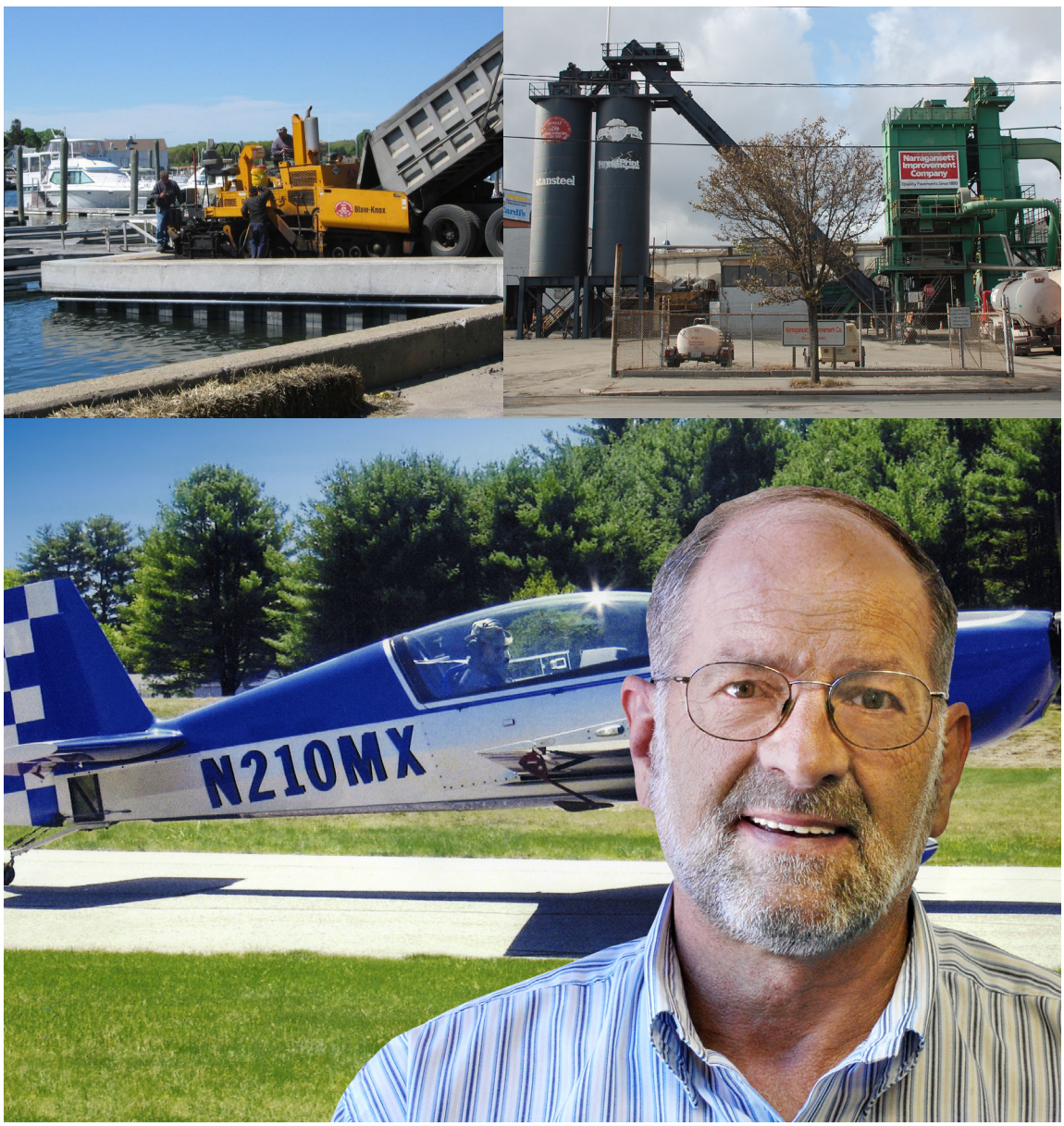
Rhodework Review

Fall 2017

John E. Everson

A limitless spirit for exploration and achievement.



CIRI

Construction Industries of Rhode Island

• RhodeWorks Update • Scholarship Winners • Remembering John Everson

President's Message

Some parting thoughts at the end of my term.

Michael D. D'Ambra
CIRI President

The past four years have been an exciting period of post-recession rebirth for our industry. The process of helping to lead CIRI during this period has been both exciting and extremely gratifying. Here are a few examples of our most prominent accomplishments:

An intensified commitment to safety and compliance.

What started out as an effort to provide local support for National Safety Week has turned into a vibrant and expanding program. The CIRI Safety Committee began the program with a few courses for Work Zone Safety and 10-Hour OSHA Training. Our course offerings have become more robust with each passing year.

We've also formed collaborative partnerships with additional industry organizations such as AGC-RI and NUCARI here in Rhode Island – MA trade groups such as CIM and the MAAPA – and industry-related companies with valuable knowledge in areas such as construction insurance.

The creation of win/win agreements in labor negotiations.

The process of maintaining and improving our state's transportation infrastructure is dependent on positive partnerships between our member companies and Rhode Island's key trade unions. Again in 2017, the CIRI Labor Relations Committee played a valuable role in reaching consensus and collective bargaining agreements that are mutually beneficial to both parties.

The continued growth of our scholarship program.

Since 2011, CIRI has presented scholarships to college bound students who are children or grandchildren of employees at CIRI member companies. This year CIRI awarded six high school students with $3,500 each, an increase from the previous $2,500 amount. To date, $81,000 in scholarship monies have been awarded to help these deserving students with the cost of their studies.

The continuation of active advocacy: On the state and national levels.

On the Rhode Island level, CIRI continues to fulfill an official role on the State Transportation Advisory Committee. The ongoing advocacy efforts of the CIRI Political Action Committee (PAC) are particularly crucial. Annually in the RI General Assembly, CIRI has successfully opposed proposed bills that would be injurious to our industry – while providing convincing support for positive legislation such as the RhodeWorks program that has helped to revitalize the RI economy.

On the national level, our membership in the American Road & Transportation Builders of America (ARTBA) helps this dynamic organization to keep the nation's transportation construction and funding needs front and center in Washington. In December 2015, CIRI also co-sponsored the ARTBA Northeast Regional Meeting at the Omni Providence – the first time this key regional meeting was held in Rhode Island.

Thanks for a rewarding four years at the helm.

As CIRI prepares to elect a new Board of Directors by the end of 2017, I look forward to helping the new leadership to augment the achievements we've made to date. A modern and dependable infrastructure of roads and bridges is not only vital to our industry. It is crucial to Rhode Island's economy and quality of life for the decades ahead.

Sincerely,

Michael D. D'Ambra

Highway funding, safety regs are topics at CIRI Spring Meeting.

Allison Klein of ARTBA and Michael Gross of OSHA were featured speakers at May 24 event.

The FAST Act, the first long-term funding bill for surface transportation in 10 years, was signed into law in December 2015. As this legislation is set to expire in 2020, viable proposals are needed to ensure a steady, predictable stream of funding for the Highway Trust Fund (HTF). This was the main topic of discussion at the annual CIRI Fall Dinner Meeting on May 24. Held at the Crowne Plaza in Warwick, the event attracted approximately 200 attendees from the CIRI membership. Featured speakers were:

Allison Klein
ARTBA Vice President,
Member Services

After recapping the trials and tribulations of federal highway funding since 2003, Allison Klein presented the CIRI assemblage with the BOLD Act: an original revenue proposal ARTBA is currently promoting via social media and lobbying efforts on Capitol Hill. A central element of the proposal is a creation of a 6.25% excise tax – called the Highway Transportation Services Tax – on the cost of goods shipped domestically via Class 7 and Class 8 heavy trucks. This is modeled on the way air cargo has been taxed at the federal level since 1971.

According to Price Waterhouse Coopers, the accounting firm hired by ARTBA to formulate the shipments-based tax, it could generate an average of $38 billion in new revenue. Unlike traditional proposals to increase the federal gas tax, which have met with intense political opposition, shipment-based tax revenues would also be poised to grow with the economy.

"With the BOLD Act, our conversations in Washington about the HTF revenue formula and a potential solution have been much more constructive that in the past," Klein said. "Combined with the commitment of GOP leaders to tax reform, this really does provide us with an unprecedented opportunity."

Michael Gross
OSHA Assistant Area Director

Representing the OSHA Region 1 office in Providence, which covers all of New England, Michael Gross first educated the dinner meeting attendees on the makeup of the office and its personnel. The staff of 12 includes 5 compliance officers who conduct about 270 inspections during a typical year.

"Our compliance assistance specialist, Ed Conway, is strictly there to help people comply with OSHA regulations," Gross said, "with no enforcement duties whatsoever. Don't hesitate to call the Region 1 office anytime you have a question about safety or health."

Gross then spoke about two new OSHA standards on the horizon. The first was the silica exposure rule that recently went into effect on September 23. The second was the new requirement, as of the start of 2017, for companies with 250 or more employees to file their Form 300A electronically.

Before a closing Q&A session, Gross outlined key compliance factors in regard to trenching and excavation work — along with additional tips for vehicular safety, effective work zone setup, and proper usage of barricades and cones.

Allison Klein

Michael Gross

2017 Henry J. Sherlock Scholarships awarded.

Six students honored at CIRI Annual Spring Dinner Meeting.

Shown here at the scholarships presentation are: (front row) Cassidy DiRamio and Samantha Courtemanche; (back row) Daniel Page, Noah Kappel and Jackson Cronin. Andrea Skawinski was unable to attend.

Marking the seventh year of its scholarship program, CIRI has awarded $3,500 – increased this year from the previous $2,500 amount – to each of six students to apply to their college studies. Since its inception in 2011, the program has awarded a total of $81,000 in scholarship monies to date.

This year's awards were presented at the CIRI Annual Spring Dinner Meeting on May 24 at the Crowne Plaza Hotel in Warwick. The scholarships were renamed in 2014 in honor of Henry Sherlock, executive director of CIRI for 37 years and a lifelong advocate for the pursuit of higher education.

Any senior high school student graduating in 2017 who is the child or grandchild of a present employee or an employee of a CIRI member company – and will be enrolling in a two-year or four-year accredited college or university – was eligible to apply for consideration. The winning 2017 graduates who received this year's scholarship grants are:

Samantha Courtemanche • A graduate of North Attleboro High School who resides in North Attleboro, MA, Samantha has entered the Animal Science/ Pre-Vet program at Purdue University, in preparation for veterinary school. Her mother, Suzanne Courtemanche, is employed by Vanasse Hangen Brustlin.

Jackson Cronin • A graduate of East Greenwich High School who resides in East Greenwich, RI, Jackson has entered George Washington University where he is majoring in Finance with a focus on Business Economics. Jackson's father, Christopher Cronin, is employed by BETA Group.

Cassidy DiRamio • A graduate of Marshfield High School who resides in Marshfield, MA, Cassidy is a pre-med student concentrating on Health Policy and Management at Providence College. Her hope is to become an orthopedic surgeon. Cassidy's father, Richard DiRamio, is employed by J.F. White Contracting Company.

Noah Kappel • A Westfield High School graduate who resides in Westfield, MA, Noah is majoring in Engineering at Rensselaer Polytechnic Institute. His goal is to work for a firm that researches and develops solutions to societal problems. Noah's mother, Pamela Kappel, is employed by J.F. White Contracting Company.

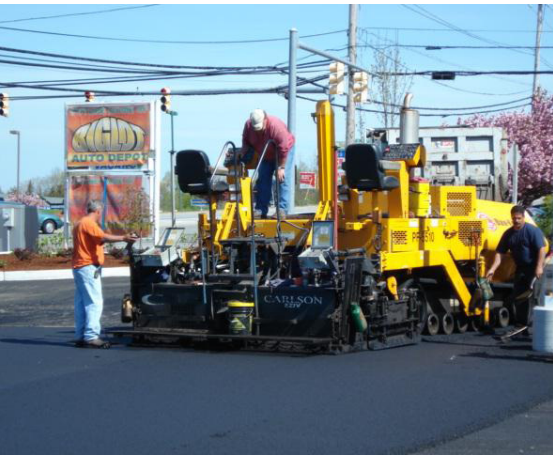
Daniel Page • A graduate of Uxbridge High School who resides in Uxbridge, MA, Daniel has begun a five-year course of study at the University of New Hampshire in Civil Engineering, culminating in a master's degree in Environmental Engineering. Daniel's father, Willard Page, is employed by Milton CAT.

Andrea Skawinski • A graduate of Cumberland High School who lives in Cumberland, RI, Andrea is majoring in Biology at the University of Connecticut – and plans to enroll in medical school after her undergraduate studies. Her father, John Skawinski, Jr., is employed by Cumberland Quarry Corp.

John E. Everson [1952-2017]

In tribute to a limitless spirit for exploration and achievement.

John Everson, longtime CIRI board member, shown here against the backdrop of his coveted Extra EA 300/L aerobatic plane.



On July 13, longtime CIRI board member John Everson was the victim of a fatal plane crash, while flying solo over the woods of Winchester, NH. He is remembered as a man who loved his family and valued hard work – and a man with an undeniable passion for flying.

John's fascination with aviation began with flying gliders at the age of 14. The son of a World War II combat fighter ace, he amassed over 3000 hours in the cockpit. This included 1000 hours at the controls of his Extra EA 300/L – a two-seat unlimited class aerobatic plane – which he guided to a first place finish in his skill class at a recent competition.

A lifelong desire to learn, invent and achieve.

Joining his family's time-honored business in 1970 at the age of 18, John Everson rose to the position of President in 1992. Under his leadership, Narragansett Improvement Company – a pioneering company birthed in 1893 during the infancy of the asphalt paving process – continued its ascent to become one of Southern New England's premier contractors in the field.

John's crowning achievements included the oversight and direction of the growth and modernization of the company's manufacturing plant. Today, his innovative approach to leadership is being carried on by his son, Dustin J. Everson, who represents the fifth generation of leadership at Narragansett Improvement.

Expanding his horizons to serve both industry and community.

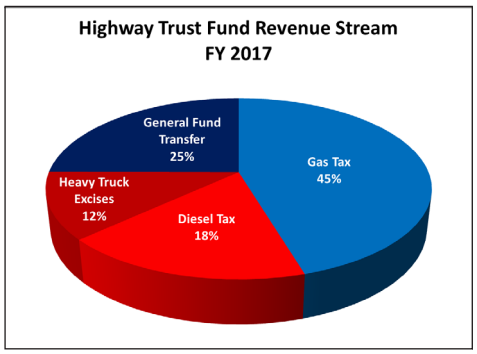
During his tenures as Secretary then Treasurer of our Board of Directors, John Everson's steady demeanor and clear thoughtful advice have been invaluable to our organization. John also served as RI Director for the National Asphalt Pavement Association, and as a trustee for the New England Laborers' Pension Board. His philanthropic interests included the National Multiple Sclerosis and the United Way, along with both charitable and hands-on involvement with Habitat for Humanity.

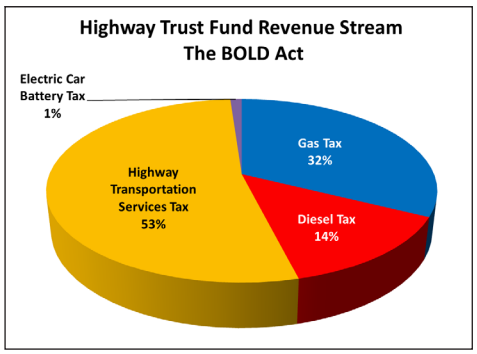
All of us at CIRI, and across the transportation construction industry at large, owe John E. Everson a massive debt – for both his commitment to his work and his efforts above and beyond. We already miss him greatly.

BOLD Act proposed by ARTBA generating interest in Washington.

The Bold Act

These before-and-after pie charts demonstrate how the nature of revenue sources for the federal Highway Trust Fund (HTF) would change, if the BOLD Act proposed by ARTBA is enacted.





Comprehensive user-based funding model built on industry consensus.

Considering the political turmoil and competing interests in Washington, a trillion-dollar federal infrastructure initiative isn't liable to be passed any time soon. As a result, the BOLD Act proposed by ARTBA is gaining attention on Capitol Hill as a potential permanent revenue expansion fix for the Highway Trust Fund (HTF).

The BOLD Act initiative was begun by ARTBA in October 2016 by uniting individuals from a cross-section of the its membership to form a special task force. Funding was provided via major contributions from diverse stakeholder companies and trade groups. This enabled ARTBA to assemble an outstanding technical and lobbying support team.

As a backdrop, the Partnership for America's Economic Expressway is already helping to position highway investment as the priority focus for any infrastructure initiative that may emerge. ARTBA is working to piggy-back those efforts to encourage inclusion of the BOLD Act in any major tax bill that might move through Congress this year.

Components of the plan. The crux of the comprehensive BOLD Act proposal, which was forged through widespread industry discussion and consensus, is a sound user-based funding structure for the HTF. For starters, the BOLD Act proposes to maintain current per-gallon tax rates for gas and diesel fuels – while eliminating current heavy-truck sale taxes, truck usage taxes and tire excise taxes.

The innovative revenue generation components of the plan are twofold:

- A new 6.25% federal Highway Transportation Services Tax would be applied to the cost of goods shipped domestically via Class 7 and Class 8 heavy trucks. This is modeled on the way air cargo is currently taxed.

- A new federal Electric Motor Battery Highway Use Parity Sales Tax of $1,200 would also be applied to the sale of rechargeable lithium-ion batteries. This one-time FET on the first retail sale of a battery. which would be a cost of manufacturing, is designed to establish parity with gas-tax revenues. These monies will be earmarked to provide a dedicated, sustainable revenue stream for mass transit investment.

The promise of the plan.
According to ARTBA, the BOLD Act would result in a more than 30% increase in federal highway and public transportation investment. As such, this revenue construct could support average annual programs of $63B for highways and $16.7B for transit investments over a 5-year period. Monies could also be used to:

- Fast-track investments in the National Highway Freight Network (NHFN) authorized by Congress in the 2015 FAST Act.

- Capitalize a National Infrastructure Bank.

- Leverage private funds and support bonds/tax credits to finance high-cost transportation projects in all modes.

The push for support. To date, ARTBA has had over 100 meetings concerning the BOLD Act with members of House and Senate bipartisan leadership, along with the Senate Finance and House Ways & Means committees. Multiple meetings were also held with key White House staff from the National Economic Council, Domestic Policy and Treasury Department staff working on tax reform. President Trump has also been personally briefed.

ARTBA is asking all members and transportation infrastructure advocates to make their respective US Senate and House legislators aware of the BOLD Act – a well strategized proposal to put the Highway Trust Fund back on solid footing through consistent and substantial funding.

The CIRI Political Action Committee needs your support:

To continue to protect the interests of our industry.

During the first six months of every year, the CIRI Political Action Committee (PAC) is your advocate at the Rhode Island General Assembly. This is the time when our state legislature convenes to introduce scores of potential new laws and regulations. Many of them, if passed, will affect the operation and profitability of our industry in negative ways.

In addition, during election season, the CIRI PAC provides financial support to help elect candidates who understand and advocate for our industry and the RI economy. Which means our mission to represent your best interests is really a year-round effort.

Contributions are crucial to our PAC. And welcome year-round.

The CIRI PAC needs your help. Please consider a personal contribution today for any amount you feel is appropriate.* We'll put this money to good use to keep our message front and center with legislators at the RI State House. And to support candidates who can have a positive effect on our industry and your business.

Please mail contributions to:

CIRI Political Action Committee
615 Jefferson Boulevard, Suite 207
Warwick, RI 02886-1357

NOTE: Rhode Island State Law prohibits the acceptance of any corporate or business checks for campaign contributions. Only personal checks are an acceptable form of contribution. Donations are not tax deductible and are limited to $1,000.

RhodeWorks Q3 report details April-June progress.

RIDOT expects $238M in total awards by end of FFY 2017.

On July 28, RIDOT issued its latest quarterly report documenting progress made by the RhodeWorks program during the third quarter of federal fiscal year (FFY) 2017.

The report was issued against the backdrop of an announcement that RIDOT expected to put $238 million in construction awards out to bid by the September 30 end of the fiscal year. An increase over the agency's earlier $219M estimate, it would qualify the 2017 construction season as the largest since 2009, when spending soared due to the federal American Recovery and Reinvestment Act (ARRA) stimulus package.

Key highlights from the report include:

Further reduction of structurally deficient bridges. During Q3, three bridges were removed from the structurally deficient inventory, and zero were added. Since the inception of the program, 19 bridges have been removed from the list.

Bridge toll facilities. RIDOT awarded the Design-Build-Operate-Maintain (DBOM) contract for the tolling program to Kapsch TrafficCom. All toll locations will be operational and collecting revenue by the end of 2018.

The addition of 3,200 construction jobs. Rhode Island has benefitted from a 17.8% increase in construction jobs between June 2016 and June 2017 – a net gain of 3,200 jobs. RI construction employment is at its highest level in 10 years.

RFPs issued for Route 6/10 Interchange. A Request for Proposal (RFP) was issued to two interested design-build teams. As of the quarter's end, RIDOT was in the process of responding to Requests for Information (RFIs) while the design-build teams developed Alternative Technical Concepts for the project.

Texting-while-driving ban enforcement. The RIDOT Office on Highway Safety (OHS) sponsored training on strategies to enforce the state's texting-while-driving ban through the RI Municipal Police Training Academy. In addition, the RI State Police acquired a high profile unmarked SUV — with a higher vantage point that provides greater visibility of texting violations.

Providence-Newport Ferry expands. The SeaStreak Providence-Newport Ferry completed its second season, which was expanded by six weeks this year, on October 1. RIDOT, the state's sponsoring agency, worked hand in hand with RIPTA, Commerce RI and Amtrak to market the service and provide intermodal access. Transit connections to the Providence Ferry Landing were provided from the Providence Train Station, Kennedy Plaza and the Rhode Island Convention Center.

Pawtucket/Central Falls Train Station. Four proposals for this design/build project were received by RIDOT. The review/award process is expected to be completed by the end of fall 2017.

Rigorous maintenance activities. During Q3, RIDOT crews swept 2,283 curb miles of roadway, mowed 1,038 miles of grass, cleaned 2,371 drainage structures and repaired 92 more, installed or replaced 1,052 signs, striped several miles of yellow center line and white edge line, along with striping numerous stop bars, yield markings, crosswalks, cross hatches, turning arrows and parking spaces.

For more details on the current state and future projections for RhodeWorks — and/or to download the full Q3 report — visit the Accountability page on the RIDOT website at:

www.dot.ri.gov

Showing RI students the possibilities in construction.

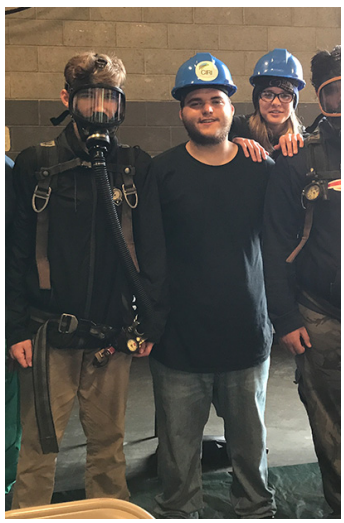
RhodeWorks Construction Career Days at URI supported by CIRI and other industry leaders.

The annual RhodeWorks Construction Career Days event, conducted by the URI Transportation Center, has become a valuable workforce development tool for the state's transportation construction industry. The goal is to introduce high school students to careers in the industry to support the pipeline that will provide the construction professionals of tomorrow.

Joining forces with RIDOT, the URI Transportation Center, trade unions and participating CIRI member companies, CIRI helps to make this two-day event an educational success. For this year's event, held on April 26 & 27 at the RIDOT Midstate Maintenance Facility in East Greenwich, we again provided hard hats for the high school students who attended. Participants included 1206 students and 34 exhibitors from the industry.

"This is a valuable program for both CIRI and the industry at large," said Mike D'Ambra, president of CIRI. "The average age of a worker in the skilled trades is about 48 years old. We need to have ways to show young people this is a field to consider, and one that really has tremendous opportunities."

The activities at RhodeWorks Construction Career Days show the students what the industry is about firsthand. Through hands-on experience with construction equipment, and interaction with professionals from the transportation and construction industries, students learn about the skills and education needed for various career paths.



A group of participating students with RIDOT Director Peter Alviti.

CIRI safety program gearing up for winter season.

Free training/seminars again planned for CIRI members.

For our member companies, the less-active winter season is an opportune time for employees to expand their knowledge and obtain key certifications. For the 2017-2018 program, the CIRI Safety Committee has again compiled a variety of courses and seminars – which are free for employees of CIRI member companies.

"Last year, over 400 people obtained certifications by participating in CIRI programs," said Mike D'Ambra, president of CIRI. "It's an incredible amount of training. And a testament to the great job that Peter Robbins (D'Ambra Construction), Barry Manfredi (Cardi Corporation) and Joe Woods (J.H. Lynch & Sons) are doing on the committee to make this happen."

Upcoming Training/Certifications & Seminars

Highway Work Zone Safety
technician & supervisor certifications

CPR / First Aid Classes

OSHA 30-Hour Training
for initial certification

Silica Competent Person Training

MSHA Mining Seminar
includes 7 hours of annual training

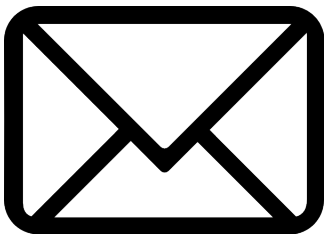
Excavation Competent Person Training

Rigging & Signal Person Training

OSHA 10-Hour Refresher
for people already certified

Insurance/Safety Seminar

For scheduling details, contact:
Peter Robbins
probbins@d-ambra.com



We really need your email address. (Please?)

To simplify and streamline our member notification process, and to keep you informed on developments affecting our industry, CIRI desperately needs to complete its email database. Just take a minute to send us a quick email. We thank you in advance.

exec@ciri.net

Save 20% on Safety Apparel & Accessories.

With special CIRI member pricing through SAFETY 1.

Through SAFETY 1, our preferred vendor, CIRI members benefit from substantial savings on hard hats, vests, jackets, gloves and t-shirts. Contact Kerry Sheehan today for more details.

SAFETY 1
SAFETY APPAREL & ACCESSORIES

A division of:
Rum Runner Custom Apparel
48 Columbia Avenue
Jamestown, RI 02835

Kerry Sheehan
401.603.6470
kerry@safety1.co

CIRI
Construction Industries of Rhode Island

615 Jefferson Boulevard
Warwick, RI 02886
401.738.8530
401.732.2892 fax
www.ciri.net

Officers

Michael D. D'Ambra, President
Stephen A. Cardi, II, 1st Vice President
Stephen P. Lynch, Jr., 2nd Vice President
Dustin J. Everson, Treasurer
David O. Costantino, Secretary
Timothy R. Scanlon, Executive Director