANTING FIELDS ARBORETUM</td>
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<td>STATE HISTORIC PARK OYSTER BAY</td>
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<td>- (631) 922-8600</td>
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<td>26. ROBERT MOSES FIRE ISLAND</td>
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<td>- (631) 669-0449</td>
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<td>27. SAG HARBOR SAG HARBOR</td>
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<td>- (631) 668-3781</td>
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<td>28. SHADMOOR MONTDUK</td>
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<td>- (631) 668-3781</td>
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<td>29. TRAILVIEW WOODBURY.</td>
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<td>- (631) 423-1770</td>
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<td>30. VALLEY STREAM VALLEY STREAM</td>
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<td>- (516) 825-4128</td>
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<td>31. WALT WHITMAN BIRTHPLACE</td>
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<tr>
<td>HUNTINGTON STATION - (631) 427-5240</td>
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<td>32. WILDWOOD WADING RIVER 631-929-4314</td>
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In his January 2019 State of the State address, Governor Andrew Cuomo outlined a number of initiatives surrounding cannabis legalization, rent regulation, the New Green Deal, and his pièce de résistance, infrastructure.

Cuomo has a history of progressive transportation plans including East Side Access, the new Tappan Zee Bridge and the ongoing work surrounding the Second Avenue Subway. Not since the legendary Robert Moses, has New York seen such an aggressive infrastructure program. In total, Cuomo pledged $150 billion—yes, billion—to continue to upgrade the state’s sagging foundation. He proposed that by the start of the fiscal year 2020, the capital projects would include re-building mass transit and transportation systems, drive economic and community development, create new park and environmental facilities and continue sustainable energy efforts.

The question remains: “Who is paying for all this?” Within weeks of Cuomo’s speech, the office of State Comptroller Tom DiNapoli announced that the state had a $2.3 billion budget deficit. Saying it was as “serious as a heart attack,” Cuomo blames the deficit on changes made to the federal tax code in 2017 by President Trump and the Republican-led Congress. The tax code now limits the ability to deduct state and local taxes (SALT) from federal income taxes. States like New York, with high state and local taxes are adversely affected by those changes.

Cuomo has to be able to find the balance between development and smart fiscal practices, as other people’s money is running out.

In his executive budget for fiscal year 2020, the Governor includes a list of recommendations for state revenue. Of all his proposals, the most significant on the list is the extension of the personal income tax (PIT). The so-called “millionaires’ tax” would be temporary, over a five-year period, and it would be the budget’s largest single source of revenue. New York is reliant on a very small number of high-earning taxpayers who will face higher taxes due to the elimination of SALT. Many of these high-earners depend on investment income for a greater share of their base incomes. A sharp drop in stock prices for the fourth quarter of 2018 proved that the markets instability affected top bracket capital gains which had a direct impact on the state revenue short fall. Taxes generated by the so-called “one percent” have seen a dramatic increase in New York over the past twenty years. In fact, during the 1990’s the PIT liability was somewhere around 25 percent. Today that number is closer to 40.

As taxes in New York continue to escalate, many in the state give serious consideration to leaving for other areas of the country which have much lower state and city taxes. Florida is a prime example of a state, because of its tax policy, that is growing on average by a thousand new residents per month. Recent published reports have stated that, of the fifty upstate New York counties, 47 have lost a significant number of residents. Between 2010 and 2019 almost 1 million people have fled New York seeking gainful employment and much needed tax relief. This exodus would have a profound impact on the number of congressional districts the state will have in the 2022 elections. It is anticipated that New York State’s congressional delegation will drop from 27 congressman today, down to 25. This reduction could impact New York’s clout in Washington D.C.

Governor Cuomo has recently drawn attention to the state’s reliance on the top “one percent” and the fact that more high earners may move away as a direct result of the cap on SALT. If New York is to once again become the “Empire State”, then a complete and major overall of how we tax and spend should be the focal point of all future budgets, and it is essential that we clearly estimate the impact our current tax structure has on communities from Babylon to Buffalo.
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THE LONG ISLAND CONTRACTORS’ ASSOCIATION
New Commuter Rail Service Comes to the South Fork
by Assemblyman Fred Thiele

Anyone who has travelled to the South Fork knows that traffic congestion has been a growing problem for decades. It’s no longer just a seasonal or summertime thing. The so-called “Trade Parade” has become a year round problem with heavy traffic during the morning rush period eastbound and westbound during the late afternoon. Each day thousands of Long Islanders commute from central and western Long Island where they live, to their jobs (many of them in the trades) in the Hamptons.

The reason for the traffic congestion is simple. Given the geography of the South Fork, there is just one way in and one way out: CR39/Montauk Highway. In 2008, the capacity of CR 39 was increased by adding an additional lane from the Sunrise Highway to the Montauk Highway. Only a decade later, congestion is worse than ever.

For decades, South Fork elected officials lobbied the Long Island Rail Road (LIRR) for an alternative to get people to and from work each day. Two years ago, state and local officials met with the President of the LIRR at Riverhead Town Hall. An agreement was reached to provide a new commuter service on the South Fork beginning this year. After more than a year of planning, the new service will begin on March 4.

Here are the details. The LIRR is providing two (2) additional trains each weekday morning. The first train will leave Speonk at 6:16 am stopping at Westhampton, Hampton Bays, Southampton, Bridgehampton, East Hampton, and arriving at Amagansett at 7:06 am. The second train will leave Hampton Bays at 8:26 am, stopping at Southampton, Bridgehampton, East Hampton, Amagansett, and arriving at Montauk at 9:25 am.

In the afternoon, the first westbound train will leave Montauk at 2:48 pm making all the stops before arriving at Speonk at 4:14 pm. A second train will leave Montauk at 4:50 pm, arriving at Hampton Bays at 5:43 pm, after stopping at Amagansett, East Hampton, Bridgehampton, and Southampton.

For these trains, there will be shuttle buses available, making stops at down towns and selected employment hubs to get commuters to work in the morning and back to the train in the afternoon.

Senator Ken LaValle and I were able to secure a $500,000 line item in last year’s State Budget to pay for the bus service. The buses for Southampton and Bridgehampton will be provided for by Southampton Town. The buses for East Hampton, Amagansett, and Montauk will be provided for by East Hampton Town.

The one-way fare will be $4.25 and will cover both the train and the bus. Bicycles will be permitted on the train pursuant to existing LIRR policy.

The implementation of the South Fork Commuter Connection marks a first step toward improved public transit on the East End. It is envisioned that service will provide a less stressful commute for those who work on the South Fork. For example, a simple commute from Hampton Bays to Southampton can take more than an hour most of the year. It is a 10 minute train ride on the South Fork Commuter Connection. The service will also be a boon to local employers who have increasing difficulty finding workers willing to make the arduous commute each day from the west. Finally, the environment will benefit by the reduction of cars on the road each morning.

Hopefully, the success of this initiative will lead to further capital improvements to the LIRR track system that will permit additional trains and more convenient schedules in the near future. My thanks to the LIRR, Southampton Town and East Hampton Town for helping to make this a reality.

For more information go to web.mta.info/lirr/SouthForkCommuterConnection/index.htm.
Why Tourism on Long Island Matters...
by Kristen Jarnagin, President & CEO, Discover Long Island

Long Island’s visitor economy is a vital component to the region’s economic fabric, supporting over 100,000 local jobs and accounting for $5.9 billion in annual traveler spending. Over nine million visitors flock to our destination annually to enjoy our rich natural assets such as our parks and beaches as well as the many accommodations, restaurants and attractions we have to offer.

However, the benefits of tourism extend far beyond attracting visitors to our iconic attractions. More than 80% of the tourism industry is made up of small businesses, which are the cornerstone of our communities and the key to furthering downtown revitalization and strategic projects such as the Nassau Hub and possible convention center in Ronkonkoma.

A study by Oxford Economics shows that in 2017 tourism taxes generated $722 million annually for local and state budgets, providing an invaluable component to our region’s economic development and positively benefitting every resident. Were it not for these tourism-generated revenues produced from visitors to our region every Long Island household would have to pay an additional $776 in taxes per year, a crucial reason the destination should remain relevant and focused on attracting lucrative travelers to our destination.

- Tourism on Long Island is a $5.9 billion industry, supporting over 100,000 jobs.
- Traveler spending goes beyond hotel and attractions with restaurants and transportation taking in 30% and 23% respectively.
- Traveler spending is evenly spread out across the region.

Tourism is a key component of “placemaking” and is the core of attracting new business attraction and opportunities. Promoting “Long Island” as an exciting and desirable place to visit enhances the perception of the destination and positions our region as an attractive option for potential growth.

Here’s how it works:
★★ If you build a place people want to visit, you build a place people want to live
★★ If you build a place people want to live, you’ll build a place where people want to work
★★ If you build a place where people want to work, you’ll build a place where business needs to be
★★ And if you build a place where business has to be, you’ll build a place where people have to visit

The first step to attracting these important and lucrative visitors is a positive destination perception. A recent “Long Island Perception” study, commissioned in partnership with the Manufacturing Consortium of Long Island (MCLI),
National Grid, HIA-LI, Long Island University and Long Island MacArthur Airport, revealed that Long Island has strong name recognition, but little-known knowledge of its attributes.

Most people have no understanding that Long Island is home to famed beaches, incredible parks, Gold Coast mansions, rich history, beautiful vineyards, even the famed Hamptons. However, the study showed that once readers learned of the types of tourism products and activities available on Long Island, the perception and intent to visit or consider relocation sharply increased.

This placemaking study connects tourism’s pivotal role in marketing the brand of “Long Island” with regional business attraction and sustainability.

But the key ingredient to economic vitality is community pride, and understanding how new developments and outside revenue streams benefit local businesses and residents.

Providing a welcoming and collaborative environment for business development and tourism attraction for our region is vital for strategic growth and economic advancement. To compete in a global marketplace, the narrative about our destination—and the place we call home—must strike a positive and inviting tone. It’s imperative that we are vocal and supportive of developments that enhance the quality of life for current residents, as well as future generations.

• Tourism on Long Island generated $1.9 billion in direct labor income and $3.2 billion including indirect and induced impacts.
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