

# Rhodework Review

Fall 2019



Construction Industries of Rhode Island

Truck Tolling Update • Ciri Scholarship Winners • Spring Meeting Recap

## President's Message

# A historic point in time for the RI construction industry.



*Stephen A. Cardi II*  
*CIRI President*

Everywhere you look across Rhode Island today, you'll see tangible results of the dynamic RhodeWorks program. Under the leadership of Director Alвити, RIDOT has totally revamped its methods and systems for the building and rehabilitation of infrastructure in Rhode Island. As a result, the program continues to reach unprecedented milestones.

In the month of September 2019 alone, RIDOT published a bid schedule of \$80 million — the highest aggregate value ever for a monthly bid schedule. To put this in further perspective, prior to RhodeWorks, the typical bid schedule total used to be \$70 million to \$80 million for an entire year. Major projects that were previously postponed for decades are being brought to fruition. The sum total of long-term and short-term projects are already providing benefits for residents and businesses across our state.

### **An especially opportune time to be a CIRI member.**

Employment in our industry is at an all-time high. At the same time, the

heavy and highway construction industry is more complex than ever. Accordingly, CIRI continues to enhance and expand its services to help members serve the interests of their respective companies, their workforces and the state at large. The diverse benefits we provide include:

**Labor relations negotiations.** CIRI provides a forum and platform for member companies to negotiate and partner with Rhode Island's key trade unions, in order to reach consensus on collective bargaining agreements that are mutually beneficial.

**Active advocacy in the state legislature.** CIRI works to foster mutually beneficial relationships with government departments and agencies. We are represented on the State Transportation Advisory Committee. The year-round work of our CIRI Political Action Committee (PAC), which makes our views known on issues important to the industry, includes the monitoring of all bills submitted to the General Assembly.

**Advocacy in Washington through ARTBA.** CIRI is a member of the American Road & Transportation Builders of America (ARTBA), which I'm also pleased to serve as a Director. We help this dynamic industry organization to preserve the vital role of the transportation design and construction industry in the American economy — while lending support to candidates who are champions for transportation investment. The technical and informational resources provided by ARTBA are an added advantage that benefits all CIRI members.

**A crucial resource for safety and compliance.** The CIRI Safety Committee continues to expand the depth and breadth of our safety training and cer-

tification activities. The ways we help you protect valued employees include collaborative training/certification initiatives with industry partners and allies, toolbox talks for jobsite personnel, and special pricing on safety apparel and accessories.

**Our scholarship program's continued growth.** In 2019, our Henry J. Sherlock Scholarships program awarded six high school students with \$3,500 each. Since 2011, CIRI has presented 43 scholarships to college bound students who are children or grandchildren of employees at CIRI member companies.

### **We're always open for enrollment.**

All of us at CIRI are looking forward to another dynamic and fruitful year for transportation initiatives in 2020. Help us to spread the word. Any company that could benefit from joining CIRI is invited to call us at 401-738-8530 — email us at [exec@ciri.net](mailto:exec@ciri.net) — or visit our Join/Contact page to download a membership application.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen A. Cardi II". The signature is fluid and cursive.

Stephen A. Cardi, II

## Welcome to our new members.

### **Perry Associates**

*Commercial Management, Scheduling & Construction Claims Consulting*  
100 South Main Street  
Middleton, MA 01949

# Continued progress of RhodeWorks program highlighted at CIRI Spring Dinner Meeting.



At our annual Spring Dinner Meeting at the Crowne Plaza in Warwick, leaders of both chambers of the Rhode Island legislature spoke about the increased forward momentum created by RhodeWorks. Steve Cardi, our organization's president, began the event with a report on the current efforts of the CIRI Board of Directors. Topics included collaboration with RIDOT on revisions to its Section 100 specifications, the new electronic bidding system for state projects, and the resolution of various issues with the RI Department of Labor. The event's featured speakers were:

**K. Joseph Shekarchi**  
**RI House Majority Leader**

The leader of the RI House of Representatives since November 2016, Joe Shekarchi described the collaborative synergy that created and continues to drive the RhodeWorks program.

RI majority leaders Joe Shekarchi and Mike McCaffrey were featured speakers at May 22 event.

"In creating RhodeWorks, we've created a revenue stream for the next 10 years that will be able to fund needed construction. And we don't have to wait for Washington."

Giving a shout-out to Senator Jack Reed, who obtained significant amounts of federal money to help structure RhodeWorks, Shekarchi also spoke to the fact that RIDOT now has 77 active projects with a construction value of \$715 million. This includes the Routes 6/10 Connector project, a \$410 million project now in its second year.

"While this is very good news for the industry, it's much better news for our state economy," Shekarchi said. "You are putting Rhode Islanders to work in well paying high-value, high benefit private sector jobs. While boosting our tax base and bringing dollars back into the state.

**Michael J. McCaffrey**  
**RI Senate Majority Leader**

Mike McCaffrey, the RI Senate Majority Leader since March 2017, augmented the points made by Shekarchi with additional statistics and perspectives. Citing the unprecedented investments in Rhode Island and its infrastructure via RhodeWorks, McCaffrey credited CIRI and its membership for making it possible.

"You put nearly 4,000 people to work in the last couple of years," McCaffrey said. "You've helped hard-working

Rhode Islanders to provide for their children and lay a foundation for their family's future. The jobs you create help the state's small businesses — from companies up and down the supply chain to the family-owned sandwich shops near the jobsites."

Statistics mentioned by McCaffrey included the historic \$890 million that was allocated for 110 projects in 2018 — the long-needed reconstruction of the 6/10 Connector, which he called "the centerpiece of RhodeWorks" — and the RI Senate's recent approval of a low-rate \$200 million GARVEE loan to reconstruct the Route 95 viaduct.

*To view the most up-to-date infrastructure plans and news, visit the RhodeWorks section of the RIDOT website at: [www.dot.ri.gov/rhodeworks](http://www.dot.ri.gov/rhodeworks)*



# 2019 Henry J. Sherlock Scholarships awarded.

Six students honored at CIRI Annual Spring Dinner Meeting.



*Shown here at the scholarships presentation are: Mae McLoughlin, Justin Paoloni, Megan Cronin and Julia Aguiar. Elizabeth Huang and Megan Minkel were unable to attend.*

Marking the ninth year of its scholarship program, CIRI has awarded \$3,500 to each of six students to apply to their college studies. Since its inception in 2011, the program has awarded a total of 43 scholarships.

This year's awards were presented at the CIRI Annual Spring Dinner Meeting on May 22 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 2019 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 col-

lege or university — was eligible to apply for consideration. The winning 2019 graduates who received this year's scholarship grants are:

**Julia Aguiar** • A graduate of Somerset Berkley Regional High School who resides in Berkley, MA, Julia will major in biology on a pre-medical track at Providence College. She intends to continue on to med school to become an orthopedic surgeon. Her father, Steven Aguiar, is employed by Aetna Bridge Company.

**Megan Cronin** • An East Greenwich High School graduate who lives in East Greenwich, Megan will attend Loyola University in Maryland. She will pursue a teaching degree in secondary education with a focus in math. Megan's father, Chris Cronin, is employed by BETA Group.

**Elizabeth Huang** • A graduate of Amherst Regional High School who lives in Amherst, MA, Elizabeth will major in English at Kenyon College in Gambier, OH. After completing her undergraduate studies, she will work toward becoming a certified educator. Her mother, Chifan Juang, is employed by All States Asphalt.

**Mae McLoughlin** • A North Attleboro High School graduate who resides in North Attleboro, Mae will attend the Commonwealth Honors College at UMass Amherst to study biology. Her goal is to continue on to medical school after undergraduate studies to become a dermatologist. Mae's father, Joseph McLoughlin, is employed by BETA Group.

**Megan Minkel** • A graduate of Attica High School who also resides in Attica NY, Megan will attend D'Youville College in Buffalo, NY. After earning a degree in occupational therapy at D'Youville, she plans to work in either a veterans hospital or a group home setting for developmentally disabled adults. Her father, Lance Minkel, is employed by Southworth Milton CAT.

**Justin Paoloni** • A Stonington High School graduate who lives in Pawcatuck, CT, Justin will attend the University of Connecticut to study biochemistry. After UConn, he plans to move on to post-graduate studies to become a biochemist, environmental scientist or a doctor. His father, Justin Paoloni, is employed by Cardi Corporation.

# RI truck tolling exceeds first-year expectations.

\$7.2 million in revenues expected to more than triple in second year.

Since its inception in June 2018, Rhode Island's truck tolling program has added \$7.2 million in revenues to the state's coffers, slightly over the \$7 million originally projected. The first two toll gantries installed, on I-95 in southern Rhode Island, saw approximately 2.2 million toll transactions in the first year ending on June 10, 2019.

One contributing element to the strong revenue stream is the fact that few trucks are changing their routes to avoid the tolls.

"We had been conservative on our estimates of what we expected for diversions. Since less diversion is actually happening, it resulted in a slight increase in revenue," said RIDOT Director Peter Alviti.

Adding to the two initial truck gantries already in operation, RIDOT

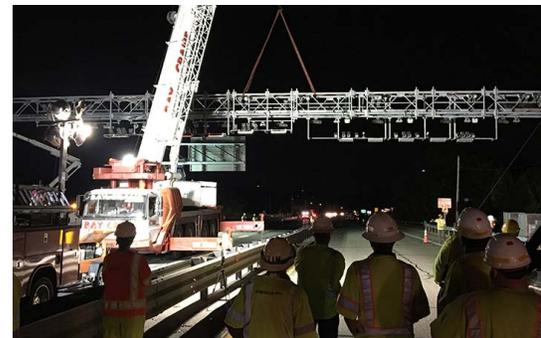
opened a third truck tolling gantry in August on Route 6 in Providence near the Woonasquatucket Bridge. The plan going forward is to construct and open approximately one gantry each month until next spring, until all 13 gantries are up and operational.

## **\$25 million in revenue projected for next fiscal year.**

Based on the program's first-year success and the impending opening of additional gantries, RIDOT expects the trucks-only tolling program to bring in \$25 million between June 2019 and June 2020. Tolls are limited to one daily charge per gantry per truck, in each direction, for a maximum of \$40. The revenue from each gantry location is earmarked for the support of specific associated bridges.

## **Original plan for 14 gantries reduced to 13.**

In July, RIDOT announced it is merging two of the originally planned tolling locations into one. Since a gantry for the Route 6/10 Connector would have been less than a mile away from the Route 6 Woonasquatucket Bridge gantry, the former will be eliminated from the plan — a move which will save \$2.5 million in construction costs. To compensate for the \$3 tolls that would have been collected by the Route 6/10 gantry, the toll rate for the Route 6 location was increased from \$2 to \$5 after a one-month public comment period.



## Year-round protection for your interests:

Why the CIRI PAC needs your contribution.

The CIRI Political Action Committee (PAC) advocates throughout the year to protect the interests of our industry and our state. This is particularly true during the Rhode Island General Assembly — when the 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.

During the election season, the CIRI PAC also provides financial support to

help elect candidates who understand and advocate for our industry and the RI economy.

## **Contributions welcome anytime: We'll put them to good use.**

Please consider a personal contribution today for any amount you feel is appropriate.\* It will help enable our continual effort 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.**

# September 19 STIP report reflects major plan amendment.

Changing circumstances dictated need for July 18 request.

On September 19, RIDOT released the latest update to its State Transportation Improvement Program (STIP) report — as mandated by federal regulations for highway and transit funds — detailing expected revenue sources and forecasted expenditures over the next four federal fiscal years.

On July 18, RIDOT proposed a major amendment to the STIP, which is intended to be a living document, due to changing priorities and funding realities. Factors which led to the request include:

- The opportunity to escalate the slimming down of the 50-year-old Henderson Bridge spanning from



## RIDOT Funding Sources

in millions of dollars • updated 7.23.19

Highway - State	FY 2018	FY 2019	FY 2020	FY 2021	4-Yr Totals
BUILD Grant	0.00	0.00	6.00	3.75	9.75
CRISI Grant	0.00	0.00	1.20	1.60	2.80
TIGER Grant	0.00	1.48	9.68	8.84	20.00
Discretionary	0.00	13.10	0.00	0.00	13.10
CMAQ	10.27	9.00	8.61	9.07	36.95
GARVEE	67.98	134.99	94.28	51.15	348.40
Highway Safety Improvement (HSIP)	21.53	15.01	13.51	13.64	63.69
National Freight	6.63	5.87	6.78	6.90	26.18
National Highway Performance	118.50	115.27	116.83	117.39	467.98
Other Federal	36.36	37.80	33.55	39.90	147.60
Planning	5.49	5.27	5.42	5.47	21.65
Railway Program	1.09	1.11	1.12	1.13	4.45
Surface Transportation Block Grant	56.91	84.79	93.06	90.58	325.33
Transportation Alternative	4.86	4.01	4.86	5.10	18.83
<b>Total RIDOT Federal Sources</b>	<b>329.61</b>	<b>427.70</b>	<b>394.89</b>	<b>354.52</b>	<b>1,506.72</b>
Highway - State	FY 2018	FY 2019	FY 2020	FY 2021	4-Yr Totals
New State Match	0.00	0.00	20.20	19.64	39.83
HMA Carryover	0.00	29.60	17.14	13.83	60.57
Gas Tax	87.00	93.01	91.90	93.00	364.91
RICAP Funds	30.60	41.22	32.50	32.50	136.83
RI Highway Maintenance Account	78.10	85.35	80.00	87.70	331.15
RICAP Bike	0.00	0.40	0.40	0.40	1.20
RICAP Facilities	3.83	3.71	4.25	3.75	15.54
Local	0.00	4.50	0.00	0.00	4.50
Land Sales	0.83	2.38	4.08	0.85	8.14
Transit Bond	5.00	20.00	7.00	3.00	35.00
Third Party Funding	0.00	2.43	0.00	0.00	2.43
Toll Revenue	2.00	2.50	14.50	40.00	59.00
Unallocated Bond Funds	3.00	0.00	0.00	0.00	3.00
<b>Total RIDOT State Sources</b>	<b>210.36</b>	<b>285.10</b>	<b>271.97</b>	<b>294.68</b>	<b>1,062.10</b>

Non Highway Revenue	FY 2018	FY 2019	FY 2020	FY 2021	4-Yr Totals
NHTSA	3.00	3.00	3.00	3.00	12.00
FTA	1.30	12.64	6.52	5.34	25.80
Ferry Boat Cap	0.00	0.50	0.50	0.50	1.50
FTA (Section 5307)	0.00	0.40	0.40	0.40	1.20
<b>Total RIDOT Non-Highway Sources</b>	<b>4.30</b>	<b>16.54</b>	<b>10.42</b>	<b>9.24</b>	<b>40.50</b>
<b>Total RIDOT Funding Sources</b>	<b>544.27</b>	<b>729.34</b>	<b>677.28</b>	<b>658.43</b>	<b>2,609.32</b>

### RIDOT Planned Expenditures

in millions of dollars • updated 7.23.18

	FY 2018	FY 2019	FY 2020	FY 2021	4-Yr Totals
Bridge Capital Program	220.94	334.32	324.76	326.18	1,206.20
Debt Service	69.82	104.92	108.22	124.52	407.47
Drainage Capital Program	1.55	1.86	3.30	7.95	14.66
Drainage Maintenance	7.20	5.40	6.90	5.90	25.40
Headquarters Operations	9.29	16.06	16.06	16.06	57.47
Maintenance Capital Program	4.46	5.41	5.45	3.75	19.07
Maintenance Operations	60.85	75.65	62.92	47.63	247.05
Pass Throughs	8.08	9.12	8.10	8.05	33.35
Pavement Capital Program	77.51	55.40	52.44	32.64	217.99
Planning - Program Development	17.30	12.69	13.20	11.86	55.06
Toll Operations	1.90	2.20	2.20	2.20	8.50
Traffic Maintenance	7.54	7.15	7.10	6.15	27.94
Traffic Safety Capital Program	34.74	21.75	26.49	32.02	115.00
Transit Capital Program - RIDOT	5.90	58.66	20.71	17.81	103.09
Transit Operations - RIDOT	8.13	6.39	4.45	4.46	23.44
Transportation Alternatives	7.10	11.66	14.65	10.19	43.59
<b>Total RIDOT Expenditures</b>	<b>542.31</b>	<b>728.64</b>	<b>676.94</b>	<b>657.37</b>	<b>2,605.26</b>

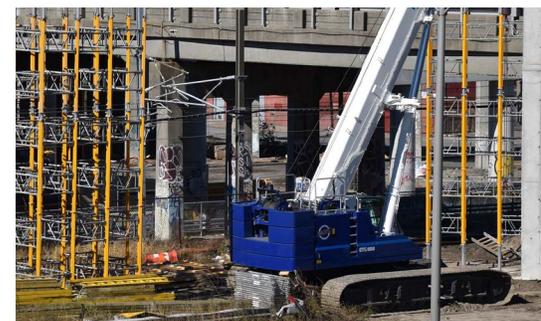
Providence to East Providence. This will decrease RI's statewide structurally deficient bridge deck by 12%, helping the state to stay on pace to meet a federal 2025 bridge sufficiency mandate.

- The removal of \$20M per year in Rhode Island Capital Funds (RICAP) pavement program allocations. The annual funds have not been received in the period from 2016 to 2019.
- Source-level changes due to a new ceiling for federal funds. As a result, \$293M in GARVEE Bonds were added to the mix, along with funds for BUILD Grants, CRISI Grants and Carry-Forward State Funds.

To view and/or download the full STIP document, visit the homepage for the RI Division of Statewide Planning at:

[www.planning.ri.gov/planning-areas/transportation/tip.php](http://www.planning.ri.gov/planning-areas/transportation/tip.php)

*The tables shown here outline all federal and state resources reasonably expected to be available to RIDOT between FFY 2018-2021, as well as planned expenditures, meeting federal requirements for the STIP to fiscally constrained.*



# CIRI safety program set for 2020 winter season.

Free training offerings will focus on work-zone related courses.

An increasingly popular perk, our free training courses for employees of CIRI member companies enable them to expand their knowledge and certifications during the less-active winter season. For our 2019-2020 program, the CIRI Safety Committee is placing its emphasis on certification training.

“We’re seeing especially high demand this year, particularly for Work Zone Safety classes,” says Peter Robbins, director of safety for D’Ambra

Construction and chairman of the CIRI Safety Committee. “Many people who’ve earned certifications via our program are reaching the end of their four-year term and need to get recertified. That’s where our focus is this season, instead of running seminars as well.”

**For scheduling details, contact:**

Peter Robbins  
[probbins@d-ambra.com](mailto:probbins@d-ambra.com)

**Upcoming Training/Certifications**

Highway Work Zone Safety • Traffic Control Supervisor (3 days)	Highway Work Zone Safety • Highway Technician (1 day)
OSHA 30-Hour Training (5 days)	OSHA 10-Hour Refresher (2 days)
HAZWOPER Refresher Course (1 day)	Crystalline Silica Training (4 hours)

## Save 20% on Safety Apparel & Accessories.

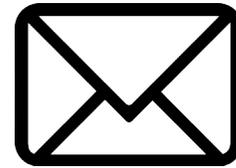
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## Got a minute?

(Send us your email.)

We’re still in need of email addresses for most of the people at our member companies. This is key to helping us serve you better with the latest CIRI news and announcements — including the digital editions of our Rhodework Review. Even if you think we have it already, take a minute to send us your email at: [exec@ciri.net](mailto:exec@ciri.net)



# CIRI

Construction Industries of Rhode Island

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