Shelley LaRose-Arken:
Making the Most of MacArthur
See story page 18

Inside:

LI’s Hidden Historical Gem:
The Bayport Aerodrome

Shelley LaRose-Arken:
Commissioner of Aviation and Transportation for LI MacArthur Airport and Bayport Aerodrome
For over 25 years, Castellano, Korenberg & Co. has specialized in providing tax and accounting services to the construction industry. We help our clients achieve success by providing technical expertise, customized business solutions, and personalized attention.

Find out how we can help you.

313 West Old Country Road | Hicksville, NY 11801
T: 516.937.9500 | castellanokorenberg.com

Connect With Us
LinkedIn. Find us on Facebook.
BETWEEN THE LINES: Surrounded by aviation history, Executive Director Marc Herbst wonders if the Nassau Hub project will finally get off the ground.

NEWS & VIEWS: With record voter turn out in the mid-term elections, Des Ryan gives us his take on the winners, losers and current state of the GOP.

POLITICAL PERSPECTIVES: Babylon Town Supervisor Rich Schaffer reflects on LI’s aviation industry and the continued importance of Republic Airport.

ACCOUNTING: With tax season approaching, Grassi & Co. discusses the new Tax Cut and Jobs Act (TCJA) and potential implications for LI contractors.

SURETY: USI offers their take on the current state of the construction surety industry and how some contractors can benefit from these market conditions.

ENGINEERING: Read how VHB is developing innovative technology tools to help clients analyze data, anticipate demand, and improve mobility.

COVER STORY: With feet firmly planted on the ground, Commissioner Shelley LaRose-Arken is helping make the most of LI MacArthur Airport.

Q&A RUNWAY RAMBLINGS: Sometimes a pilot, sometimes a passenger, Shelley shares a few fun facts about her past, present & personal preferences.

LEGAL: Recent changes to Part 360 Regulations have had dramatic effects on many in our industry. Read why many believe we need to #BlowUp360.

LABOR: From Manhattan to Montauk and beyond, members of IUOE Local 15, A, B, C, D, G & H are making their mark with quality craftsmanship.

NOT-FOR-PROFIT: Discover Bayport Aerodrome Society - helping preserve a piece of Long island’s storied aviation past for future generations.

Advertiser’s Index:
- Albrecht, Viggiano, Zureck & Co. (AVZ) Page 16
- Bove Industries, Inc. Page 30
- Castellano, Korenberg & Co. Page 2
- Construction Risk Partners Page 13
- Grassi & Co. Page 6
- H.O. Penn Page 9
- JESCO Page 36
- Kaufman Dolowich Voluck LLP (KDV) Page 16
- Laborers Local 1298 Page 33
- National Electrical Contractors Assoc. (NECA) Page 32
- New York Paving Inc. Page 32
- Operating Engineers Local 15, A, B, C, D, G & H Page 35
- Operating Engineers Local 138 Page 34
- Rechler Equity Partners Page 17
- Ritchie Bros. Auctioneers Page 32
- Safety Marking Inc. (SMC) Page 32
- Teamsters Local 282 Page 31
- Ticon New York Page 8
- Town of Islip (IDA) Page 20
- USI Insurance Services (USI) Page 10
- VHB Page 14

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.

© LICA 2018 Long Island ROAD WARRIORS is copyrighted but portions may be reprinted with permission of LICA.
Town Home to Storied Past and Promising Future of Local Aviation
By Rich Schaffer, Supervisor, Town of Babylon

For nearly a century, our island has provided a backdrop to a number of the most incredible advancements made in the aviation industry. From the Golden Age of aviation in the 1920’s and 30’s to today, the Long Island region has been home to pioneers in the modernization of flight.

The emergence of reliably safe airplanes came at the dawn of World War II, creating an increased demand for military aircraft and an economic boom for Long Islanders. With renowned aviation manufacturers such as Grumman, Fairchild Aircraft and Republic Aviation in our backyard, Long Island had a front-row seat to these remarkable war efforts—providing blue-collar industrial jobs, welcoming prominent aviation engineers to our communities and leaving a lasting and intertwined history between aviation and our way of life.

The property of Republic Airport, located in our beloved Town of Babylon, has passed through many hands over the past century including the numerous manufactures that revolutionized the aviation industry and employed thousands of our parents and grandparents in the 20th century. As we look toward the future and consider the impact that aviation will have on our children and grand-

children in the 21st century, we want to make sure that we are the pioneers and job creators just as the generations before us.

Last year, we welcomed the State’s announcement of an investment in Republic Airport expected to generate nearly $50 million in revenue, with the construction of new aircraft hangars and new modern facilities for smaller pilots in local communities. It is our mission that this investment will usher in a new, promising age for aviation and also our Town, creating greater career opportunities at the more than 200 Long Island-based companies producing aircraft parts and the continued expansion of collegiate aviation programs such as the one at Farmingdale State College.

A continued focus on Republic Airport will not only further develop our region’s storied history with aviation but it will stimulate our local economy, bringing increased revenue to local businesses on RT 109 and RT 110 and secondhand contractors involved in the Airport’s revitalization.

When local aviation takes flight, we all take flight with it.

It is our mission that this investment will usher in a new, promising age for aviation and also our Town, creating greater career opportunities...
Will Nassau Hub Finally Get Off the Ground?

Situated on part of the former Mitchel Field Air Force Base which was decommissioned in 1961, the Nassau Hub property has been subject to multiple proposals over the decades, all which were rejected. We hope this time will be different.

The focal point of the Nassau Hub is the recently refurbished Nassau Veterans Memorial Coliseum, where the roads surrounding it bear the names of pioneers who helped establish Long Island as the “cradle of aviation”. The heavy construction industry of Long Island hopes today’s leaders will summon the same courage of past pioneers and move forward with this important project, and others like it, to grow our region’s economic base.

Charles Lindbergh Boulevard, which runs along the northern boundary of the Coliseum, was named after the famous aviator who flew the Spirit of St. Louis on the first solo trans-Atlantic flight from nearby Roosevelt Field to Paris, France. On the western end, that road intersects Quentin Roosevelt Boulevard, a tribute to the daredevil fighter pilot and youngest son of President Theodore Roosevelt, who was the only son of a U.S. President ever to die in battle.

The eastern perimeter of the property is bounded by James Doolittle Boulevard, named for the Medal of Honor Air Force General who led the first aerial attack on the Japanese mainland during World War II, and who later led speed tests and the development of navigation equipment at Mitchel Field. Opposite the south entrance of the Coliseum is Glenn Curtiss Boulevard, which commemorates the aviation and motorcycle pioneer whose engine manufacturing founded the U.S. aircraft industry. Finally, Earle Ovington Boulevard which runs along Nassau Hub’s western edge, pays homage to the notable aviator who, among other accomplishments, flew the first official airmail delivery under the aegis of the United States Post Office Department, from Garden City to the Mineola Post office on September 23, 1911. The six-mile flight took six minutes flying at an altitude of 500 feet. Reportedly, Ovington threw the mail sack over the cockpit, only to have the bag break when it hit the ground. But true to the postal service mantra, all mail was recovered and eventually delivered!

Our remaining aviation hubs, Long Island MacArthur Airport (ISP) and Republic Airport (FRG) are a vital part of our region’s transportation network, driving business, generating commerce and promoting economic vitality. Additional development within and alongside these airports is just as important as what is planned at the Nassau Hub. We need to support these efforts. Although former landing strips such as Mitchel Field and Roosevelt Field may no longer serve their original intended purpose, they continue to serve Long Island as future sites for new, innovative economic development. We need visionary leaders to support projects like Nassau Hub, allowing them to “take flight” and soar with success like the pioneering heroes who once flew there.

This edition of Long Island Road Warriors is pleased to feature another aviation leader, Shelley LaRose-Arken, Commissioner of Aviation and Transportation for LI MacArthur Airport and Bayport Aerodrome. With her clear understanding of transportation management and the powerful economic opportunity it represents for Long Island, we hope you enjoy reading more about Shelley’s history, experience, leadership and shared vision for LI MacArthur Airport.

General Douglas MacArthur (for whom Islip airport was named) once said, “Old soldiers never die, they just fade away.” But with leaders like Shelley LaRose-Arken at the helm, MacArthur’s name and legacy are certain to live on in Islip. And, who knows, perhaps someday you may find yourself traveling on a new roadway in the Nassau Hub entitled, “Shelley LaRose-Arken Boulevard.”

Sincerely,

Marc Herbst
Executive Director
Long Island Contractors’ Association

A conceptual illustrative rendering of the Nassau Hub project.
Photo Credit: RXR, BSE Global
BE YOUR BUSINESS BEST.

At Grassi & Co., we are much more than just your accounting firm: we are specialists specifically trained in the construction, architecture, and engineering industries.

The construction industry faces unique challenges, and unlike other industries, has a specialized set of accounting rules and tax regulations. As one of the nation’s largest construction practices, the professionals of Grassi & Co. understand the issues facing this industry and we are well-equipped to guide our clients towards maximizing cost-saving opportunities.
Implications of the New Tax Law for LI Contractors

By David Warshauer, Client Services Partner at Grassi & Co.

Tax projection season is upon us and is a completely new ballgame! The Tax Cuts and Jobs Act ("TCJA") was adopted at the end of 2017 with most of it effective January 1, 2018. This legislation was the most sweeping reform of the tax code in more than 30 years. I will highlight several provisions that will be of particular importance to LI Contractors.

One of the biggest changes from the TCJA for flow-through entities is a deduction, against income, of up to 20% of Qualified Business Income ("QBI"). Flow-through entities (S-Corporation's or LLC's) are the typical structure for contractors. These types of entities do not pay taxes at the entity level. The owners report the income and the taxes are paid on their individual returns along with their personal income tax. This deduction could result in an effective tax rate of 29.6% on QBI. This is a big decrease in the tax rate from where we were. The highest individual rate before this legislation was 39.6%. If your income is considered to be QBI, then you are qualified for the deduction. The determination of the 20% deduction is an involved analysis based on 50% of total wages paid by the flow-through entity, or based on 25% of the wages and 2.5% of the unadjusted basis in qualified property.

Another big change from the TCJA is related to the depreciation rules on the purchase of fixed assets. LI Contractors typically have large investments in machinery and equipment and these changes will be helpful. There are two ways to immediately expense machinery and equipment purchases for tax purposes; utilizing section 179 or utilizing bonus depreciation. They are both more valuable under the new rules.

Section 179 – The old rules allowed a $510,000 deduction for eligible assets. The new rules allow for deducting of $1 million of assets purchased during the year, which will be adjusted for inflation. There is a limitation on utilizing section 179 based on the total amount of eligible property purchased during the year. The good news is that the start of the limitation has increased as well from $2 million to $2.5 million. The equipment can be financed or purchased outright.

Bonus depreciation – The change for bonus under the new rules is dramatic with an increase from a 50% expensing of assets purchased to 100% for assets purchased through January 1, 2023. There are no limitations on how much you purchase in a year when utilizing bonus depreciation. The limitations revolve around the assets themselves as it was implemented to spur economic activity. The assets must be new or qualified used property.

The TCJA reduced the tax rate for C-corporations from a graduated structure with a top rate of 35% to a flat tax rate of 21%. This 14% reduction in the rate required a discussion with our clients to determine if changing from a flow-through entity to a C-corporation would be advantageous. In most instances, the conversion to a C-corporation resulted in a short-term gain from the reduction in the tax rates, but the tax savings were lost when the long-term goals for the owners were incorporated into the analysis.

Individuals:

Many changes affected individuals under the TCJA. Here are a few of the items that are notable.

• The individual tax rates have been reduced with the top rate going down from 39.6% to 37%.
• The Alternative Minimum Tax ("AMT") has impacted many Long Islanders due to our high income and real estate taxes. The income floor, where the AMT applies, has been increased and the income level, where the floor begin to lower, has been increased—having much less of an impact.
• State and local taxes ("SALT") – State income and real estate taxes have been deducted as an itemized deduction—this is changing in a big way! Under the new rules the SALT deduction is limited to $10,000 in total.

As with anything tax related, your facts will be different than everyone else’s and you should consult with your tax advisor to address your specific situation.
MORE CHOICES. MORE CONFIDENCE.

NEXT GENERATION CAT® EXCAVATORS
The Most Advanced Excavator On The Market

THREE GREAT CHOICES
320 GC  High reliability and low cost-per-hour performance
320     Industry-leading efficiency and fuel economy
323     Premium power, speed and lift capacity

Plus top of the line standard technology

Call
844-CAT-1923
or visit
www.hopenn.com
for more information.

Bronx
699 Brush Ave
Bronx, NY 10465

Long Island
660 Union Ave
Holtsville, NY 11742

CAT® Since 1923
Insurance & Bonds

333 Earle Ovington Boulevard, Suite 800
Uniondale, NY 11553
Telephone: 516-419-4000
Lou.Spina@usi.com
www.usi.com
CURRENT STATE OF THE CONSTRUCTION SURETY INDUSTRY
By Lou Spina, Senior Vice President, Northeast Surety Operations at USI Insurance Services, LLC

Strong results are being reported by most sureties and by the industry as a whole.

In 2017, the premiums written for all Construction (Contract) bonds in the United States were $3.5 billion. There were $523.6 million in Direct Losses Incurred, resulting in a National Loss Ratio of 16.2% on Direct Premiums Earned. There is a distinction between premiums that are “written” versus “earned.” These are considered to be very healthy results. Even after paying for loss-related expenses and general & administrative expenses and reserving for IBNR (losses that are Incurred but Not Reported), the surety companies were very profitable at this level.

In New York, the results were a little worse, but still very good. In 2017, the premiums written for Contract bonds were $257.5 million (7.3% of the total). There were $49.7 million in direct losses incurred, resulting in a loss ratio of 21.3% on direct premiums earned.

Only the states of California and Texas achieved higher premium levels than New York with $516.2 million and $320.7 million, respectively. Their loss ratios were both at 14%.

The current surety market is considered to be a “soft” market. This is characterized by market overcapacity and aggressive competition that result in higher bonding programs and favorable underwriting terms and conditions for construction firms.

Excess capacity has built up in the surety market as a number of new surety companies have entered the market over the last few years. The strong results have attracted new capital into the space. But, while there is premium growth, it is, for all intents and purposes, a “zero sum game.” To grow and acquire new clients, they need to take someone else’s client. So, they often need to offer something that the current bonding company is not. This makes it very challenging to maintain underwriting discipline.

We’ve been here before. As I often say, “I’ve seen this movie before; I know how it ends.” Memories are short. While there are no obvious clouds on the horizon, no one is expecting these results to continue indefinitely.

The fate of the contract surety industry is closely aligned with that of the construction industry that it serves. So, what do the surety companies see as the greatest risks facing construction firms in this area?

- Onerous contract terms – bad contracts that cause losses and make losses bigger
- Subcontractor defaults as a result of cash flow issues caused by overextended backlogs
- Qualified workforce/labor shortages
- M/WBE requirements
- Cash flow issues caused by increasing backlogs, slow payments, change orders, delay claims, etc.
- Escalations in material prices

What does this mean for you?
A “soft” surety market puts financially strong contractors that enjoy solid reputations in an advantageous position to obtain a higher level of surety support and/or more favorable terms and conditions.

As stated above, there are losses in the surety industry. But, the industry does not foresee a significant increase in claims activity in the near term, and they remain optimistic for the balance of this year and next.
On election day the polls across New York state opened at 6 a.m. This year on Long Island, the lines had started to form before that early hour. From Montauk to Manhasset, voters eagerly withstood wait times of up to 45 minutes for the opportunity to cast their ballots.

By 2:00 that afternoon, the Suffolk County Board of Elections issued a statement that voter turnout had already surpassed the total number of people who had previously voted in the last "off-year" election of 2014. In reality, the numbers had in fact doubled. Before the night was over, in some districts, more than two-thirds of the registered voters turned out.

It soon became clear that this would be no ordinary mid-term election. While talk of a "blue wave" had dominated the media landscape, in New York, the results were more of a blue tsunami, with nearly 5.7 million people voting in the governor’s race alone. Statewide results went as expected – with Governor Cuomo (58%), Comptroller DiNapoli (64%), Attorney General-elect Letitia James (60%), and US Senator Kirsten Gillibrand (64%) all contributing to a democratic landslide. Congressional incumbents Tom Suozzi, Kathleen Rice, Lee Zeldin and Peter King were also victorious.

However, for Senate Majority Leader John Flanagan, it was a completely different story. Unable to effectively halt the democratic juggernaut, the state senate races saw the return of two incumbent Democrats, Todd Kaminsky and John Brooks. Political forecasters had predicted that Senator Brooks would be easily defeated and all the existing Republican senators would be re-elected. Plagued by the conviction of former Senator Dean Skelos and the very public trials of numerous officials from the Town of Oyster Bay, the Republican senate delegation found themselves fighting a losing battle on all fronts, with no additional support or backing.

Former teacher and Chairman of the Senate Education Committee, Carl Marcellino, was surprisingly not endorsed by the all-powerful New York State Teacher's Association. Soon thereafter, the Long Island Contractors’ Association (LICA) announced that they would honor Marcellino’s opponent James Gaughan for their annual PAC event. The following day, LICA was flooded with media inquiries from outlets across the state whose main question was "What is going on?"

This unprecedented move by LICA provided the opportunity for numerous organizations across Long Island to re-evaluate their political endorsements and direction.

At the end of the day, not only did Senator Marcellino lose, but Democrat Monica Martinez defeated Republican Assemblyman Dean Murray, winning the seat previously held by Senator Tom Croci. Democrat Anna Kaplan defeated incumbent Republican Elaine Phillips, and Kevin Thomas, an unknown political novice, ousted Republican Senator Kemp Hannon. Hannon, first elected to the senate in ’89, has served as the longtime chairman of the health committee, was by all accounts, the biggest upset of the night.

Outspent, out-maneuvered and out-organized, the state GOP is now in total disarray. Flanagan, who started November 6 with a 32-31 advantage, ended the evening with Democrats outnumbering Republicans 40-23. Recently chosen by his senate colleagues as its minority leader, he will have his work cut out for him as he looks towards the 2019-2020 session. It is no secret that Senator Phil Boyle (R) has wanted out of the legislature for quite some time and for 80-year-old Senator Ken LaValle (R), it is only a matter of time before he too departs. With changing demographics and enrollment figures, if vacancies should occur, the Boyle and LaValle districts would have extremely competitive races. New Senate Majority Leader Andrea Stewart-Cousins will find her campaign coffers flush with cash and many qualified candidates who are willing to actively campaign for these open seats.

Flanagan, when he returns to the state capitol in January, may very well say to himself, “I am not a member of any organized political party. I am a Republican.”

"I’m not a member of any organized political party. I am a Democrat." - Will Rogers

By Desmond M. Ryan, Government Relations Consultant

continued
WORLDS LEADING CONSTRUCTION BROKER

Construction Risk Partners, a member of JLT Group, is part of the world’s leading construction broker with over 400 specialists and arranging coverage for projects valued at over $125bn globally. Our specialists deliver a comprehensive suite of surety and insurance solutions to protect contractors assets.

Curtis C. Kappauf
Greenway Plaza Office Park
145 Pinelawn Road, Suite 220S, Melville, NY 11747

Direct: 516.962.8166
Cell: 631.902.6379
ckappauf@constructionriskpartners.com

Construction Risk Partners
www.constructionriskpartners.com
Improving transportation and enhancing communities across the greater metropolitan area
Applied Technology Tools Help Address Traffic and Mobility Challenges

By Will Duñgo, PE, VHB Project Manager

More people means more traffic. With 8.7 million people, New York City has the highest population density of any major city in the U.S.—and its airports are among the region’s busiest. To accommodate continual increases in passenger traffic, airports across the city, region, and country are relying on advancements in technology to help increase mobility, minimize disruptions to drivers and passengers, and maintain airport operations.

To address the traffic challenges that come with growth and redevelopment, VHB’s Traffic Engineering Team partnered with our clients and our company’s Applied Technologies Group to develop a new web application forecasting tool that assesses airport passenger demand in real-time. The tool was created to assist with determining peaking characteristics of passenger volumes and in anticipating surges in traffic. This technology converts real-time flight data to passenger demand on the terminal landside system, enabling airport operators to anticipate and plan for increased traffic flow in the roadway network resulting from changes in flight activity and keep traffic moving.

When innovations are applied to real-world conditions, the results of efforts—both pros and cons—are immediately realized. A spreadsheet tool that predicts volume flows at specific roadways due to vehicle reroutes, along with the web application, create efficiencies for the entire project team, including owner, operator, designer, and builder.

Customized applications and analysis tools allow for delivery of accurate results quickly, which translate to cost and time savings for our partner clients. These applications include:

- A dynamic parking occupancy model that evaluates the ratio between the number of vehicles parked in relation to the parking facility’s capacity.
- A curb performance assessment tool that determines the level of service of a terminal frontage curb against a baseline set by the Airport Cooperative Research Program (ACRP) guidelines
- An intersection queue analysis tool that can be compared against the results of more complex analysis software such as Synchro or Visim
- A multi-route spreadsheet model that produces traffic reassignment of 24-hour volumes (in 15-minute intervals) for multiple vehicle classes across hundreds of routes.

As transportation technology continues to evolve at a rapid pace, VHB is at the forefront of developing and implementing tools to help our aviation clients nationwide improve air travel, including in the busiest airport system and most frequently used port of entry in the United States.

Will Duñgo is a professional engineer with 10 years of experience performing traffic impact analyses for major airport improvement programs. In 2018 he was named to Airport Business Magazine’s Top 40 under 40. VHB partners with clients from 30 locations along the East Coast to improve mobility, enhance communities and economic vitality, and balance development and infrastructure needs with environmental stewardship. Our 1,350 engineers, scientists, planners, and designers provide a wide range of services to clients across the transportation market, including planning and designing large, complex highway, interchange, bridge, aviation and multimodal projects.

100 Motor Parkway, Suite 135, Hauppauge, New York 11788
Kaufman Dolowich & Voluck, LLP (KDV) is a nationally recognized, AV-rated® litigation firm serving developers, general contractors, construction managers, trade contractors, design professionals, surety companies, and material suppliers. Our experienced attorneys are proactive and pragmatic, always acting in the best interests of our clients to achieve favorable results whether by litigation or through settlement whenever alternate resolution is possible.

Our service makes the case.

Kaufman Dolowich & Voluck, LLP
135 Crossways Park Drive
Woodbury, New York 11797

Questions? Contact us today!
Andrew Richards  Keith Gutstein  Erik Ortmann
516.283.8717  516.283.8708  516.283.8730

Andrew Richards
Co-Managing Partner
Long Island Office
Chair, Construction
arichards@kdvlaw.com

Keith Gutstein
Co-Managing Partner
Long Island Office
Co-Chair, Employment Law
kgutstein@kdvlaw.com

Erik Ortmann
Partner
eortmann@kdvlaw.com

Elizabeth Marchionni
Associate
emarchionni@kdvlaw.com

Greg Lichtenstein
Associate
glichtenstein@kdvlaw.com

Monique Robotham
Associate
mrobotham@kdvlaw.com

From A to Z
We’ve Got You Covered.

Developers to contractors, AVZ has your back.
RECHLER EQUITY PARTNERS
PROUDLY SUPPORTS
THE LONG ISLAND CONTRACTORS’ ASSOCIATION
WE SALUTE
OUR HARDWORKING COMMISSIONER
SHELLEY LAROSE-ARKEN
THANK YOU FOR YOUR SERVICE
TO MACARTHUR AIRPORT AND LONG ISLAND
Pass her in the terminal and you may mistake her for a seasoned flight attendant: Friendly and knowledgeable. Polished and professional. Confident and competent. But with a closer look, you’ll soon discover that Shelley LaRose-Arken is actually the woman in charge at MacArthur, firmly planted in the pilot’s seat, both literally and figuratively.

Sometimes describing the airport as “a city unto itself,” it occurred to me that Shelley’s role as Commissioner of Aviation and Transportation for LI MacArthur Airport and Bayport Aerodrome could easily be re-titled the “Mayor of MacArthur.” Like most mayors, she oversees daily operations across her “district” which encompasses 1300 acres plus the responsibility for another 399 acres which house the historic Bayport Aerodrome (for more about the Aerodrome, be sure to see page 28). Shelley must manage human resources and public relations while supervising a full-time staff of 83, including fire rescue and law enforcement personnel, an engineering department plus maintenance and custodial crews.

She, too, is ultimately responsible for marketing and business development, working hard to attract both private business and major airline carriers to MacArthur. The Commissioner manages all this while walking among the 6,000+ additional “residents” who inhabit her domain daily: a mixture of TSA agents, air traffic control and other public/private airline employees, plus the thousands of travelers who pass through each week. This role, regardless of title, demands someone be well-grounded, while keeping at least part of their head “in the clouds.” It’s a position perfectly suited for Shelley LaRose-Arken.

**EARNING HER WINGS**

Airport management may seem like an unusual career path especially for Shelley who, as a teenager, had planned to become an accountant until realizing she “preferred people over numbers!” This epiphany prompted her to take a year off and consider her options before heading to college, allowing her to spend more time with her family, including her stepfather—a licensed pilot. Unknowingly, this “gap year” would set Shelley on a new course toward a career in aviation (which would, ironically, lead to management positions that required her to utilize those accounting skills for business and budgetary purposes).

Inspired by her stepfather—and perhaps somewhat by the Stevie Nicks albums she would listen to repeatedly—this “white winged dove” took to the skies and learned to fly. Not only did Shelley earn her single-engine pilot’s license, but she went on to achieve a commercial-instrument rating and multi-engine license.

Echoes of Stevie Nicks’ anthem “Go Your Own Way” could be the soundtrack for Shelley’s decision to enroll at Florida Institute of Technology to study aviation management and flight technology, a field where the ratio of women to men was only 1:7. “Girl Power” may not have been a social media hashtag at the time, but today, the dynamic duo of Shelley LaRose-Arken and Islip Town Supervisor Angie Carpenter (who just “loooooves” the airport, according to Shelley) speaks volumes about the rise and success of women in both business and politics. So I found it fitting that Shelley’s interview was coincidentally conducted on the holiday recognized as “International Day of the Girl!”
The “groundwork” for Shelley’s airport experience began with an internship at the Spirit of St. Louis Airport near her home in Kansas City. She then spent the following three years working in noise abatement at Cincinnati/N. Kentucky International Airport before heading to New York’s Westchester County Airport.

Not only did Shelley earn her single-engine pilot’s license, but she went on to achieve a commercial instrument rating and multi-engine license. Choosing to stay in New York, Shelley then accepted a position as Assistant Manager at Republic Airport in 1999, where she would later meet her husband (a pilot for American Airlines). She would remain at Republic for a total of 18 years, with the last ten being under her full direction as Airport Manager.

The knowledge and experience Shelley gained at Republic made her the perfect choice to take the lead at MacArthur. Working with the Town of Islip and Supervisor Carpenter, Shelley is now helping define and execute a new strategic vision for MacArthur Airport.

SECOND TO NONE
Although Long Island MacArthur Airport (ISP) is what’s known as a “secondary” regional airport, it was recently recognized as the #1 Fastest Growing Domestic Airport in the country, based on seat availability. That’s a big deal. In less than five years (with Shelley in charge for the last two and a half) MacArthur has increased the number of seats sold by more than 50%, growing from 1 million in 2013 to over 1.6 million in 2018. And they don’t plan on stopping there. Without requiring any further runway expansion, the existing three runways (and two helipads) are able to accommodate more than double the number of operations they offer (currently 160,000 per year but have capacity for 270,000 operations). That’s not to say that they don’t need to continue to upgrade and enhance the airport grounds, runways, terminals and other facilities, but they have a plan for that too.

Oversight of the Commissioner and the airport is provided by Islip’s Town Board who approves programs and budgets for the facility. MacArthur (which receives NO local taxpayer funding) has a $16 million/year budget and has operated at a profit for the last three years. They also boast a current surplus of over $4 million. Few other government-owned facilities can claim such success.
WE TAKE THE WORK OUT OF BUSINESS TRAVEL

Smooth Flying for All Your Business Needs
Owned and operated by the Town of Islip, Long Island MacArthur Airport makes air travel more efficient for Long Island businesses, whether they're flying to client meetings or shipping cargo.

Thousands of business professionals choose MacArthur each day to enjoy such conveniences as:
• Abundant parking at affordable rates
• Smaller crowds and shorter lines than nearby airports
• Easy accessibility by public transit
• Higher rates of on-time flights

Connecting Your Business to the World
MacArthur Airport offers direct and non-stop flights to the following destinations:
• ORD—Chicago O’Hare
• PBI—West Palm Beach
• FLL—Fort Lauderdale
• MYR—Myrtle Beach
• RSW—Fort Myers
• PHL—Philadelphia
• MCO—Orlando
• ATL—Atlanta
• TPA—Tampa
• MLB—Melbourne/Orlando
• BWI—Baltimore/Washington

Are You Ready to Take Flight in Islip?
Long Island MacArthur Airport is just one of many reasons why the Town of Islip is a great location to start or grow your business.

To learn more, call William Mannix, Director, at 631-224-5512
The majority of the funding (about 90%) for LI MacArthur Airport comes from the federal government through the Airport Capital Improvement Program with the rest covered by Passenger Facility Charges (PFCs) and state aviation funding. MacArthur then produces additional income from the airline carriers, private/general aviation leases and other on-site businesses, as well as fees for related services they offer (fuel, catering, etc.). Currently, MacArthur is home to four domestic carriers (American, Southwest, Frontier and Elite) who together offer non-stop flights to 11 popular destinations with international connections to most anywhere in the world.

The airport’s profits and surplus are used to fund ongoing capital improvements such as the brand-new $18 million state-of-the-art Fire Rescue Building, completed in July of 2018 which employed four local contractors and multiple subcontractors. As we speak, low-bidder and LICA member Intercounty Paving Associates (IPA) was in the process of a $16 million rehabilitation of Runway 6/24 which includes new lighting and the removal and reconstruction of pavement for the 7,000+ ft long x 150 ft wide runway. Project requirements demand that there be no interruption of air carrier service, so all work must be performed in small sections between the hours of 11:30 pm and 6:00 am. This project alone has created 100 temporary construction jobs and is slotted for completion in the fall of 2019. Shelley was proud to point out that all airport capital projects are bid through a competitive procurement process and all notices are posted on both the airport (www.macarthurairport.com) and the Town of Islip’s (www.townofislip-ny.gov) website.

**DESTINATION: 2022**

According to Shelley, Supervisor Angie Carpenter has always “had a vision” for MacArthur. She clearly understands that ISP is one of the Town’s most valuable assets and sees enormous untapped potential. Back in 2012, DOT estimated that MacArthur generated over $600 million in economic activity for the region and that number is sure to have multiplied since.

Last year, the airport launched a new ad campaign “Stress Less. Pay Less.”, designed to raise MacArthur’s profile. Aimed specifically at Nassau/Suffolk residents, the campaign promotes the ease of flying in/out of a small local airport while enjoying cheaper fares offered to many destinations. And this year, after much discussion and market research, they have outlined an ambitious new three-year plan (set to start in 2019) entitled “Destination: 2022.”
The focus of Destination: 2022 will be to recruit other domestic air carriers who can provide additional point-to-point service options at competitive fares. With a strong belief that new air carriers are seeking secondary market airports to offer their customers better alternatives, higher levels of customer service and innovation, both Shelley and the Supervisor think this is the opportunity to grow MacArthur into a premiere regional airport. The program’s proposed $85 million capital improvement plan is sure to set them apart from the competition, while simultaneously helping the local economy (and heavy construction industry).

In addition to mechanical, electrical and plumbing upgrades and a new transportation facility, the proposed capital plan includes terminal enhancements to update the aesthetics and rehabilitate the west concourse area with new gates, a business center, recharging stations and even a service dog relief area (pets are customers too...). Then there’s the $2 million co-op investment with Suffolk County and the LIRR to try and make the “train to the plane” a reality and plans for two more corporate hangars for private development.

**AIMING HIGH**

With a $1 billion omnibus aviation bill recently passed in Washington DC, MacArthur is hoping to check more items off their “wish list” by applying for grants to fund additional improvements such as a new baggage claim area ($11 million) and rebuilding the west concourse ($53 million).

Regional activities outside the airport also present growth opportunities. According to Shelley, ISP has already seen a slight uptick in business due to the major renovations going on at LaGuardia (LGA). And, although they have no specific involvement with the Ronkonkoma Hub project, they are confident that it too will be beneficial. Then there’s the East Side Access project which, once completed, Shelley believes could be a proverbial game-changer for MacArthur by providing more non-stop service between New York City and Ronkonkoma Station.

But despite what goes on outside her earthly domain, it appears that MacArthur Airport, under the direction of “Mayor” Shelley LaRose-Arken, is most definitely “cleared and ready for takeoff”.

Photos (left): A Southwest Airlines jet at LI MacArthur Airport. (Top to bottom): ISP main terminal; new fire rescue building; airport maintenance equipment; Commissioner Shelley LaRose-Arken and Town of Islip Supervisor Angie Carpenter.
Q. Window, aisle or middle seat?
A. I’m a window girl.

Q. Chips, pretzels or cookies?
A. Cookies for sure.

Q. Favorite flight destination?
A. Anywhere in the Caribbean.

Q. Most memorable flight experience?
A. Earning my pilot’s license, I had to do an 8.5 hour cross country flight. Five student pilots took off at the same time. I was the only one to make it back the same day. The other four followed each other, taking the wrong route and had to finish the next day. I was proud that I stuck to my guns, followed my instincts and flew the right course correctly on my own.

Q. Scariest airport or airline experience?
A. It was actually on the ground, during a fire rescue training course. I had to go in a simulator, then also try to control a fire hose which lifted me and another participant off the ground. Seriously scary. I have an enormous respect for what firefighters do…

Q. Best advice for anyone who’s afraid to fly?
A. Take flying lessons. Sounds crazy but the real fear is often about relinquishing control—not flying!

Q. Worst weather condition for airports? Wind, fog, rain, snow?
A. Snow and ice for sure. White-out conditions, clearing runways, etc. The pressure to get the airport re-opened.

Q. Being pilots, do you and your husband ever “back seat drive” when flying as passengers?
A. Sure, I have to admit we occasionally “critique” other pilots!

Q. Best suggestions to manage long flights?
A. Drink plenty of water, elevate your feet and sleep immediately so you’re ready to go when you arrive at your destination.

Q. Any memorable passenger story or airport incident?
A. A child with a special disability was on a flight and left their toy on the plane, which was devastating for that child. When the parents called to ask about it, we discovered it had somehow been thrown out. Our dedicated administrative, custodial and law enforcement staff immediately began “dumpster diving” until they found the toy, which we then promptly returned to the family!

Q. Best part of flying from MacArthur? Easy parking/quick commute/efficient security lines?
A. All of the above! Plus, as of September 27th this year, FREE WIFI for all!
In November 2017, DEC’s new Part 360 (Solid Waste Management Facilities) Regulations became effective. In the year since, on-the-ground experience with Part 360 has demonstrated that the regulations are unworkable, unknowable, internally inconsistent, and frankly, non-sensical.

To start with an absurd (and almost humorous) example, the regulations provide that General Fill can be used in community gardens to grow vegetables that children will eat, but prohibit the same material from being placed on agricultural crop land. Asked to explain this less than obvious distinction, DEC stated that they were seeking to protect lands in Agricultural Districts (presumably from contamination; but that begs the question as to why they wouldn’t want to likewise protect the vegetable eating children). DEC later admitted that they were unaware that Agricultural Districts are created for tax incentive purposes and have little to do with the quality of the “protected” land.

Another stark, but more impactful example is that uncontaminated concrete (including embedded steel and fiberglass reinforcing rods), asphalt pavement, brick, glass, rock and general fill from construction and demolition activities can be disposed of on a farmer’s field, but truckers and facility owners have been issued criminal tickets for bringing mixed loads of concrete and asphalt pavement to a DEC registered C&D debris handling and recovery facilities (361 facility) where the material would be separated and readied for reuse (rather than disposed of on a farmer’s field).

If fill material excavated from a construction job on Long Island doesn’t evidence any signs of contamination (sight and smell test), that material may be used without regulation. DEC would consider it exempt fill that does not require a manifest, transportation in Part 364 registered truck, or any advance notification of its movement. The material would be useable as a traditional fill material.

However, if that same material was handled conservatively and tested at a lab to ensure that it wasn’t contaminated, its use would be restricted (can’t be placed on undeveloped or agricultural lands), it would be required to be manifested, transported in a 364 registered vehicle and depending upon where is was destined, may require 5 day advance notification to DEC.

So, if you test fill material to ensure that it’s “clean”, DEC restricts where that material can be used, but doesn’t restrict the use of “clean” material that hasn’t been tested. Using similar logic, a combined load of RCA and RAP can’t be taken to or accepted at a 361 registered facility for reprocessing and reuse, but may be disposed of on a farmer’s field.

Good so far? Try these...

Recycled asphalt pavement (RAP) from milling a town road can go to a hot mix asphalt plant (HMA) in an unregistered haul truck in unrestricted quantities, but must be used within 365 days. There are no Part 360 permitting or operational requirements imposed on the HMA plant other than the 365 day storage restriction.

The same RAP material delivered by the same haul truck to a registered 361 facility is restricted to 500 TPD. Crushing and screening the RAP requires DEC approval, strict facility operational controls must be complied with and the truck requires a Part 364 registration.

The same RAP material delivered by the same haul truck to town property may be brought in unrestricted quantities, stored for an indefinite period, and processed and reused without any operational regulations whatsoever. The haul truck does not require a Part 364 registration.
In sum, the same material, with the same chemical and physical characteristics, from the same milling job, delivered by the same haul truck, is regulated in substantially different fashions based on nothing more than where the truck driver delivers the material. Somehow, DEC has determined that RAP poses a potential impact to the environment and requires regulation when handled by the private sector. Yet, DEC’s purported concerns evaporate when the same material is handled in the same manner by the public sector.

There are other endless inconsistencies in the new regulations (one of my favorites - large pieces of RAP may only be stored at a 361 facility for 365 days, but if you break it into smaller pieces, it can be stored indefinitely; whatever environmental threat the large pieces pose magically disappears when you crush them into smaller pieces!), but hopefully the point has been made. Various parts of the new regulations, when read in isolation, appear to make sense, but when they are read together, as they must be, irreconcilable inconsistencies and contradictions are brought to light. These inconsistencies and contradictions leave the regulated community without any clear picture of how to comply, and open the door to differing interpretations and selective enforcement.

Rather than taking a chance on violating these unknowable provisions, some contractors are landfilling RAP, RCA and fill material. Not only does this raise the cost of construction for municipalities and increase taxpayer’s burden, but it is wholly contrary to New York State policy to reduce, reuse and recycle – a policy that DEC is in charge of implementing.

In the year since Part 360 became effective, DEC has already been forced to issue more than 30 pages of “clarifying” language and is also working on a set of what they call “clean-up” regulations. This amounts to DEC’s own admission of the problematic, unworkable nature of the new Part 360 regulations.

Yet, DEC is bringing enforcement actions, issuing criminal tickets, executing search warrants, seizing property, impounding trucks and imposing six and seven-figure penalties while they work out the “kinks” in the regulations. When asked how they could possibly justify imposing these types of burdens on the regulated community, all the while admitting that the regulations “aren’t perfect,” DEC had no answer.

The regulated community should not be in this position. #Blow Up 360.

**This article does not, and is not intended to, constitute legal advice. Readers should contact their attorney to obtain advice with respect to matters addressed in this article.**
“Building this region is what we do,” says Thomas A. Callahan as President and Business Manager of the 5,000 member Local 15, A, B, C, D, G and H. Our business is jobs. Whether it is above the ground or below it, on a tower crane or in the tunnels, the members of Local 15 work side-by-side with the other building tradesmen to build soundly…to build safely…to build UNION.

Founded in 1936 and still going strong today, Local 15 builds the highways, the bridges, the tunnels, the skyscrapers, housing, schools, airports and subways, just to name a few. We build, we rebuild and we renovate. In essence, we are the infrastructure and foundation of this great region.

For nearly 80 years the skilled, trained, certified and licensed members of Local 15 have helped to build and transform New York - from Manhattan to Montauk.

Cities like New York don’t just happen. They require the creative, skilled hands of engineers and craftsmen nurtured and mentored through education, experience and hands-on training. Our union has been providing that mentoring and training through our Apprenticeship and Training Programs.

Through these programs our members, the majority of whom come from the tri-state area and include returning veterans through the “Helmets to Hardhats” program, are provided the skills that ensure our city and its infrastructure are built to last.

Working within both the public and private sectors, our members are the operators and maintenance engineers of heavy construction equipment, the welders, gas mechanics, the survey engineers and the shop mechanics. In addition, members of Local 15 hold hundreds of Municipal and Port Authority titles in the Departments of Transportation, Sanitation, Corrections, Environmental Protection, as well the Police and Fire Departments.

Throughout the five boroughs as well as Long Island, Westchester and Putnam counties and parts of New Jersey, our members excavate, build, weld and maintain. We work alongside Con Edison on utility projects and are constantly keeping up with the latest technology such as the training on gas pipe fusion.

In lower Manhattan, Local 15, A, B, C and D members were instrumental as first responders and in the aftermath of 9/11 working for the recovery of those lost in this great tragedy. We have helped to rebuild the World Trade Center and Fulton Plaza. Our members are working on the Tappan Zee, George Washington and Kosciusko bridges as well as below ground on the East Side Access and adding an additional subway tunnel on Second Avenue.

On Staten Island, we are completing the Goethals Bridge and are underway with the replacement of the Bayonne Bridge. Local 15 is also working on the Sandy “Build It Back” program which is raising houses and structures in low-lying areas of Staten Island, Brooklyn and Queens.

In Long Island City and on Roosevelt Island, new neighborhoods are being built. Our local airports are being upgraded. LaGuardia Airport and JFK Airports are going under billions of dollars in renovations and Local 15 has been there from the beginning.
On Long Island, Westchester and the five boroughs, Local 15D surveyors are involved in most of the major projects changing the face of local communities. 15D surveyors ensure buildings, tunnels, highways, bridges and site work are being built to the measurements as specified by architects and engineers. On Long Island, 15D surveyors are working on the Third Track project, the Bergen Point Waste Water Outfall Replacement project, the Long Island Storm Risk Reduction project, Offshore Wind Farms and many other public, private and residential projects. In Westchester they are working on completing the Tappan Zee Bridge, Cricket Valley Energy Plant, Expansion of Vassar Hospital and many other projects.

All of these projects, and many more, ensure that the infrastructure in your back yard is being done by the skilled men and women of this Local Union and not by untrained, inexperienced labor.

With the ever-changing environment in the construction industry our goals may have changed over the years. However, our commitment to excellence in the quality of craftsmanship provided by our members remains the same.
Preserving the Past for our Future...
The Bayport Aerodrome Society
By Bob Mott, Museum Director, Bayport Aerodrome Society

Long Island has long been known as the cradle of aviation history, with many aeronautical firsts occurring here since the Wright Brothers first took to the air in 1903. The Bayport Aerodrome in the Town of Islip has beaten the odds to survive as a throwback to those grass airfields of aviation’s golden age.

Originally known as Davis Field it was hacked out of the Long Island Pine Barrens in the years just after WWII by Blue Point house mover and former Civil Air Patrol pilot Curtis Davis. After almost 30 years as a private commercial airport it was fated to go under the developer’s axe until it was miraculously saved by a local community of passionate vintage aviation buffs. They were led by John G. Rae, a local Bayport construction contractor, who formed an ad-hoc committee in 1975 that became known as the Bayport Aerodrome Society.

The Bayport Aerodrome Society, in conjunction with officials in the Town of Islip, worked together to save the field. It was purchased by the Town in 1978 with federal, state, and local funds and officially renamed the Bayport Aerodrome in 1980. With the blessing of the Town the BAS raised the funds to have 24 hangars built on the property. By 1990 it housed its member’s collection of vintage and classic flying airplanes and restoration projects.

For the last 28 years the Society has also been hosting various events like its annual Neighborhood Appreciation Picnic, pancake breakfasts, vintage car shows, etc., for the public, as well as being a resource for local schools and education groups like the Suffolk Aviation Academy, Boy Scouts, and the Civil Air Patrol. The Society also performs ceremonial fly-overs for local events, funerals, and shows all over Long Island even performing in last year’s Jones Beach Air Show alongside the U.S. Air Force Thunderbirds.

The Aerodrome is a public use turf airport open year round, where the Society is open to visitors every Sunday from May until November from 10:00am to 4:00pm, weather permitting. For more information see the Society’s website at www.Bayportaerodromesociety.org and you can also find them on Facebook.
INDUSTRIES, INC.

Heavy and Civil Contracting
16 Hulse Road
East Setauket, NY 11733-3628
(631) 331-8500
Fax (631) 331-8523
International Brotherhood of Teamsters
Local 282 Proudly Supports
Long Island Road Warriors!

The Executive Board
THOMAS GESUALDI
President & Principal Officer

LOUIS BISIGNANO
Secretary Treasurer

MICHAEL O’TOOLE
Vice President

DARIN JEFFERS
Recording Secretary

MICHAEL BOURGAL
Trustee-Business Agent

JOSEPH SCAVETTA
Trustee-Business Agent

MICKEY BIRD
Trustee-Business Agent

Business Agents
JOHN SANTANIELLO
THOMAS COSTELLO

2500 Marcus Avenue, Lake Success, New York 11042
(516) 488-2822 (718) 343-3322 Fax (516) 488-4895
Ritchie Bros. & IronPlanet have joined together to bring you unparalleled buying & selling solutions.

For more Information, contact:
Jason Kirkconnell
jkirkconnell@ritchiebros.com | 508.294.6579

RitchieBros.com

New York Paving

161 Bethpage Sweet Hollow Road
Old Bethpage, NY 11804
Tel: 516.694.4141

37-18 Railroad Avenue
Long Island City, NY 11101
Tel: 718.482.0780

SMC Safety Marking Inc.
Est. 1973

OUR REPUTATION IS BUILT ONE LINE AT A TIME

EPOXY * PAINT * THERMO * TAPE * LINE REMOVAL

NY Office
84 Sylvester Street
Westbury, NY 11590
516.333.0489

CT Corporate Offices
225 Hancock Avenue
Bridgeport, CT 06605
203.333.6870

RI Office
59 Slocum Road
Richmond, RI 02878
401.539.1016

www.safetymarking.net

President – Michael Bender
Governor – Donald Leslie, Jr.

Director Govt. Affairs – Charles Gardner
Executive Director – Pete Mastrocco

200 Parkway Drive South, Suite 101
Hauppauge, NY 11788
(631) 291-9732
petem@lneca.org

NECA
NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION
LONG ISLAND CHAPTER

Proudly serving the Long Island Contractor community since 1948
Officers and Staff of
Road & Heavy Construction Laborers’ Local Union 1298
Nassau & Suffolk Counties

George Truicko, Jr.    Business Manager
George S. Truicko     Assistant Business Manager
Steven Aurigema       President
William Flynn         Vice President & Field Representative
Frank Damiano, Jr.    Secretary-Treasurer
James Winship         Field Representative
Guy Truicko           Field Representative
James Cornell         Recording Secretary

681 Fulton Avenue    • Hempstead, NY 11550
(516) 489-0888    • (516) 489-7617
International Union of Operating Engineers

LOCAL 138

Proud Supporters of Long Island Road Warriors

John Duffy
Business Manager and Treasurer

William K. Duffy Jr.
President

Phil Capobianco
Vice President

Dennis S. Adrian
Financial Secretary

Anthony Malizia
Recording Corresponding Secretary

Shawn Coles
Guard

137 Gazza Boulevard, Farmingdale, NY 11735
631-694-2480
Compliments of...

INTERNATIONAL UNION OF OPERATING ENGINEERS
LOCAL 15, 15A, 15B, 15C, 15D, 15H

THOMAS A. CALLAHAN
President and Business Manager

CHRISTOPHER THOMAS          ROBERT J. BURNS
ANDREW CULLIMORE             MICHAEL A. SALERNO
ANTHONY LAROSA               DANIEL J. GILMARTIN
JOHN MCNAMARA                AUGUSTINO MARTINIENLO
ROBERT G. SHAW JR.           PETER DONOFRIO

44-40 11th Street — Long Island City, New York 11101 — 212-929-5327
Whether your job is to construct, demolish, pave or grade, JESCO delivers innovative products of superior quality built on tradition and integrity.