



Construction NEWS



Vol. 36 No. 9

LABOR UPDATE 2020

\$1.50

Trades Sustained Through Pandemic But Have Concerns Heading Into 2021

By JOHN JORDAN

TARRYTOWN—Following suspension on activity on some private projects this past spring due to the pandemic, union construction trades in the region are back, tackling the backlog of considerable volume since early June when Gov. Andrew Cuomo's reopening process gave developers, general contractors and construction managers the green light to go back to work.

CONSTRUCTION NEWS talked with some of the Hudson Valley region's top leaders in the building trades to determine how the industry is faring in this "new normal" of COVID-19 protocols. Their views on where markets are headed spell an uncertain 2021. Given the specter of the national elections, the possibility of a second wave of COVID-19 and significant government funding cuts, the calendar only says three months, but it feels like it's a lot longer than that.

Most building trades are holding their own, officials reported, although there is a definite slowdown of major project work particularly in the lower



Throughout the spring, construction work continued on the Taconic Parkway Pudding Street overpass in Putnam County.

Photo credit/DAVID ROCCO

Hudson Valley. The New York State Department of Labor recently reported that statewide the construction industry sector lost 41,700 jobs from August 2019 (423,700) to August 2020 (382,000) a decline

of 9.8% in the sector's workforce due to the pandemic.

For the 12-month period ending August 2020, the private sector job count in the Hudson Valley fell by 98,300, or

12%, to 720,700. The natural resources, mining and construction sector in the Hudson Valley lost 5,600 jobs during that time period.

No major projects in the Hudson Valley region have been delayed due to Covid-19 once restrictions were lifted; the dropoff came from major project completions in three robust sectors: transportation infrastructure, power plants and New York City drinking water projects in the Hudson Valley.

Lower Hudson Valley

President Edward Doyle and Vice President Jeffrey Loughlin of the Building & Construction Trades Council of Westchester & Putnam Counties, Inc., reported the trades are busy with a combination of road, infrastructure, utility and some private work. The trades, which saw thousands of union tradesmen work on the new Mario M. Cuomo Bridge, do not have the benefit of large mega projects at the moment, they noted.

Mr. Doyle said he was proud of the union trades for their efforts and for

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Holtec Advances Labor Agreements as Plans Of \$2B Indian Point Decommissioning Advance

Special to CONSTRUCTION NEWS

BUCHANAN, NY—Entergy's Indian Point Energy Center—the longtime familiar sight on the banks of the Hudson here in Northern Westchester—will enter a new phase next April after it permanently ceases producing electricity. The nuclear power station will become a \$2-billion decommissioning and demolition project with what officials say offer significant employment opportunities for organized labor.

Work could begin soon after

shutdown if the project receives the needed approvals—with the goal of eventually opening up the 240-acre site for redevelopment. The alternative could be an industrial site that's shuttered for decades.

"Decommissioning needs to begin promptly after Indian Point shuts down, not 40 or 50 years in the future," said Deb Milone, president of the Hudson Valley Gateway Chamber of Commerce, based in Peekskill, NY. She was referring to a U.S. Nuclear Regulatory Commission option that allows own-

ers to take up to 60 years for decommissioning.

Under an agreement to transfer Indian Point to a new owner, the process could begin much sooner.

In 2019, Entergy said it agreed to sell Indian Point and its approximate \$2-billion decommissioning trust fund to Holtec International, based in Camden, NJ, for prompt

decommissioning. A request to transfer the facility awaits a decision by the U.S. Nuclear Regulatory Commission. The New York Public Service Commission and Department of Environmental Conservation may also play a role in the approval process.

Holtec has contracted with Comprehensive Decommissioning International, LLC (CDI) to

perform the decommissioning, including demolition and site cleanup. CDI is a joint venture of Holtec International and SNC-Lavalin, an engineering and construction services company based in Montreal.

"The decommissioning experience of Holtec and SNC-Lavalin gives CDI more than half a century of managing complex nuclear projects in the commercial and government sectors worldwide," noted Pam

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Indian Point Energy Center, Buchanan, NY

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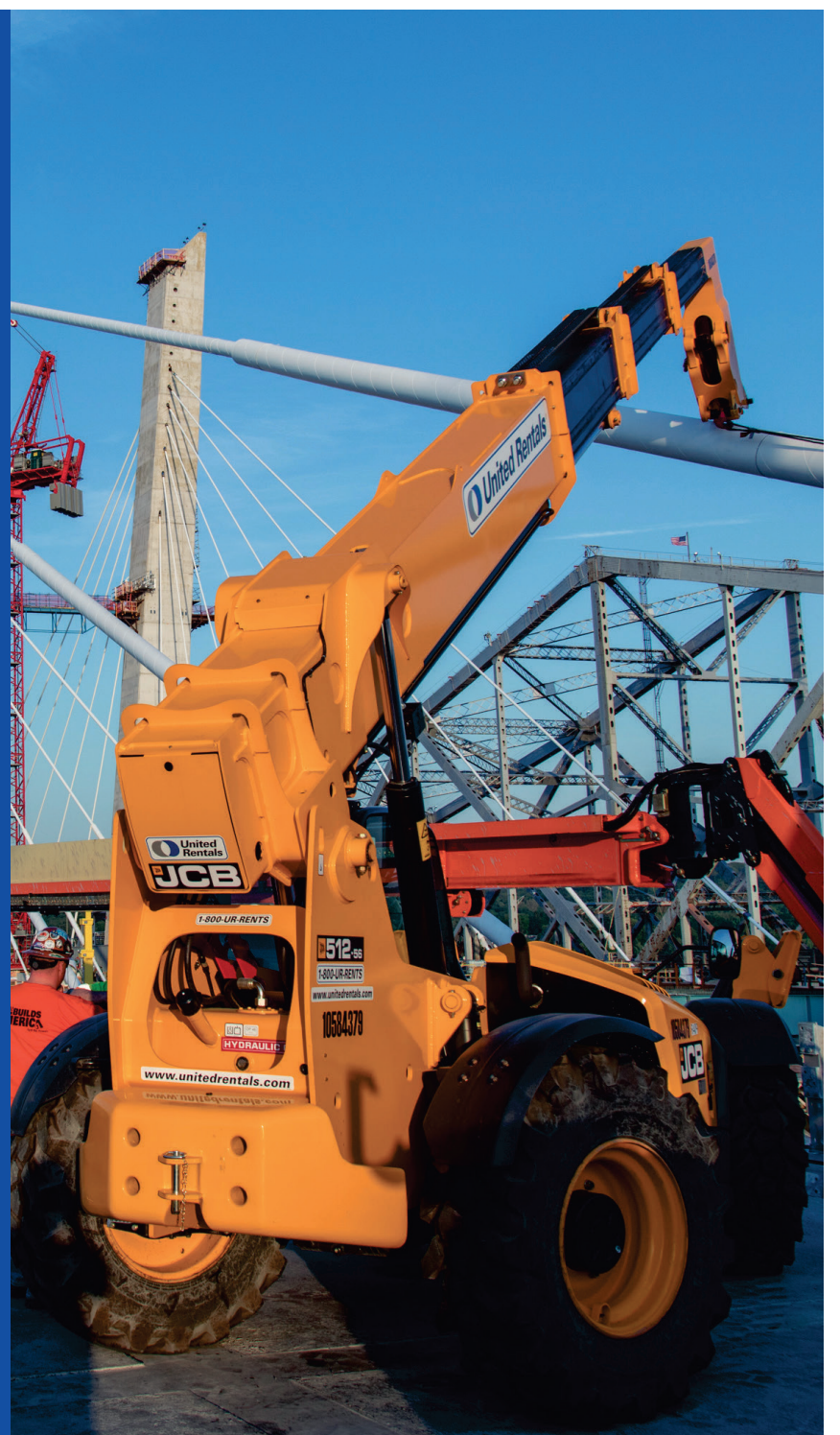
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Record Home Sales Volume Projected

H.V. Home Sales Market Roars Back, Fueled By Pandemic, NYC Relo Buyers

By JOHN JORDAN

WHITE PLAINS—The real estate sector, another key business segment that along with the construction industry was able to reopen and return to somewhat normal conditions after COVID-19 restrictions were lifted, is seeing what some are saying is unprecedented sales activity despite the specter of the COVID-19 pandemic.

While the third quarter 2020 residential sales numbers will not be released by the region’s multiple listing service—OneKey MLS—until early October, the consensus from residential real estate executives is that, thanks to the resiliency of real estate professionals throughout the region, the Hudson Valley home sales market is on a torrid pace to perhaps shatter sales records.

The pent-up transaction pipeline, which was all but shut off in the early spring due to governmental restrictions imposed to prevent the spread of COVID-19, is now being addressed as realtors, attorneys, title officials and others work feverishly to finalize residential closings. In addition to stalled deals, executives say that they have seen a marked increase in New York City buyers coming to the Hudson Valley to escape the concerns that currently exists there.

William Pitt and Julia B. Fee Sotheby’s International Realty President and CEO Paul Breunich said the sales volume and buyer demand in Westchester County and neighboring Fairfield County, CT is unprecedented.

“I’ve been in this area and in the industry for 30 years and I never would have believed this unless I had experienced it myself,” he said. The firm, which also services Litchfield County, the New Haven area in Connecticut and the Berkshires in Massachusetts, is dealing with tremendous sales volume.

“To put it into context, we have been in business since 1949, since June our business is up 140% (compared to last year) in dollar volume and around 95% in units year-over-year,” Breunich said.

If you are up 8% it’s a good sales month, he added, and the unprecedented sales volume keeps continuing. Mr. Breunich said that August is usually a slow time for contracts and the markets are still seeing dollar volume increases in the 120% to 140% range each week.

He related that the company normally has a pipeline of approximately \$400 million in deals. At present, entering the fall the pipeline is valued at approximately \$1 billion.

A key driver to the housing sales boom is the exodus of residents of New York City to the surrounding suburbs. A

host of issues impacting New York City residents in response to the pandemic are creating the influx of buyers, including density concerns.

“In New York (City) there are 27,000 people per square mile, in Westchester County it’s 1,900 per square mile and in Fairfield County it is 1,500 per square mile,” Mr. Breunich observed. That data is prompting some to look to the suburbs for health reasons. Another factor is the trend toward remote work programs and finally the protests and the increase in crime are other concerns.

Schooling problems in Manhattan and the outlying boroughs have also factored into some relocations. He noted that 17 Catholic schools closed

in the New York City boroughs and another nine further north, while four of the top five private schools on Manhattan’s Upper

Hudson Gateway Association of Realtors President Gail Fattizzi agreed that a sales surge is definitely taking place

urgency right now is being fueled by a powerful combination of pandemic urban flight, the evolving and changing needs of

households, commutation adjustments and incredibly low interest rates. Should any of those factors shift, we’ll likely see the market change. I don’t see that happening in the short-term, but there’s so much uncertainty for the longer term.”

She noted that low inventory has been a long-standing issue and is still the greatest constraint to further sales volume in the Hudson Valley marketplace.

“That is proven anecdotally by all the multiple-offer situations we are witnessing, and the speed with which properties

A key driver to the housing sales boom is the exodus of residents of New York City to the surrounding suburbs. A host of issues impacting New York City residents in response to the pandemic are creating the influx of buyers, including density concerns.

East and West Sides are offering virtual schooling only for the year.

“All of this is creating the perfect storm in New York,” he noted. Realtors are now scrambling to secure suburban listings, because the demand is very high.

regionwide. The main impediment to sales and a key factor in rising median prices is the lack of inventory.

Ms. Fattizzi, who serves as the executive director of Westchester Real Estate, Inc. of Somers, NY, said, “Buyer



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COMMENTARY

Short-Term Hardships Vs. Long-Term Threats

The Environment Is Here to Stay, Along With its Challenges

By AMY CHESTER

Next month marks the eighth anniversary of Super-storm Sandy—the storm that woke up our region to the inevitability of climate change, leaving behind \$65 billion of damages, 8.5 million people without power along with some 650,000 homes damaged or destroyed. The death toll from this killer storm was at least 159 people.

Needless to say, for those of us impacted and felt its fury, the memory of misery and terror will be seared in our psyches for years to come. And yet, since that defining storm in hurricane history in the Northeast, there have been 14



major state or federal disaster declarations in New York State.

Some 90% of New York State’s population resides in waterfront communities—along lakes, rivers, streams or the ocean. Every county in the state has issued disaster declarations in the past 10 years while 60% of our 62

counties have declared at least five: Delaware has had 10 declarations, Herkimer nine and Westchester eight. Although these major storms create significant and lasting damage, it’s the unnamed ones that persistently wreak havoc on our communities.

This problem will continue to escalate. The American Society of Civil Engineers gave New York State’s aging infrastructure a C- on its report card. Infrastructure further deteriorates with consistent flooding, and climate change will only make it worse.

However, as dire as this sounds, it is not hopeless. There is actually a lot we can do to prepare our state for the future. Building infrastructure that is higher, stronger and more porous coupled with ecological solutions that can slow down surge and rain intensity. Both insurers and federal officials are pointing to the need to move from the water’s edge as a way to reduce damage and help ensure we are ready for even the most unpredictable climate events. These actions will also have the co-benefits of creating thousands of jobs, cleaning our water, enhancing the air we breathe, creating new recreational space as well as educating our children about the future. Here’s a four-step plan we must adopt.

1. Create a new investment fund for resilient infrastructure.
2. Strengthen our state’s annual infrastructure investments in climate smart projects. For example, all road repairs should account for flood risk and the possible integration of green infrastructure, which will absorb rain, clean our air and raise property values.
3. Design infrastructure that will have co-benefits to our communities. Infrastructure, such as dikes and levees, and creating new ecological buffer zones to protect neighborhoods from storm surges, can provide the additional benefits of social infrastructure. The investment will enhance our ecology, our communities, and create good middle-class jobs.
4. Work directly with communities to make the tough decisions about where to invest, and where we may have to move. Ninety percent of New York’s population lives near a waterway, we may not be able to all stay given climate realities. We need to help families who want to move out of harm’s way and give higher-ground communities the investment needed so they are equipped to accept new populations without putting additional strain

on their infrastructure.

This year, Gov. Andrew Cuomo and the Legislature took the first step and passed a statewide funding referendum

Investing in a comprehensive climate adaptation program during economic uncertainty is not only the right thing to do, it’s the smart thing to do. It’s both economical today and it will reward us with improved and lasting infrastructure in the years to come.

to be decided upon by voters this November that would have authorized \$3 billion for an environmental bond act. (In 1996, voters in New York passed the \$1.75 billion Clean Water/ Clean Air Bond Act as the funding mechanism designed to combat the pressing challenges of the day, namely widespread water degradation from acid rain, unchecked pollution runoff and growing air pollution). Some 25 years later, the 2020 “Restore Mother Nature” allocated significant funding that was earmarked for new challenges: ecological restoration and flood resilience.

Since early April, when the FY 2020-21 budget was passed and the environmental bond act legislation was approved, New Yorkers have experienced the two-fold attacks of the COVID-19 health crisis and the pandemic-caused sudden economic recession. We are clearly living through unprecedented challenges. During the peak of the COVID pandemic, the Budget Director of New York State was made responsible to certify that the state’s finances would support this new \$3-billion bond. Unfortunately, the state then determined that it would not be on the ballot this year.

This is a major disappointment in light of this summer’s 15.9% unemployment rate for New York State. Investing in a comprehensive climate adaptation program during economic uncertainty is not only the right thing to do, it’s the smart thing to do. It’s both economical today and it will reward us with improved and lasting infrastructure in the years to come. The cost of inaction for New York State over the next decade will amount to at least \$55 billion from major disasters, according to a recent study prepared by AECOM for Rebuild by Design. Furthermore, investing in flood-resistant infrastructure has a 6:1 payback on invest-

ment—meaning our investment now will pay off in the future many times over, the study found.

We cannot wait any longer. We need assurances that this legislation will be on the ballot next year so we can put New York on a path toward economic recovery and climate resilience. Our state has demonstrated strong leadership with the passage of the Climate Leadership and Community Protection Act, which reduces the state’s greenhouse gas emissions targets. This is a major leap forward to mitigate future climate change. This, coupled with a statewide comprehensive infrastructure plan to address the suffering from the flooding which we are already experiencing, will put New York State on a road to economic recovery that will pay dividends for years to come for all New Yorkers today and tomorrow.

About the author: Amy Chester has spent more than 20 years in municipal policy, community engagement, real estate development and communications advocating for the urban environment. As the Managing Director of Rebuild by Design, she is responsible for the organization’s day-to-day operations and management in addition to overseeing its fundraising and strategic direction. Her first task was to lead an international design-driven competition that utilized a truly inclusive and collaborative process to create implementable large-scale infrastructure projects to address the physical and social vulnerabilities exposed by Hurricane Sandy in the Northeast United States.

The competition created a network of 10 design teams consisting of more than 200 individuals and more than 700 government agencies and community organizations who co-created the proposals, resulting in \$930 million in awards from the US Department of Housing and Urban Development to implement the winning designs.

Rebuild by Design now works with cities around the world to use the same collaborative process to address issues of climate change

Previously, Ms. Chester worked for NYC Mayor Michael Bloomberg as Chief of Staff to the Deputy Mayor for Legislative Affairs and as a Senior Policy Advisor. Outside of government, Ms. Chester has also consulted for numerous nonprofit organizations and on many electoral campaigns. She was raised and currently lives in Brooklyn, New York.



Construction NEWS



Vol. 36 No. 9

LABOR UPDATE 2020

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TYPOGRAPHY/DESIGN/PRINTING

Westmore News, Inc.

Construction Industry Council
of Westchester & Hudson Valley, Inc.

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CONSTRUCTION NEWS is the official publication of the Construction Industry Council of Westchester & Hudson Valley, Inc., 629 Old White Plains Road, Tarrytown, NY 10591. Opinions contained in the articles herein do not necessarily reflect the opinions of the Council.

Subscriptions: \$12 a year included in membership dues; \$22 for two years; \$1.50 for a single copy; bulk rates on request, \$12 per year for non-members. CONSTRUCTION NEWS cannot be responsible for unsolicited manuscripts, nor can it undertake to return manuscripts or pictures unless accompanied by self-addressed, stamped envelopes. All rights reserved.

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AGE
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ACHIEVEMENT
Louis G. Nappi Scholarship Award Recipient 2016-2018
Construction Advancement Institute Scholarship Recipient 2018.

RELATIONSHIP TO CAI/BCA ORGANIZATIONS
My father is a longtime member of Local 137, former crane operator and now serves as president of Union Local.

EDUCATION
New York University Schack Institute of Real Estate, BS 2019.

ON THE CHOICE OF PROFESSION
I wanted a profession in which I could touch people’s lives in many respects. In addition to our work with top-tier companies to finance operations in their respective industries, we are leaders in diversity and inclusion initiatives, community development programs and projects as well as other areas of philanthropy.

PROUDEST ACCOMPLISHMENT SO FAR
Helping our small/mid-sized clients apply for the SBA PPP loans to help bridge their expenses gap during the COVID-19 pandemic.

GOAL
To continue at a large financial institution and work toward a leadership position in which I can influence and improve the everyday lives of people across the U.S.

OUTSIDE INTERESTS
Exploring NYC neighborhoods and looking for hole-in-the-wall restaurants. When I find the time, I go running along the East River or through Central Park.

WORDS OF WISDOM
Never settle.

Researcher and Writer—Alan Kennedy

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Indian Point By the Numbers

1954 – Consolidated Edison buys a 240-acre site on the Hudson River in Buchanan, N.Y. that originally housed the Indian Point Amusement Park.

1962 – Indian Point Unit 1 goes into operation, producing 275 MW of electricity.

1974 – Unit 2 goes into operation, producing 1,000 MW and Unit 1 shuts down permanently.

1976 – Unit 3 goes into operation, producing 1,000 MW. At its peak, Indian Point generates about 10% of the state's electricity needs, and 25% of the electricity used in New York City and Westchester County.

2000 – Entergy purchases Unit 3 from the New York Power Authority.

2001 – Entergy purchases Unit 2 from Consolidated Edison.

January 2017 – Entergy announces agreement with New York State to close Indian Point.

April 2019 – Entergy announces agreement to transfer Indian Point to Holtec International for decommissioning after closure.

April 2020 – Unit 2 shuts down permanently.

April 2021 – Unit 3 scheduled to shut down permanently.

Plans of \$2B Indian Point Decommissioning Advance

Continued from page 1

Cowan, senior vice president and chief operating officer of Holtec Decommissioning International, a Holtec subsidiary.

Holtec has estimated it can complete decommissioning and demolition within 12 years to 15 years after the plant shuts down and the transfer from Entergy is completed.

Hiring an experienced and skilled workforce, with safety at the forefront, is a high priority. Holtec has signed a national labor agreement with the Laborers International Union of North America, the International Union of Operating Engineers and the International Brotherhood of Electrical Workers.

"These are the three primary unions that will support decommissioning work. The national office of these unions identifies the appropriate local union hall near IPEC that will do the actual work," said Joe Delmar, Holtec's senior director of government affairs and communications.

"We commend Holtec's commitment to utilizing local union labor during the Indian Point decommissioning, and in turn reaffirm the Laborers' commitment to Holtec to provide a specially-trained, skilled workforce that will ensure the process is done safely," said John Hutchings, executive director of the New York State Laborers' Organizing Fund and New York State Laborers' PAC.

"The Laborers are proud of our working partnership with Holtec, a corporation that always goes the extra mile to maintain the safest possible jobsite for workers, and for the members of the community that live near the site," Mr. Hutchings added. "It is especially critical with a project as complex as this that everyone involved is highly qualified—and local union halls are the only place where you'll find the right people for the job. Holtec's decision to go union is one that should be replicated across the board."

The company has also com-

mitted to providing job opportunities for more than 300 current Indian Point employees who want to remain in the region and continue to work at the site. The current workforce numbers about 750 and Entergy has committed to finding jobs within the company for any qualified employee who is willing to relocate to another site.

The plan for Indian Point aligns with Entergy's decommissioning strategy in the Northeast. The company sold its Vermont Yankee nuclear power plant and its Pilgrim nuclear plant in Plymouth, MA for decommissioning, both in 2019. Both plants received the necessary approvals to begin prompt decommissioning.

Holtec also purchased the Oyster Creek Nuclear Generating Station in New Jersey from Exelon Corp. for prompt decommissioning and CDI is performing the decommissioning work at Oyster Creek and Pilgrim.

Local officials in Buchanan are focused on a safe decommissioning process, employment opportunities and the future potential use of the Indian Point site.

"We are pleased to see agreements being forged between Holtec and union labor for prompt decommissioning," said Village of Buchanan Mayor Theresa Knickerbocker. "Our residents live nearby and have a vested interest in making sure the decommissioning work is done correctly by skilled labor. Prompt decommissioning is better than other alternatives that would leave the site sitting there virtually untouched for decades."

Chamber of Commerce President Milone noted, "Entergy's plan to transfer the plant and trust fund to a firm that specializes in decommissioning will result in good paying jobs and the potential redevelopment of the 240-acre site in our lifetime. This is something that was unimaginable just a couple of years ago."

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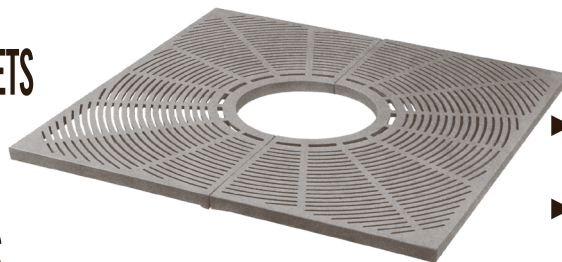
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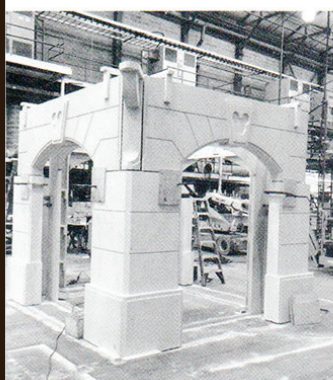
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Trades Sustained Through Pandemic But Have Concerns Heading Into 2021

Continued from page 1

their commitment to safety on project work during the pandemic. He specifically cited their efforts working on the \$272-million White Plains Hospital expansion project with construction manager Turner Construction.

Mr. Doyle added the trades are currently working on a number of smaller projects that are under Project Labor Agreements and that a majority of the trades are employed. However, he did express concern that if Congress fails to approve another COVID-aid package, New York State may be forced to cut funding to local governments, school districts and hospitals, which could eventually impact planned capital projects.

He also expressed frustration with the long-standing discussions the trades have been holding with Westchester County government on changing work-force rules on private projects that secure funding from the Industrial Development Agency. Despite attempts by the trades to broker a deal, Mr. Doyle related that the trades “are on the outside looking in” on most major development projects in White Plains and other locations that have received incentives from the county IDA but have not reached or refuse to sign a Project Labor Agreement with the building trades.

In connection with discussions with the Latimer Administration, Mr. Doyle said, “I can’t say we have made any progress. We talk a lot, but nothing happens.”

He related that the trades have also received little work from development projects in New Rochelle and Yonkers, where both cities operate their own Industrial Development Agencies.

Mr. Loughlin, who is also business manager of the International Union of Operating Engineers Local 137 of Briarcliff Manor, NY, said that his union and the building trades are much better off now than when the Covid restrictions were put in place earlier this year. At present, Local 137 is at about 86% employed after having full employment the last seven years.



With traffic greatly reduced during the stay-at-home executive order this spring, construction work was able to advance on the Saw Mill River Parkway replacement bridge project in Westchester.

He rattled off a host of major projects that fueled full employment at Local 137 some of which are winding down, including: the Mario M. Cuomo Bridge, the Cricket Valley Energy Center project in Dutchess County, several NYCDEP projects, pipeline projects, as well as three hospital expansion projects at Westchester Medical Center in Valhalla, NY, White Plains Hospital and Vassar Brothers Medical Center in Poughkeepsie, NY.

While some of these aforementioned projects are still ongoing, Mr. Loughlin noted that Local 137’s last day on the Mario M. Cuomo Bridge was on June 26, 2020. The project employed 500 Operating Engineers from various locals, including approximately 150 Local 137 members. Work at the Cricket Valley power plant concluded in May. There were about 90 Local 137 members who worked on that project.

Mr. Loughlin added that for Local 137, private construction has been mixed, noting that union members are operating tower cranes at four or five project sites, but another three sites are employing non-union workers to operate tower cranes on multifamily tower developments in the county.

He complained that site work is not being performed by a union contracting firm on one significant multifamily project where county and city officials participated in that project’s groundbreaking. However, site work is being performed by the union trades on a new 303-unit multifamily project at 1133 Westchester Ave. in White Plains that previously served as the world headquarters of IBM. The project is being developed by the NRP Group of Cleveland and Rye Brook, NY-based RPW Group.

He related that the trades are hopeful that the NYCDEP will move forward with its planned \$1.2-billion Kensico-Eastview Connection tunneling project first announced in 2018. “They are talking about the mid-to-end of next year when that job will be going out to bid,” Mr. Loughlin said. “I think there will be some ancillary work probably beginning in June.”

Mid-Hudson Region

L. Todd Diorio, president of the Hudson Valley Building & Construction Trades Council of Newburgh, NY, said that most of the building trades are very busy at the moment and are at between 90% to 95% employed. Mr. Diorio, who is business manager of Laborers Local No. 17

of Newburgh, added that Local 17 is currently fully employed.

“It has been a good summer season,” he said.

Some of the major projects currently underway include the LEGOLAND New York resort in Goshen, NY; the Amazon fulfillment center project in Montgomery, NY and some work at the Medline facility in Montgomery. He noted that while the significant site work at the Medline project has gone union, some of the other project work has not.

Another significant project for the trades is the beginning of construction of the redecking of the north (westbound) span of the Newburgh Beacon Bridge being performed by Yonkers Contracting Co., Inc. The total project cost of the work has been estimated at more than \$100 million. (See story on page 25).

Other work keeping the trades busy include two NYCDEP projects (Catskill Aqueduct and Rondout West Branch Bypass Tunnel) school construction work with the Marlboro School District and hospital work at Kingston and St. Luke’s Hospital. Mr. Diorio added that he expects there will be some construction work at the former Orange Regional Medical Center, now Garnet Medical Center in the Town of Wallkill, including a new parking garage.

The trades are also pushing for state approval for the proposed Danskammer Energy project. Danskammer owns and operates an existing 511-megawatt power plant in the Town of Newburgh. The company is currently engaged in the Article 10 process with New York State to secure approvals to undergo a plant repowering at the current site. The project would create cleaner and more efficient power generation, replacing the existing power source, built in the 1950s. The total cost of the project is \$450 million, according to Mr. Diorio.

“That is a project that we need. We are going to have conversations with the governor’s staff in the near future to get

a feel where we stand on this project because we put a lot of time and a lot of money into it and if the governor is going to kill the project or not favor the project, we have our concerns,” Mr. Diorio said.

He continued, “We feel it is a viable project and it’s needed—but unfortunately there are people in the Democratic Party who are pro-labor but anti-fossil fuel and anti-pipeline.”

Looking forward, Mr. Diorio is apprehensive about the industry’s prospects next year, blaming the uncertain finances county officials in Orange, Ulster and Sullivan and area school districts officials are facing because of the pandemic and drop off in tax revenues.

“We don’t know where the road funding is going to be for NYSDOT and the New York State Thruway, so we definitely have some concerns,” Mr. Diorio said. “It is kind of questionable.”

Stephen Reich, business manager of Laborers Local No. 754 of Chestnut Ridge, NY, is also wary of work prospects moving forward, noting that the union has enjoyed significant project work volume over the last four years.

The union leadership was expecting an average work year in 2020 and noted that most of the work now being performed by the membership is work left over from 2019 projects.

“Right now, the outlook for Rockland is a little bit weak going forward because there is not a lot on the books,” he said.

He said that Local 754 is hopeful it will be securing some work from neighboring Locals in Westchester and Orange counties, where the word is they are expected to remain busy in 2021.

Mr. Reich said at least at the moment the union is not expecting a significant amount of public work (road projects) or utility work and is hopeful that it might secure some private projects to pick up the slack. He added that there is not a lot of public work being put out to bid as he feels government officials are taking a wait and see approach to Covid-19 and its impacts on their budgets.

He noted that there may be some interior renovation work necessary in the near future for Amazon, which reportedly signed leases totaling some 200,000 square feet of space at two buildings in the Hudson Crossing Industrial Park in Blauvelt, NY. In addition, the union expects some work from projects securing financing from the Rockland Industrial Development Agency, which requires projects that obtain financing from the agency to pay workers prevailing wages.

The building trades are also working with Palisades Center Mall-owner Pyramid Companies to get the green light for its much-delayed expansion project at the West Nyack property. The trades are also assisting the Town of Stony Point on the possible sale and redevelopment of the Patriot Hills Golf Course and 25 acres of adjoining Letchworth Village land.



Heavy equipment is now in place to advance bridge construction over the Saw Mill River Parkway at Farragut Avenue in Hastings-on-Hudson in Westchester. Operating Engineers Local 137 reports it is 86% employed after having full employment over the last seven years.

NEW YORK CITY UPDATE

More than 40% of Six-Figure NYC Earners Considered Leaving Since Pandemic Began

NEW YORK—A substantial share of New York City residents earning more than \$100,000 are working from home have considered leaving the city and are showing dissatisfaction with the city's cost of living, according to a new poll commissioned by the Manhattan Institute (MI).

The survey of 782 New York City adults—conducted by the Siena College Research Institute by telephone between July 13–August 3, 2020—finds that 53% of high-earning New Yorkers are working entirely from home and that 44% of high-earning New Yorkers have considered leaving the city in the past four months, with a majority citing the cost of living as a reason to leave.

Residents who earn \$100,000 or more make up 80% of New York City's income-tax revenue, making the city especially vulnerable to tax-base erosion, according to the survey which was released on Sept. 16. The MI/Siena survey found that 37% of those residents say it is at least somewhat likely that they will not be living in the city within the next two years—and 38% believe the city is headed in the wrong direction (compared with 53% who believe it is on the right track).

The new report, authored by MI's director of state and local policy, Michael Hendrix, issued other findings that included:

- Among respondents, 62% of Democrats believe New York is on the right track, while 72% of Republicans believe it is headed in the wrong direction.

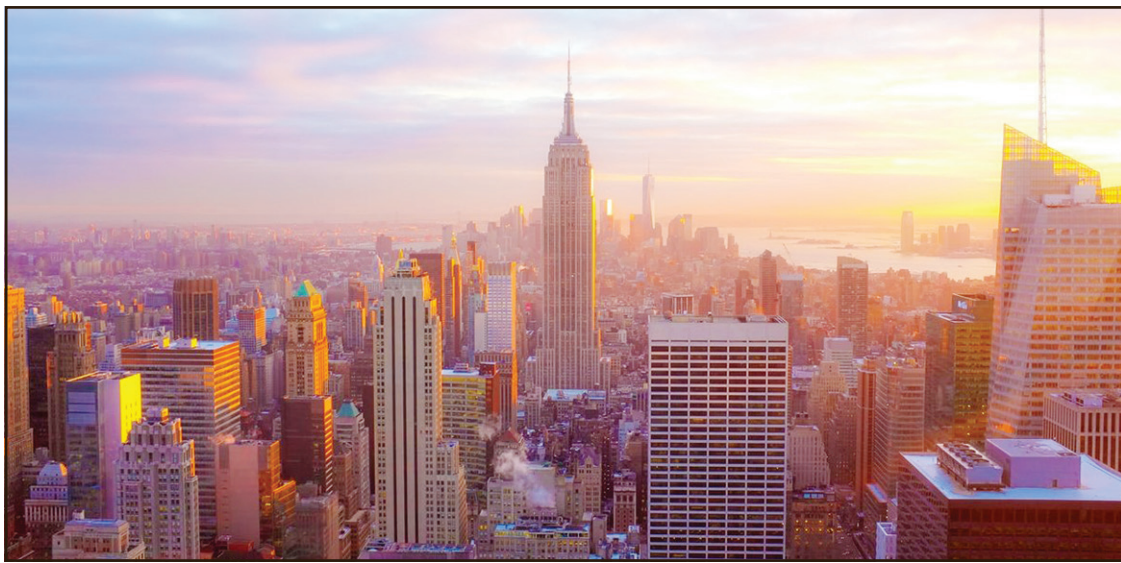
- Among respondents with children who attend New York City public schools, 53% are very concerned about sending them back to school, including 76% of black respondents.

- Just 28% believe that the city “will weather this crisis, and things will be back to normal soon”—with respondents from Staten Island especially pessimistic.

The report states the desire to leave New York City appears to vary somewhat by age. Of respondents 65 years and older, 76% have not considered moving out of New York City since the coronavirus pandemic began, compared with 49% of those aged 18 to 44. Also, while 72% of those aged 65 and older think that it is “not very” or “not at all” likely that they will leave the city in the next two years, just 55% say the same among the 18–44 age group.

Other notable findings of the survey:

The cost of living, more than any other factor, contributes to the likelihood of leaving New York City. A total of 69% of respondents cite cost



Residents who earn \$100,000 or more make up 80% of New York City's income-tax revenue.


of living as a reason to leave the city; that figure is even higher among Black (77%) and Hispanic (79%) respondents. Other reasons cited by respon-

dents considering leaving New York City include crime (47%), desire for a nonurban lifestyle (46%), and the ability to work from home (30%).

Only 11% of those earning six-figure salaries in New York City said that they are working entirely outside the home. By contrast, 53% are working

entirely from home, and 21% are not currently working at all (this latter group could either be retired or furloughed). Black respondents are most likely to be working from home (70%), compared with 51% of Hispanic/Latino respondents and 50% of white respondents.

Many believe that this state of affairs will continue—65% said that working from home will be the new normal for many New Yorkers, while just 30% think that people will eventually return to working as they did before the crisis. A total of 71% said that they would like to work from home at least three days a week on a permanent basis; that figure rises to 85% for Hispanics/Latinos and 83% for Black respondents.



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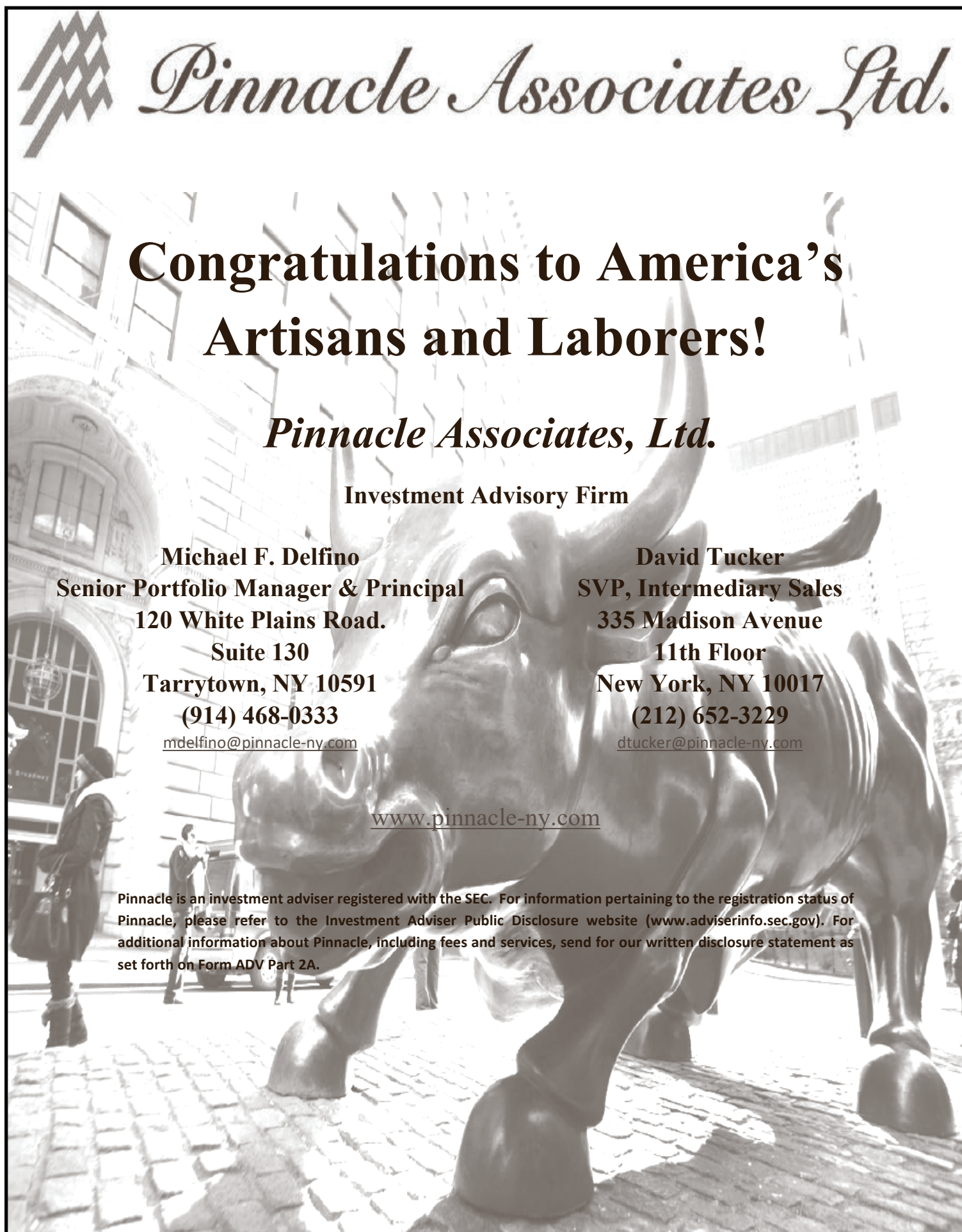
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Attorney's Column

Court Denies Supplier's Claim Based on Verbal Assurances by Owner

By THOMAS H. WELBY, P.E., ESQ. and GREGORY J. SPAUN, ESQ.

Many times in the construction industry (and others), when payment for work or supplies is not forthcoming, the unpaid party will look to other third parties, for that payment. Sometimes, what is forthcoming from these third parties is not payment but, rather, a verbal reassurance that payment will eventually be made. Sometimes this is enough to have the unpaid party continue its performance, often to its detriment.

In the recent case of *United Concrete Mix of Brooklyn, Inc. v Parkside Construction Builders Corp.*, a court re-



minds us as to what exactly is necessary for such a promise to be enforceable.

Background

United Concrete Mix of Brooklyn was a supplier on a project owned by One Beekman Owner, LLC, and on which TG Nickel & Associates was the general contractor. United Concrete had entered into a supply con-

tract with Parkside Construction Builders Corp., a subcontractor to TG Nickel. Pursuant to that supply agreement, United Concrete provided more than \$1.1 million worth of concrete to the project for which it was not paid. One Beekman and TG

Nickel provided assurances that United Concrete should have no concerns regarding payment, and that both would pay United Concrete for the materials it delivered to the project.

United Concrete remained unpaid, and it ultimately sued to collect. In addition to suing Parkside for payment, United Concrete also

The Statute of Frauds provides that certain oral agreements, including an oral promise to guarantee the debt of another, are not enforceable if they're not in writing.

asserted claims against One Beekman and TG Nickel based on the oral promises to pay. One Beekman and TG Nickel moved to dismiss those claims, arguing that the oral promise to be liable for Parkside's debts was unenforceable under the Statute of Frauds. In opposition to the motion, United

Concrete argued that the oral promises rose to the level of a separate contract to pay it if Parkside did not and, therefore, was enforceable as such.

Decision

The court granted the motion to dismiss, finding that even assuming that the promises were made, they were unenforceable under the Statute of Frauds. The Statute of Frauds provides that certain oral agreements, including an oral promise to guarantee the debt of another, are not enforceable if they're not in writing. Notwithstanding, there is a judicially crafted exception where the promise need not be in writing if the promise is: 1) supported by new consideration beneficial to the promisor sufficient to motivate him to undertake the obligation; and 2) the promisor has demonstrated his intention to be primarily liable on the debt.

There was no writing here to make the promise enforceable. Accordingly, United Concrete's only hope would be the application of the exception to the Statute of Frauds. However, as the promise related to the existing supply contract—and as there was no requirement to provide new materials (or do anything other than to pay for the pre-existing debt of another)—the court found that there were no grounds to apply the judicial exception.

Comment

When a supplier or a contractor is unpaid, it is easy to find refuge in someone else's promise to pay. However, *United Concrete Mix* reminds us that one cannot rely on a mere oral promise alone. If you are inclined to rely upon the payment promise of a third party in order to continue performance of a construction or supply contract, one would be well advised to get that promise in writing (and provide new consideration independent of the original contract). Failing that, be prepared to demonstrate that the promise to pay is supported by new consideration sufficiently beneficial to that third party to motivate him to make the

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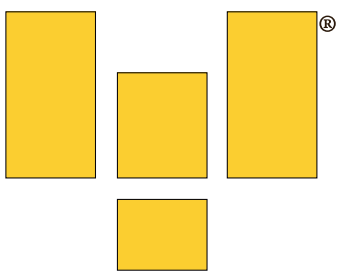


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Hardening Our Shorelines

NEW YORK—Armed with Superstorm Sandy relief funding, the New York City Parks Department recently completed a construction project to protect low-lying sections of shoreline along the West River in Fort Washington Park in Manhattan. The contract, valued at \$1.578 million, was awarded in 2019 to Coppola Paving and Landscaping Corp. of the Bronx to prepare the shoreline and install new toe stones and riprap. The material for the project was supplied by Thalle Industries’ quarry in Fishkill, NY.

The contract also includes similar environmental protections at Riverside Park South

and Cherry Walk. “Cyclists, runners, conservationists and visitors will all benefit and enjoy the outcome of the construction work,” said Kyle Trenholm of Coppola Paving and Landscaping Corp. “The shoreline will now capture a storm surge and divert it back to the river, protecting the bike and walking paths.”

He added, “It’s not really something we want to see tested at any time soon. But it’s reassuring to know our waterfronts are now better fortified to protect these shorelines from what ‘Mother Nature’ throws our way.”

—George Drapeau III



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Mark J. Griffin



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Construction Advancement Institute
Names College Grant Winners

TARRYTOWN, NY—A leading construction advocacy organization aligned with the Building Contractors Association in the region recently awarded 10 college grants totaling \$50,000 to undergraduate students who are enrolled in engineering, architecture, construction technology, construction management or other related programs this fall.

Among those receiving the grants from the Construction Advancement Institute of Westchester & The Mid-Hudson Region, Inc., are Mark J. Griffin, 18, of Yonkers, left, and Anthony Sanseverino, 19, of LaGrangeville, NY. Mr. Griffin is a freshman attending New York State University at Buffalo. Mr. Sanseverino is a sophomore attending the Georgia Institute of Technology in Atlanta. (The complete list of winners appeared in the August 2020 edition of CONSTRUCTION NEWS. Visit www.cicnys.org.)

This year's awards of \$50,000 brings the total scholarship awards to more than \$334,000 over the past 12 years of the program. For more information, contact CAI Program Coordinator Laurel Brunelle at 914-631-1033 or visit www.caiwestchester.org.

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Habitat Raises \$61K At Annual Golf Event

NEWBURGH, NY—Bowling to the pandemic earlier this spring, Habitat for Humanity of Greater Newburgh rescheduled its annual Golf for Housing fundraiser, held at the Powelton Club in Newburgh, NY, on Aug. 25. The two-shotgun format attracted some 100 golfers, with 52 players going off at 8:00 AM and the 48 afternoon golfers at 1:00 PM.

It was a beautiful day, organizers reported, with the exception of the last 15 minutes when a thunderstorm hit with torrential rain that rolled over the festivities. Luckily, most afternoon golf-

ers had completed their rounds and a couple of determined foursomes went back out after the skies cleared.

The event raised approximately \$61,000 toward Habitat Newburgh’s mission, which is “to bring together people to build houses, community and hope.”

For more information on future events to support the charity, contact Julie Stainton, Fund Development Manager for Habitat for Humanity of Greater Newburgh, at (845) 568-6035 x115 or visit habitatnewburgh.org.



NYS’s Jobless Rate Falls to 12.5%

ALBANY—The New York State Department of Labor announced on Sept. 17 that the state’s seasonally adjusted unemployment rate decreased from 15.9% to 12.5% in August 2020.

In August 2020, the number of unemployed New York State residents decreased by 339,000, while labor force levels decreased by 86,700.

In August 2020, the number of private sector jobs in New York State increased over the month by 96,300, or 1.4%, to 7,198,600, according to preliminary figures released by the New York State Department of Labor. That represents the

fourth straight month of job gains for the Empire State.

Statewide, the construction industry sector has seen the loss of 41,700 jobs from August 2019 (423,700) to August 2020 (382,000) a decline of 9.8%.

For the 12-month period ending August 2020, the private sector job count in the Hudson Valley fell by 98,300, or 12.0%, to 720,700. Job losses were greatest in leisure and hospitality (-41,300), trade, transportation and utilities (-14,900), professional and business services (-13,000), other services (-9,500), educational and health services (-7,100), natural resources, min-

ing and construction (-5,600), manufacturing (-4,400), and financial activities (-2,000).

The August 2020 over-the-year job losses continue to reflect the impact of the Covid-19 pandemic. At 720,700, the private sector job count has reached its lowest August level since 1999.

Within the Hudson Valley region, the Orange-Rockland-Westchester labor market area’s private employment sector declined the fastest year-over-year, down 12.7%. They were followed by Sullivan County (-12.4%), the Dutchess-Putnam MSA (-10.5%), and the Kings-

ton MSA (-6.9%), according to Johny Nelson, Labor Market Analyst – Hudson Valley Region, for the New York State Department of Labor.

The number of private sec-

tor jobs in New York State is based on a payroll survey of 18,000 New York businesses conducted by the U.S. Department of Labor’s Bureau of Labor Statistics.

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Financial Management

Enhancing Preconstruction To Protect Workers and the Bottom Line

By PHILLIP ROSS, CPA, CGMA, PARTNER

The COVID-19 pandemic and resulting economic slowdown have made careful planning of every job essential. More stringent safety protocols, including safe distancing where feasible, now should be considered when mapping out a project. Because so many jobs have been delayed or canceled, those that do move forward often represent a bigger piece of a construction company's annual revenue. Let's review some key aspects of preconstruction.

Budgetary Concerns

At the start, try to approach the project from the owner's viewpoint. This may seem counterintuitive, but you need to fully understand the owner's goals and budget expectations



before you can decide how realistic either one is.

As you're no doubt aware, a project's budget may expand or narrow over time. A big part of preconstruction is looking for ways to fit the budget into

a flexible dollar range. Start with the contract: its type and specific language will determine whether and how you'll be compensated for changes in work scope.

If possible, establish a contingency fund and set up sufficient cash flows to help ensure project continuity should the owner fail to remit timely payments. Doing so may not be easily achieved in a down economy, but it's still a good idea to have a plan if the job goes sideways.

Assumption Checks

This aspect of preconstruction is critical and very much related to the budget. When

everyone on the project team understands what work is to

If possible, establish a contingency fund and set up sufficient cash flows to help ensure project continuity should the owner fail to remit timely payments. Doing so may not be easily achieved in a down economy, but it's still a good idea to have a plan if the job goes sideways.

likely to reflect their actual costs, with less need for add-on charges later.

As you know, this is easier said than done. One way to refine preconstruction is to do an "assumption check." Are you or the owner assuming things which the other is unaware of or seeing from a different perspective? If you suspect this is the case, communication is key. An extra preconstruction meeting or phone call can eliminate misunderstandings and prevent them from growing into conflicts.

Team Building

Pulling together a team that can work together smoothly is another key component of the preconstruction process. Sometimes, in the rush to get a job started, the importance of collaborative culture is overlooked.

As you get acquainted with the project requirements and everyone involved, look to assign compatible members of your own staff to work with the other parties. You should also pinpoint subcontractors and consultants with appropriate work styles.

Focus on Value

In a construction context, every job can benefit from a systematized approach to identifying and providing each project element at its lowest possible cost—also known as value engineering. By formalizing and refining your company's approach, you can elevate the effectiveness of preconstruction.

For example, preconstruction is the optimal time to consider alternative and less expensive materials choices and delivery methods. This is particularly important when materials costs may be in flux because of tariffs or other global economic changes. Just be sure to check the contract language to determine whether these choices are acceptable.

Scheduling and Safety

As you know, many factors can affect a construction schedule. Your preconstruction planning should consider the critical path and obstacles that may occur—including holidays, bad weather, materials delivery lead times and equipment availability. You might also want to discuss the possibility of job shutdowns because of a spike in COVID-19 cases in your area.

Last, but in no way least, talk about safety measures and how these might affect the schedule. If workers are going to be more distanced throughout a jobsite, this could slow down execution of certain tasks. On the other hand, some processes—such as materials deliveries—may

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COVID Debate Gripping Congress Shows Glimmer of Hope

Emergency Funding Jeopardized For State Needs, Many Critical Transportation Issues Persist

Special to CONSTRUCTION NEWS
WASHINGTON—While there has been at least one glimmer of hope over the last two weeks that Congress will act to provide additional Coronavirus relief—which all parties agree is necessary—the reality as the week wound down is that both House Democrats and Senate Republicans continued the stalemate over what should be included in such a bill and how much should be spent.

That glimmer of hope came early in the week from a bi-partisan group of 50 House members, the “Problem Solver Caucus” chaired by Rep. Josh Gottheimer (D-NJ) and Rep. Tom Reed (R-NY), that presented a \$1.5-billion compromise. The proposal included another round of the popular “Paycheck Protection Program,” \$1,200 direct payments to qualified taxpayers; an unemployment insurance bump of \$450 a week for two months, growing to \$600 for an additional five weeks.

More importantly for New York State needs was its inclusion of \$500 billion for state and local governments, which would provide some assistance to New York to help fill its \$14.5-billion budget deficit, but no dedicated funding for transit systems and state highway departments as included in the House HEROES Act.

It would also provide \$145 billion in aid for schools and childcare; \$400 billion for election support, and \$52 billion for broadband network expansion, the

U.S. Postal Service and the 2020 Census effort. It also included both worker and liability protections for businesses that operated during the pandemic.

House Speaker Nancy Pelosi (D-CA) summarily dismissed that effort, suggesting that not only is the higher \$3.5 trillion number the House passed in May in their HEROES Act justified, it has only grown due to subsequent additional relief needed for small businesses, airlines, and state and local governments. Senate Minority Leader Chuck Schumer (D-NY) implicitly agreed.

Nonetheless, Senate Majority Leader Mitch McConnell (R-KY) took his own vote a week earlier, passing on a largely party-line vote, a \$650-billion package that has been described as the “skinny” relief bill.

For his part, President Trump broke with hardline Senate Republicans more concerned with galloping deficit spending, by suggesting that there should be a higher number than that proposed by the Senate.

Prognosticators in both houses and from both parties suggested that nothing will happen until after the election, with both houses leaving town to focus on the election cycle.

This inaction jeopardizes the \$3.9 bil-

lion in federal assistance that the MTA says it needs to survive through the end of the year and a total of \$12 billion it needs through the end of 2021. As mentioned earlier it also leaves New York State with its own \$14.5 billion budget hole that has yet to be addressed by Albany. Both deficits are already impacting capital commitments by both entities and accordingly the projects that our members hope to build over the next year or beyond.

In this regard, the General Contractors Association of New York, Inc., again reached out with another pointed letter to New York State’s Congressional delegation and both House and Senate leadership emphasizing the urgency that faces the industry without additional aid to the MTA, the Port Authority, as well as NYS and New York City DOTs. This follows several other sets of correspondence, calls and public ads the GCA initiated over the last 4 to 5 months laying out the impact of the Coronavirus on revenues that fund projects that GCA member firms and their employees build, according to GCA President Art Corwin and Executive Director Robert Wessel.

Against the Coronavirus backdrop there are two other critically important transportation and infrastructure related issues that are on the Congressional agenda.

FY 2021 Transportation and Water Resources Appropriations

At the end of September, the 2020 Fiscal Year Appropriations bills expire

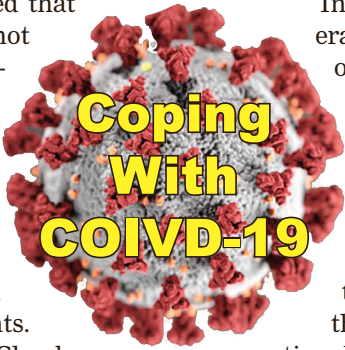
that fund FHWA, FTA and FAA grants as well as Clean Water and Sewer Revolving Funds. Since neither Congressional chamber has fully completed their FY 2021 Appropriations Bills, it is widely expected that they will pass a short-term Continuing Resolution (CR) that will continue FY 2020 levels at least beyond the November election cycle. Fortunately, FY 2020 funding was not only at record high levels, they were beyond what was authorized in the FAST Act Authorization bill.

FAST Act Expires Sept. 30; Reauthorization Needed

On the same day, Sept. 30, the five-year FAST Act itself expires, with Congress having failed to put a realistic and negotiated solution in place so that transportation funding could continue to flow. The solution appears to be another kick-the-can-down-the-road solution by punting with a one-year extension of the existing authorization at FY 2020 levels.

Meanwhile, House Republicans, drawing a contrast to the \$494 billion Democrat Reauthorization “INVEST Act” proposal from earlier this summer, introduced their own vision for a long-term reauthorization bill, its “Commitment to America.” The proposal focused on surface transportation funding, fixing the upcoming insolvency of the Highway Trust Fund, reforming infrastructure project review and delivery by shortening the permitting process, emphasizing rural infrastructure investment, and embracing new transportation technologies.

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ALERT

NEW OSHA 1926-1427(F) OPERATOR QUALIFICATION REQUIRED BY EMPLOYER

WHAT YOU NEED TO KNOW

OSHA regulation 1926.1427(f) – Evaluation. The section states that employers must, through an evaluation process, ensure operators are qualified to operate the machine to which they are assigned.

It must be determined in the evaluation process that the operator –

- Has the skills and knowledge, as well as the ability to recognize and avert risk, necessary to operate the aforementioned equipment safely, including those specific to the safety devices, operational aids, software, and the size and configuration of equipment.
- Has the ability to perform the hoisting activities required for assigned work including blind lifts, personnel hoisting, and multi-crane lifts.
- Understands and can apply the equipment’s load charts as well as the manufacturer’s procedures.

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A&J CIANCIULLI IS APPROVED AND REGISTERED IN THE FOLLOWING CERTIFICATIONS:

EMPLOYER EVALUATION CERTIFICATE: HOIST MACHINE OPERATOR

EVALUATOR'S NAME:	CONSTANTINE DUKAS
EVALUATOR CERT. NO:	CIA CERT# 17-2602
EVALUATION DATE:	February 11, 2019
EVALUATOR'S SIGNATURE:	
OPERATOR:	CONTROLLING ENTITY:
JOHN FIRST NAME	A&J CIANCIULLI
OPERATOR LAST NAME	1015 SAW MILL RIVER RD, YONKERS, NEW YORK 10710
CERT # 00201	HOIST MACHINE(S): LTM 1130-5.1 ALL BOOM/JIB/CTWT CONFIGURATIONS

WHAT HAS CHANGED

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Financial Management

Continued from page 20
speed up if a “contact-free” approach is followed.

New Environment

As construction companies move forward in a new environment of safety concerns and a changed economy, pre-construction is one of the keys to managing risk and maintaining profitability. Work closely with your team

and CPA to stay up to date on the latest approaches.

About the author: Phillip Ross, CPA, CGMA is an Accounting and Audit Partner and Chair of the Construction Industry Group at Anchin, Block & Anchin, LLP. For more construction industry thought leadership and content, log on to www.anchin.com.

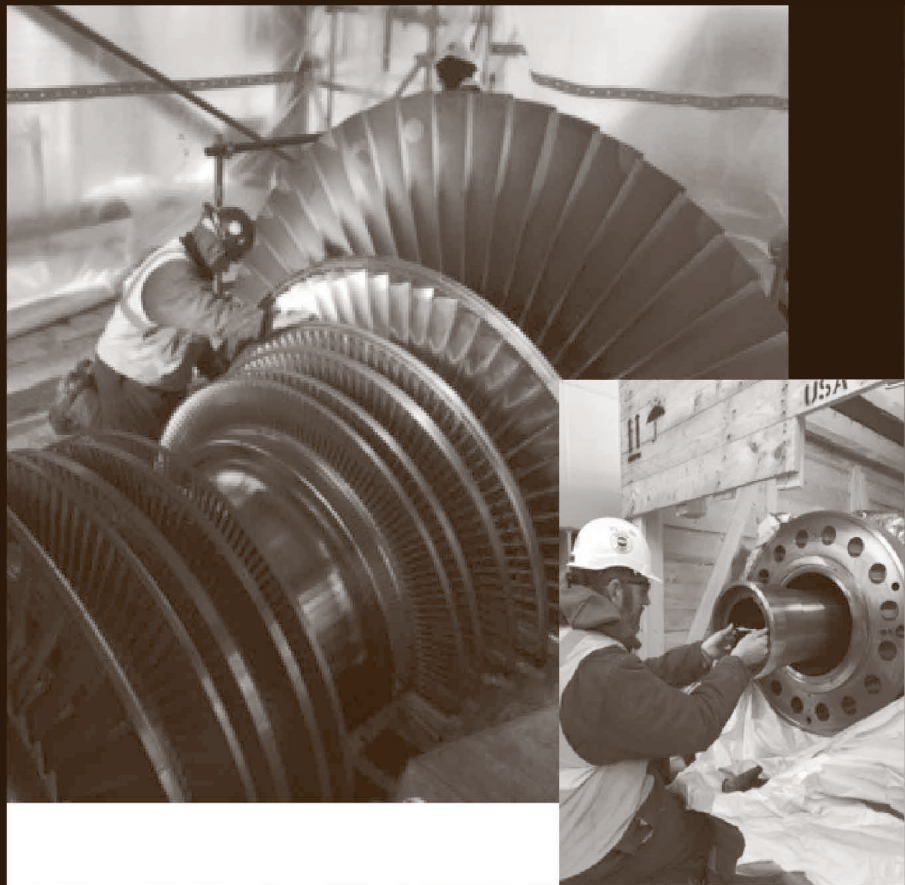
Attorney’s Column

Continued from page 10
promise, and that the third party intends to become primarily liable for the debt. Essentially, one must demonstrate that the promise to pay for the obligation rises to the level of a new contract. Of course, the more direct way to make a claim against the owner and general contractor under these circumstances would have been the timely assertion and foreclosure of a mechanic’s lien.

A word to the wise: If it isn’t in writing, it didn’t happen!

About the author: Thomas H. Welby, an attorney and licensed professional engineer, is General Counsel to the Construction Industry Council of Westchester and the Hudson Valley, and is the Founder of, and Senior Counsel to the law firm of Welby, Brady & Greenblatt, LLP, with offices located throughout the Tri-State/ Greater Metropolitan Region. Gregory J. Spaun, an attorney and a partner with the firm, co-author this series with Mr. Welby.

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Faced with \$21M Loss of State Aid, Yonkers Mayor May Cut 200 Jobs

YONKERS—Citing a need to offset \$21.6 million in withheld state aid, Yonkers Mayor Mike Spano is warning the city may need to reduce city programs and services and reduce its workforce by more than 200 positions.

Yonkers potential cuts come after its Fiscal Year 2021 Adopted Budget assumed full Aid and Incentives to Municipalities (AIM) of \$21.6 million, but since has been withheld by New York State due to the economic impacts of the COVID-19 pandemic.



Yonkers Mayor Mike Spano

Additionally, the economically sensitive revenues that Yonkers relies upon are forecasted to have decreased by \$45 million to \$50 million over the last and current Fiscal Years due to the pandemic, city officials stated.

“The rubber has finally met the road when it comes to the lack of aid to local municipalities,” said Mayor Spano in an Aug. 31 announcement. “The effects from Washington’s political jockeying and the lack of stimulus packages from the federal government and the state now have hit us. Big cities across the state, including Yonkers, have no recourse but to make severe expenditure cuts.”

The mayor stated in his announcement that because 74% of the city’s budget is wage-based, likely reductions in Yonkers’ operating costs will come from a combination of programs and an estimated 220 city positions, both vacant and filled. In the coming weeks, the Spano Administration will determine what services and personnel will be affected and how.

In connection with the withheld state AIM funding, the mayor said that the city is holding discussions with the Office of the Governor, the Yonkers’ state delegation and labor unions in an effort to reduce its operating costs.

“These cuts are tough to make, ones that no mayor wants to do, especially since we’ve worked so hard over the last eight years to put Yonkers back on the road towards fiscal stability,” Mayor Spano said. “But, if we don’t act now and continue not to receive aid, we will be in even more dire straits in Fiscal Year 2022, potentially halting many city operations.”



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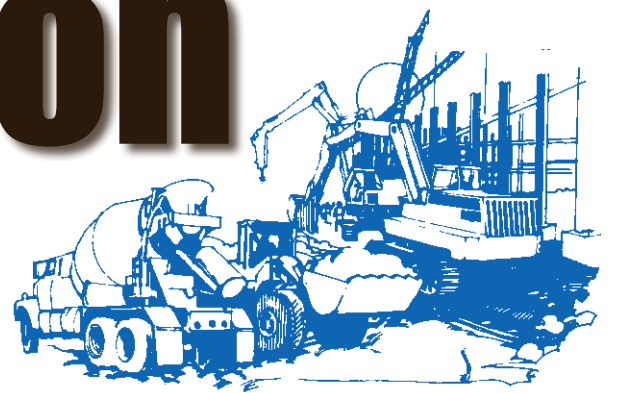
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Construction NEWS



Vol. 36 No. 9

LABOR UPDATE 2019

\$1.50

\$102M N-B Bridge Deck Replacement Project Underway

HIGHLAND, NY—The New York State Bridge Authority announced on Sept. 1 the start of the full deck replacement project on the north (westbound) span of the Newburgh-Beacon Bridge, as well as new traffic patterns that will take effect by mid-December.

Once the multi-year project is complete, drivers will experience a brand-new road surface while traveling westbound on the span. It represents a major capital improvement in a critical connector for the Hudson Valley and the Northeast.

Yonkers Contracting Company, Inc., was awarded the project in June. Yonkers Contracting was the lowest of four bidders with a base bid of \$95,043,552.00 for the re-decking project. The firm will also undertake a nearly \$6.8-million project on the span involving the removal of all the toll booths and the realignment of traffic lanes. The two projects put the total award to Yonkers Contracting at approximately \$102 million. The Bridge Authority, which began operations in 1932, awarded the project to Yonkers Contracting at its June 9th session and signed the contract in July.

The Bridge Authority has reached a Project Labor Agreement with the Hudson Valley Building & Construction Trades Council on the Newburgh-Beacon Bridge northern span re-decking. The PLA was part of the bid specifications.

Yonkers Contracting was the general contractor for the \$125-million design-build reconstruction of the Exit 131 corridor on Route 17 adjacent to Woodbury Common Premium Outlets that has been recently completed.

Additionally, NYSDOT awarded a \$54 million best-value contract to Yonkers



A look at current deck conditions on the Newburgh-Beacon Bridge's north span. The span will experience a complete deck replacement, set to be complete by 2023.

Contracting for the enhancement of the Arthur Sheridan Expressway (I-895). The project repurposed the Expressway into Sheridan Avenue to connect local communities to the area parks. Yonkers completed this challenging project on schedule.

The south span of the Newburgh-Beacon had its deck replaced between 2012 and 2014. One difference with the newest deck replacement project will be that the concrete will be poured in place on the bridge, rather than pre-poured panels of concrete being installed on the bridge. This eliminates joints between panels and ensures a better finished product. Another difference from the previous deck replacement project is that traffic will have more room to travel by being able to access the wider south span during the construction project.

Once complete, the deck replacement

of the Newburgh-Beacon north span will cap off a decade-long period of several significant improvements to the Bridge Authority's most traveled crossing. In addition to the south span deck replacement, the Bridge Authority completed a rehabilitation of the I-84 overpass over Route 9W in 2019.

The north span of the Newburgh-Beacon Bridge is the older of the dual spans and carries westbound Interstate 84 traffic across the Hudson River. First opened in 1963, the last deck replacement took place in the early 1980s, shortly after the south span of the Newburgh-Beacon was opened.

To ensure that the project is completed effectively and efficiently, the Bridge Authority and its contractor have announced a plan to reroute traffic during construction. Most traffic will be routed onto the wider south span,

with the exception of westbound traffic coming from Route 9D. By Dec. 15, 2020, the following traffic patterns will be in effect:

For eastbound traffic coming from I-84: Two lanes, rather than the usual three, will go across the south span of the bridge. Traffic entering I-84 from the Route 9W on-ramp will need to merge into eastbound traffic.

For westbound traffic coming from I-84: Two lanes from I-84 will be routed toward the south span within the vicinity of the toll plaza. Once on the bridge, eastbound and westbound traffic will be separated by a concrete barrier.

For westbound traffic coming from Route 9D: Drivers will utilize the exit ramp and stay in the northernmost lane on the north span, which currently functions as a breakdown lane. Bridge Authority maintenance staff will be repaving the breakdown lane during summer 2020 to prepare it for its increased use during construction.

"Our engineering team and contractor believe the traffic plan we have put in place is the best option for keeping traffic flowing while the bridge receives this vital improvement," said Tara Sullivan, Acting Executive Director for the Bridge Authority. "The Newburgh-Beacon Bridge is a critical connector for the Hudson Valley and the entire Northeast. It will remain that way for decades to come, thanks to this deck replacement."

The entire deck replacement project at the north span is expected to wrap up by July 2023, with most work expected to take place in 2021 and 2022, Bridge Authority officials stated.

Gateway Tunnel Project Startup Delayed One Year

NEWARK—Despite its significance as one of the most important infrastructure projects in the New York metro region and a vital link serving the entire Northeast of the U.S., the start of construction of the long-delayed Hudson Tunnel project has been pushed back by one year.

The Gateway Program Development Corporation recently released an updated financial plan for the project. GPDC in its plan noted that the projected start of major construction would be pushed back from early 2021 to early 2022. The project sponsor also stated that the construction cost for the project, due to the delay, has increased by \$275 million, which pushed the overall cost of the project to \$11.6 billion. The project entails \$9.8 billion for the construction of the new tunnel and \$1.8 billion for the rehabilita-

tion of the existing tunnel.

The project includes the construction of a new two-track rail tunnel beneath the Hudson River, the comprehensive rehabilitation of the existing 109-year-old North River Tunnel that was damaged by Hurricane Sandy, and the completion of the third and final section of the Hudson Yards Concrete Casing.

The 2020 financial plan includes a continued local share construction cost commitment of \$5.55 billion from the State of New York, State of New Jersey, and the Port Authority of New York & New Jersey. The updated financial plan also includes a continued Amtrak commitment of nearly \$1.3 billion.

Major construction cannot begin on the tunnel project until a Final Environmental Impact Statement and a Record of Decision for the new tun-



The North River Tunnel under the Hudson River connects New York and New Jersey and carries Amtrak and NJ TRANSIT passengers making 200,000 trips daily.

nel and rehabilitation of the existing North River Tunnel are issued.

Steven M. Cohen, New York Trustee and chair of the Gateway Program Development Corporation, said, "All of our partners, the two states, the Port Authority, and Amtrak,

remain fully committed to getting a new Hudson Tunnel built and rehabilitating the existing nearly 110-year-old tubes. Together, their funding commitments more than qualify the project for an improved financial plan rating from FTA. Now we need a

Federal Administration that works with us."

He added, "With the COVID pandemic, the project has only taken on even more urgency as the nation looks to bring back jobs and stimulate the economy, essential workers need reliable transportation in the short term, and the region and nation need 21st century rail transportation to build better infrastructure for the long term."

The revised upward project cost released in the updated financial plan reversed last year's reduction in the estimated construction cost from \$12.7 billion to \$11.3 billion included in the 2019 Financial Plan.

The GPDC is requesting \$5.5 billion from the FTA's CIG Program, which continues to be more than \$1 billion less than the request in the 2018 Financial Plan. The 2020 request

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Pandemic Causing Construction Project Delays, Cancellations

WASHINGTON—The coronavirus has harmed the construction industry, prompting project delays and cancellations, layoffs and furloughs, yet it remains difficult for a majority of firms to find craft workers to hire, according to the results of a workforce survey conducted by the Associated General Contractors of America and Autodesk. The survey released on Sept. 2 paints a picture of an industry in need of immediate recovery measures and longer-term workforce development support, association officials added.

“Few firms have survived unscathed from the pandemic amid widespread project delays and cancellations,” said Ken Simonson, the association’s chief economist. “Ironically, even as the pandemic undermines demand for construction services, it is reinforcing conditions that have historically made it hard for many firms to find qualified craft workers to hire.”

Sixty percent of responding firms reported having at least one future project postponed or canceled because of the coronavirus, while 33% report having projects that were already underway halted because of the pandemic. The share of firms reporting canceled projects has nearly doubled since the survey AGC conducted in June, when 32% of respondents reported cancellations.

The coronavirus has also undermined the sector’s productivity levels as firms across the country change the way they operate to protect workers and the public from the disease. Forty-four percent of responding firms report that it has taken longer to complete projects and 32% say it has cost more to complete ongoing projects because of the coronavirus. As a result, 40% report they have adopted new hardware or software to alleviate labor shortages they have experienced.

“The results of the AGC and Autodesk workforce study reveal that the construction industry is still grappling with the changes and consequences of the coronavirus pandemic,” said Allison Scott, director of construction thought leadership and customer marketing at Autodesk. “The long-term effects of the current crisis have yet to play out, and firms that double down on innovation efforts, whether an increased focus on lean construction, workforce training or technology that facilitates remote collaboration, will be well poised for enduring resilience.”

The coronavirus has also negatively affected many firms’ confidence in future demand for projects. Only 42% of firms report their volume of business has returned to year-ago levels or is expected to do so in the next six months, compared to 52% who held this view in AGC’s June survey. Another 37% expect returning to normal levels of business will take more than six months, while the

remainder don’t know.

While the pandemic has led to project delays and cancellations nationwide, contractor expectations of recovery do vary by region. Forty-five percent of respondents in the Northeast expect it will take more than six months for their firm’s volume of business to return to normal, compared to only 34% of respondents in the West, 35% in the South and 41% in the Midwest.

There are also some differences by project type and revenue size. For instance, highway and transportation contractors report the greatest difficulty in filling hourly craft positions, with nearly three out of four (73%) reporting an unfilled craft position on June 30. About two-thirds (69%) of utility infrastructure and federal and heavy construction firms had unfilled craft positions then, along with 58% of building construction firms.

Small firms were less likely to have experienced cancellations of upcoming projects. Fifty-six percent of firms with revenues of \$50 million or less report a project has been postponed or canceled, compared

of firms that recalled employees report that some have refused to return, citing a preference for unemployment benefits, virus concerns, or family responsibilities, among other reasons.

The pandemic has also made

ect managers and supervisors.

In addition to turning to diverse technologies to alleviate labor shortages, 38% of firms report having increased base pay rates to attract and retain workers. In contrast, only 3% of firms have reduced pay, in spite of the downturn in business.

Construction firms also identified a series of measures that Washington officials could take to help the industry. Fifty-five percent of responding firms, for example, said they were looking to Congress to increase funding for all forms of public infrastructure and facilities. Fifty-three percent of firms want Congress and the Trump administration to enact liability reforms to shield companies who are protecting workers from the coronavirus from needless lawsuits. And 41% want Congress to address unemployment benefits that

Please turn to page 38

Forty-five percent of respondents in the Northeast expect it will take more than six months for their firm’s volume of business to return to normal.

with 71% of midsize firms (revenue between \$50.1 million and \$500 million) and 69% of large firms (revenue exceeding \$500 million).

Roughly a third of responding firms furloughed or terminated employees as a result of the pandemic and shutdowns ordered by government officials or project owners. Most of those firms have asked at least some laid-off workers to return to work. However, 44%

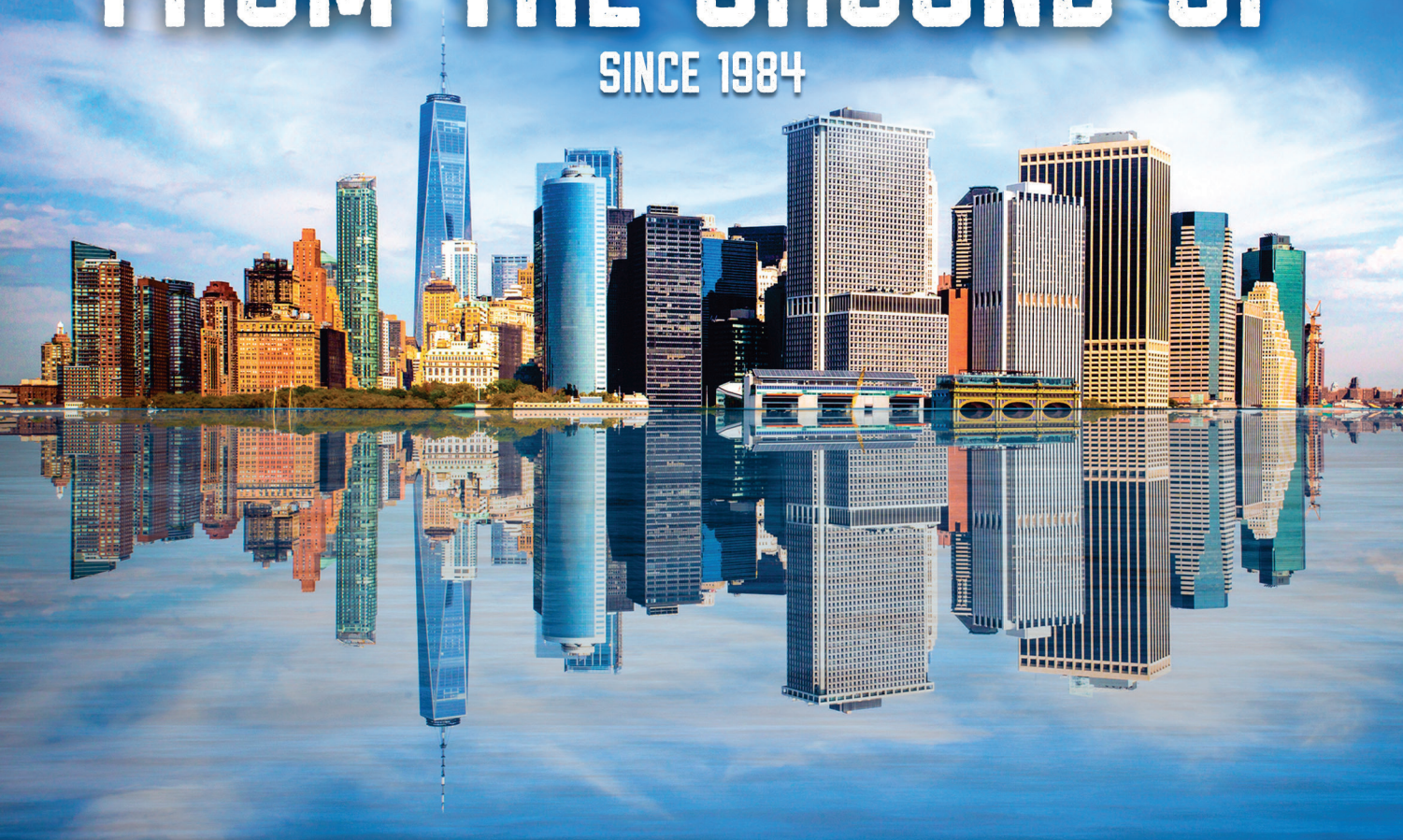
it difficult for many firms to fill open positions, especially for hourly craft jobs. A majority (52%) of respondents reported having a hard time filling some or all hourly craft positions, especially openings for laborers, carpenters and equipment operators. Sixty percent of firms had at least one unfilled hourly craft position as of June 30. In addition, 28% of respondents report difficulty filling salaried positions—in particular, proj-



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Safety Watch

Preventing Growing Workplace Violence Is an Essential Tool-Box Talk Subject

By GEOFFREYS. POPE, ESQ.

Even before the pandemic, there had been a continuing uptick in workplace violence. NIOSH defines workplace violence as “physical assault, threatening behavior or verbal abuse occurring in the workplace setting.” Others define it more broadly to include harassment, profanity, intimidation and even the transmission of hostile text messages—not to mention the offsite incidents that arise from on-the-job situations.

In recent years, homicides have accounted for roughly 9% of U.S. workplace fatalities. On construction sites, in addition to violent interactions between coworkers (or between workers and supervisors) such acts may also involve bystanders, clients,



visitors to the site, persons engaging in theft of equipment or materials or other crimes at the site, and family members and partners (or former partners) of employees. Now, because of the pandemic, we are seeing increases in job losses, financial stresses, crimes against persons

and property, substance abuse, depression, marital breakdowns, suicides and physical ailments, all of which presage likely increases in workplace violence. While no one knows when or if the worst effects of the pandemic might recede, few expect a full economic and social recovery in the near term. Even if coronavirus deaths and hospitalizations continue to decrease, the economic and psychological ill effects of what we have been experiencing may prove to be long-lasting.

Factors contributing to workplace violence in construction that pre-dated the pandemic included the openness of many jobsites, the

value of equipment, materials (and, often, cash) kept onsite, frequent interactions between

Comprehensive 24/7 video surveillance and the use of “pan, tilt and zoom” cameras, which are excellent tools in curbing thefts of equipment and materials from the site, can double as a deterrent to violence as well as identifying perpetrators.

construction employees and “civilians” and the high turnover of personnel.

Perhaps because OSHA lacks

specific construction standards addressing workplace violence, the subject is often treated sketchily or not at all in companies’ safety planning and training.

The OSHA Act’s General Duty Clause subjects employers to being cited for failure to provide a workplace free from known hazards, of kinds recognized in the industry. Workplace violence is such a hazard, and if you fail to address it in your safety program, you risk not only potential OSHA citations under the General Duty clause, but possible liability in a lawsuit if someone is injured or killed in an occurrence on your jobsite (or arising from a workplace situation).

Here are some general ideas to incorporate in your approach to the subject of violence prevention in your safety program.

The existence and the severity of the risk must be confronted squarely. The unacceptability not only of overt assault, but abusive conduct, must be made known to all. Therefore, your employees should be instructed to report all incidents (including verbal abuse or harassment).

It is important that supervisors be forbidden to look the other way. Even relatively minor altercations, or instances of verbal abuse (as well as all reported incidents or threats) should become the subject of a conversation between supervisory personnel and each person involved, and appropriate disciplinary action taken. The foregoing must be documented and kept on file.

While obviously not every four-letter-word exchange between construction workers should be grounds for discipline, where things become abusive or escalate to blows being struck, management should not fail to take action based on a belief that a confrontation “was no big deal, just a few punches were thrown, no one got hurt.” That not only sends a bad message, but if, later, one of the combatants kills the other, chances are good that the incident you disregarded as trivial will have been recorded on a surveillance camera (or someone’s cell phone) and will be shown to you at your deposition in a lawsuit by the decedent’s estate.

Another basic concept is that safety from violent tactics are best devised with due consideration to the peculiarities of the individual job. Comprehensive 24/7 video surveillance and the use of “pan, tilt and zoom” cameras, which are excellent tools in curbing thefts of equipment and materials from the site, can double as a deterrent to violence as well as identifying

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The illustration above is an artist's depiction of the Indian Point property after the completion of major decommissioning work.

Indian Point Energy Center



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WASHINGTON UPDATE

Schumer, Gillibrand Demand Info On Condition of NY State Dams

WASHINGTON—Following catastrophic dam failures earlier this year in Michigan which forced 10,000 people to evacuate their homes during the height of the COVID-19 pandemic and caused at least \$175 million in damage, U.S. Senator Charles E. Schumer and U.S. Senator Kirsten Gillibrand earlier this month urged the Army Corps of Engineers to reveal what is currently being done to provide federal support to the entities responsible for maintaining the 1,934 dams listed on the National Inventory of Dams in New York State.

The senators revealed that of the dams in New York, 424, or 22%, are classified as high hazard, indicating that failure would likely result in a loss of life or major property destruction, and 576, or 30%, are classified as significant hazard, indicating that failure would likely result in economic loss, environmental damage, disruption of lifeline facilities and more.

“New York has been through tragedy after tragedy in the last year, from the Halloween storm to COVID-19, and while as New Yorkers we always come back stronger than ever, we should also take measures to end the series of tragic events,” said Sen. Schumer. “That is why, after witnessing the dam failures that devastated parts of Michigan earlier this year, I am calling on the Army Corps of Engineers to do everything in their power to protect New Yorkers who live near one of the nearly 2,000 dams in the state. We must do everything we can to shore up and strengthen our dams and ensure that New Yorkers and their homes are safe.”

“The dam failures in Michigan were an unfortunate reminder that we must take every precaution to rehabilitate our dams and invest in America’s crumbling water infrastructure,” said Sen. Gillibrand, member of the Senate Environment and Public Works Committee. “With more than half of New York’s dams classified as high or significant hazard, families, homes, and businesses across the state could be at great risk of serious damage if any of these dams were to fail. I urge the Army Corps of Engineers to provide plans to prevent another avoidable tragedy caused by dam failure. New Yorkers depend on the federal government to take critical action to ensure our dams are resilient and safe and I will always fight to ensure that the safety of New York’s water infrastructure is a top priority.”

In total, 52% of dams currently operating in New York State are classified as high or significant hazard, potentially putting thousands of New Yorkers at risk if they were to fail. Senators Schumer and Gillibrand explained that while a dam does not necessarily have to be in poor condition or deteriorating to be classified as high or significant hazard, catastrophic failure would create an emergency and devastate local homes, businesses, and livelihoods.

Furthermore, the senators clarified that they were asking the Army Corps of Engineers what specific measures they were taking to maintain New York’s dams, other than through the High Hazard Potential Dam Grant Program run by the Federal Emergency Management Agency (FEMA), which both senators support. They also specifically asked for more information on what actions the federal government has taken to maintain the 29 federally-owned dams in New York and protect residents who live in surrounding areas.

In their letter to the Army Corps of Engineers they specifically cited several Westchester County dams. “The Kensico Dam in Valhalla, NY contains the 30.6-billion-gallon Kensico Reservoir which provides drinking water to New York City and is situated close to many Westchester homes, businesses, and state and local emergency resources including the county’s emergency stockpile, Westchester Medical Center, Blythedale Children’s hospital, New York Medical College, and more. County officials have previously stated that if the dam were to fail the water would reach the fifth floor of the White Plains County Office Building located miles away,” they stated.

Sens. Schumer and Gillibrand also noted that the Mamaroneck Reservoir Dam in the Village of Mamaroneck has experienced recurring flood events, such as the April 2007 flooding, which caused more than \$50 million in damages and resulted in one death in the village.

“We thank Colonel Asbery, the previous New York District Commander, for his efforts in securing a Chief’s Report and strongly advocating for the Mamaroneck and Sheldrake River Flood Risk Management Project—a separate but necessary measure to mitigate repetitive flooding—but we cannot imagine the further devastation that a failure of such a dam would wreak on the local community,” the Senators stated in the letter.

More WASHINGTON UPDATE on page 40

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After Legislative Defeat, Rockland County Exec. Threatens Hundreds of Layoffs, Property Tax Hike

By JOHN JORDAN

NEW CITY—After the Rockland County Legislature narrowly defeated his proposal to increase local sales taxes and sell a shuttered county office building to offset declines in revenues due to COVID-19, Rockland County Executive Ed Day threatened that in response he may be forced to lay off hundreds of county workers and raise taxes by 10% or more.

Rockland County legislators voted 9-8 on Sept. 1 against the County Executive’s resolutions, which sought to obtain home rule approval from the New York State Legislature granting Rockland the authority to increase its local sales tax by one-half of one percent.

Legislators who rejected the proposal said the call for an increase in the county’s sales tax was premature and that many other options needed to be reviewed before increasing what some described as the most regressive of taxes.

“Many people have lost their jobs or had their hours cut, but they still need to make necessary purchases,” Legislature Chairman Alden H. Wolfe said. “Increasing the sales tax on those purchases at this time would serve to make things even harder for these families and for the businesses that could see fewer customers as a result.”

Legislator Wolfe noted that many tools are available to the County Executive as he formulates his proposed 2021 Budget.

A sales tax increase isn’t the only way to bridge a revenue shortfall. Options to the County Executive could include eliminating the 100-plus currently vacant positions in county government, renegotiating vendor contracts, concessions from unions, furloughs as well as a property tax increase, Mr. Wolfe noted.

The County Executive submitted three resolutions to the Legislature, including the sales tax item. He also wanted the Legislature to allow him to submit his proposed 2021 spending plan by Oct. 23 instead of Oct. 1, the date set by the Rockland County Charter. The budget resolution was deemed not to be legal as the Legislature does not have that authority, Mr. Wolfe said.

The County Executive also wanted the Legislature to declare the Sain property as surplus, deeming it no longer needed for public use and authorizing its sale by public advertisement. Legislator Wolfe said it will be placed on a future agenda. The item had already been scheduled for discussions earlier this year, but the effort was halted by the pandemic. The County Executive has been frustrated by the Legislature’s failure to approve previous sales deals for the county-owned building.

Several legislators who voted

against the sales tax resolution said they remained open-minded about the idea, but first wanted to review the County Executive’s proposed financial plan for 2021 and to see what relief may come from the federal government.

“We still have no idea what the federal government will do to help communities across America, but we all hope they will provide some relief,” Legislator Wolfe said. “Like the County Executive, we would prefer to wait until we have more updated financial information before making a decision on increasing the sales tax or any other tax.”

He later added, “It’s provocative to threaten 200 layoffs of county workers as its only one of the myriad of options available to the County Executive

Please turn to page 32



The vacant Sain Building in New City, which is owned by Rockland County.

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Moody’s Upgrades Rockland County’s Bond Rating to A1

NEW CITY—Rockland County Executive Ed Day and Commissioner of Finance Stephen DeGroat announced recently that Moody’s Investors Service increased the rating for Rockland’s Various Purposes Bonds and Refunding Bonds to A1 from A2. Moody’s also upgraded to A1 from A2 the county’s issuer and general obligation limited tax ratings.

“To receive this type of news during a financially devastating pandemic is incredible and speaks to the work we have done over the last six and a half years to right Rockland’s fiscal ship,” said Rockland County Executive Day. “Moody’s clearly approves of the proactive steps we have taken to limit the fiscal damage caused by COVID-19 and this shows that we must continue down that path by implementing the comprehensive plan and resolutions we submitted to the County Legislature last week.”

The resolutions now before the Rockland County Legislature call for the sale of the long vacant Sain Building, for the temporary addition of one-half of one percent to the local sales tax for a period of three years and for a three-week delay in submitting the 2021 Budget to allow for a more accurate revenue projection.

One of the reasons for the upgrade Moody’s Investors Service Credit Opinion cited was, “given management’s conservative budgeting in recent years, particularly for sales tax revenues, reserves have improved significantly over the past five years ending fiscal 2019 at its highest level in nearly 20 years.”

Mr. Day said that the county’s improved finances are a result of the efforts of many people, “I want to thank all of our hardworking employees who have learned to do things differently, often more efficiently over the years. It is thanks to their efforts that we were able to provide a high level of service to residents during the worst of this pandemic. By continuing to work together and take the proactive steps I am calling for I have no doubt we will overcome this current challenge and emerge stronger than ever before.”

The Moody’s Opinion noted the biggest issues facing the county in 2021 are sales tax and state aid revenues but concluded “Given the renewed focus on conservatism in budgeting, we expect management will be willing to make the difficult decision necessary to put together a balanced budget.”

Rockland County Exec. Threatens Hundreds of Layoffs, Property Tax Hike

Continued from page 31
in preparing his 2021 budget. We all look forward to working collaboratively to ensure all essential services are maintained for our residents and businesses without overburdening anyone.”

Mr. Day noted the county has implemented austerity measures, such as a hiring freeze, the elimination of some positions and filed for FEMA reimbursements that have reaped a total of nearly \$20 million in year over year savings, he said in a prepared statement, adding that the savings fall short to address “possibly the worst financial crisis in Rockland’s history.”

“I am extremely disappointed by last night’s complete lack of action by the Democratic Majority members of the Rockland

County Legislature,” he said. “Their vote of disapproval on the financial plan we submitted now puts at risk hundreds of county employees jobs and raises the specter of a double-digit property tax increase... Passage of my plan would have likely resulted in a 2021 County Budget with no layoffs and no property tax increase, but these are the dire alternatives we now face because of their vote and lack of action.”

He concluded, “I am asking that we put aside any further political posturing and work together without delay to the put the people of our county first. We are open to new ideas, alternatives, and conversation; my door is open, but time is in short supply. The time for action is now.”



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Construction Begins in White Plains On 303-Unit Apartment Project

WHITE PLAINS—The NRP Group announced on Aug. 31 it had broken ground on a new community of 303 market-rate apartments along the I-287 corridor in White Plains.

Situated on a 70-acre site at 1133 Westchester Ave. that previously served as the world headquarters of IBM, the project is being developed in partnership with Rye Brook-based RPW Group, which owns and operates the neighboring 620,000-square-foot office complex.

“As we continue to slowly reopen, we are thrilled to see economic activity, such as the construction of this live-work community, materializing before our eyes,” said White Plains Mayor Tom Roach. “The combined experience and track record of RPW and The NRP Group makes me



A rendering of the 303-unit multifamily project to be built adjacent to the 1133 Westchester Ave. office building. PHOTO BY STUDIO SHAFER.

eager to see the final product. We are thrilled to have such a creative project break ground in our city today.”

Jeffrey Loughlin, vice president of the Building & Construction Trades Council of Westchester & Putnam Coun-

ties, Inc., told CONSTRUCTION NEWS that site work on the project is being performed by union labor.

The development will include three, five-story apartment buildings with solar panels, contemporary unit

finishes, upgraded appliance packages and amenity spaces that include a club-style gym, a pool, telecommuting spaces, and indoor/outdoor spaces for dining and relaxing. The buildings will offer a mix of one-, two- and three-bedroom

units, some of which will have balconies.

“This project gives us an incredible opportunity to bring to life White Plains’ vision of creating communities that are flexible, transit-oriented, and in demand,” said Jonathan Gertman, vice president of development at The NRP Group. “We feel lucky to have been chosen by RPW to partner on a project of such significance. To be able to start construction on a project like this, in the midst of the pandemic, is a testament to the partnership of RPW, the commitment of our financial partners, and the creativity and hard work from the public officials at the City of White Plains and Westchester County.”

The Westchester County Industrial Development Agency approved \$1.82 million in sales tax exemptions in connection with the \$95-million project being built on a 20-acre parcel.

1133 Westchester Ave. marks the second New York metropolitan area project for The NRP Group, which is also developing a 131-unit residential building at 39 New York Ave. in Jersey City, NJ.

“We are more excited than ever to be part of this project, which offers people the opportunity to live in surroundings that are less dense than New York City, but still have the characteristics and amenities of an urban environment,” Andrew S. Weisz, executive vice president of the RPW Group. “We’ve wanted to diversify the mix of uses at this site to include multifamily for many years, but we wanted to do it with the right partner. That is why we chose the NRP Group, a developer with an outstanding reputation.”

The property sits near more than 3 million square feet of office space within one mile of the property, as well as access to some of the county’s largest employers, including IBM, Morgan Stanley and PepsiCo. Residents will have access to on-site shuttle service to the White Plains Metro North train station. The shuttle service will also make stops at Wegmans, Lifetime Fitness and Downtown White Plains.

The 303 residential units are expected to be completed in early 2022.

The NRP Group of Cleveland is a vertically integrated developer, owner, builder, and manager of best-in-class multifamily housing. Since its founding in 1994, NRP has developed more than 43,000 apartment homes, and currently manages over 23,000 residential units.

Established in 1980, RPW Group specializes in the acquisition and repositioning of underperforming assets. To date, RPW Group has owned and developed in excess of 10 million square feet of space.

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Safety Watch

perpetrators. Paying employees their wages in cash is a dubious practice. Among other things, it may arouse suspicions of conduct violating various wage, tax and immigration laws. It's also probably a bad idea as it could easily come to the attention of potential robbers that cash is kept on site, with "criminal intent" workplace violence (and loss of funds) resulting.

Another subspecies of workplace violence or harassment is directed mainly at women, and typically involves a stalker (usually a jilted boyfriend, estranged or former spouse) showing up at the jobsite (often with a weapon) intending intimidation or harm. Thwarting such an attack is especially challenging, if the potential danger is unknown to the employer—and, obviously, it is an extremely sensitive issue that many affected women will be hesitant to disclose.

One thing to do whenever practical is restrict ingress to the jobsite. Hire security personnel to deny entry to anyone lacking proper credentials. Also, train all employees that if such incidents occur, and that while employees' privacy is important, so too is the safety of not only those who might be potential targets of such an attack but everyone present on the jobsite should an attack occur.

Employees can be advised that if they are threatened or

become aware of a potential danger of this kind, they are encouraged to seek the intervention of law enforcement directly or to inform management discreetly of the circumstances and discuss protective measures to be taken. Among other possibilities, such measures might include providing an escort to and from the parking area, posting a photo of the stalker in the reception area, and directing personnel to summon security or the police should the individual appear.

More basic measures you need to implement to prevent workplace violence include designating individuals responsible to contact police in the event of an "active shooter" or similar crisis (and to whom any such crisis should be reported), devising and training in evacuation procedures and emergency escape routes and identifying whose job it is following any evacuation to account for all personnel.

You can find dozens of instructional packages online—many of which can be purchased for as little as \$30 per license—that afford training on this subject and can be addressed in toolbox talks.

About the author: Geoffrey S. Pope, Esq., is counsel to the construction law firm of Welby, Brady & Greenblatt, LLP. The articles in this series do not constitute legal advice, and are intended for general guidance only.



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Haverstraw Issues RFEI to Developers For Long-Vacant Waterfront Parcel

By JOHN JORDAN

HAVERSTRAW—The Village of Haverstraw is taking a significant step in developing a long vacant and underutilized downtown waterfront parcel with the issuance of a Request for Expressions of Interest to development firms. The village, which issued the RFEI on Sept. 20, is hoping to find a developer that will embrace its vision of developing a mixed-use project there that could include a hotel/conference center, retail space, residential housing and some office space.

The more than nine-acre village-owned parcel includes the former Chair Factory and Damiani Properties sites. The village has previously retained engineering and environmental planning firm Barton & Loguidice, which issued recommendations in a “concept plan” on the parcel. The plan included



The project site is located on more than nine acres along the Hudson River waterfront in the Village of Haverstraw.

input from its citizenry on the future use of the properties that are located adjacent to Ginsburg Development's Harbors at Haverstraw community.

The combined Chair Factory-Damiani Properties parcel sits on a peninsula at the foot of Main Street at the widest point of the Hudson River and features views of High Tor Mountain, Westchester County and Bowline Point Park. The

village recently completed a \$5-million revitalization of its downtown district.

Haverstraw Mayor Michael F. Kohut said, “Haverstraw is in the midst of a revitalization. The village looks forward to serving as a robust and committed partner for this important development. We are interested in developers of all sizes who want to be part of an innovative and unique project on the

Hudson River. We welcome all developers with vision and integrity.”

In the RFEI, the village stated that it is hopeful that the development plan would “expand the existing downtown to the waterfront without dramatically changing the character of the community while creating a balance of ‘revenue positive’ development and waterfront public amenities and open space.”

The previously completed concept plan released several years ago “envisioned an expanded village layout, comprised of a hotel and conference/banquet facility and pedestrian square at one end, a narrow street extending the length of the project, structured to encourage pedestrian flow, flanked by two-story buildings comprised of ground floor retail with second floor office/residential.” The concept plan also included a boat house and kayak launch pier at the far end of the project that would allow for integration with Bowline Pond. The entire project would be wrapped by a greenway along the Hudson River shoreline.

The site is located in the Waterfront Development (WD) District and more than likely the proposed development would require a special permit. Current uses permitted by right include: boat hauling, launching, mooring, dry storage, and dry facilities; public and private recreational facilities; fishing piers; docking facilities for tour boats and similar passenger vehicles; maritime centers; trails and facilities for the sale/rental of boats. Uses permitted by Special Permit include: marinas and related uses; multiple dwellings (in accordance with the standards of the PRD District); restaurants; businesses; light industrial uses; public utility structures and rights-of-way.

The mayor said the village would limit the residential component of any development on the property to no more than 200 units. A hotel would be welcome since there is no hotel in North Rockland County, he noted.

The village acquired the property in early 2008 in condemnation proceedings for \$2.14 million. Ginsburg Development had been in negotiations with the village to acquire the property and develop condominiums, a parking garage to serve the relocated Haverstraw to Ossining ferry, retail and other uses. However, when the recession hit later that year, Ginsburg ended property acquisition talks with the village, according to Mayor Kohut. The village has hired New York City consulting firm Integritas to assist the village in the RFEI/RFP process.

Mayor Kohut noted that Ginsburg Development Principal Martin Ginsburg is still interested in developing the Chair Factory property, but noted that the village decided rather than to hold discussions solely with GDC it would issue the RFEI to other developers as well.

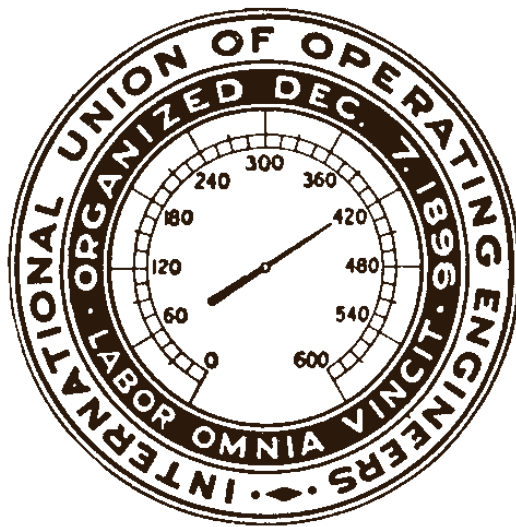
Ginsburg is completing the final (rental) units at the Harbors at Haverstraw and will be moving forward with development of a parcel that is adjacent to both Harbors and the Chair Factory site, the mayor added.

The mayor said the eventual structure of a deal with a pro-Please turn to page 40

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Gateway Tunnel Project Startup Delayed One Year

Continued from page 25

represents 44.3% of the total project, which also continues to be a reduction from the 49.4% previously sought in the 2018 Financial Plan.

In addition to the project providing long-term resiliency, reliability, and redundancy to the regional and national rail network, it will add more than 72,000 direct jobs and \$19 billion in economic activity, including an average of \$85 million per month in direct spending on materials and labor.

The Gateway Program focuses on a 10-mile segment of the NEC, and includes a program of projects that would replace and update rail infrastructure assets that, in many cases, are over 100 years old, as well as increase track, tunnel, bridge and station capacity. This segment of the NEC carries more than 200,000 daily Amtrak and NJ TRANSIT passenger trips on approximately

450 trains.

The Gateway Program's first phase includes the construction of a new tunnel under the Hudson River, the rehabilitation of the existing tunnel, the completion of a concrete casing on the West Side of Manhattan to preserve right-of-way for the future tunnel to PSNY and the estimated \$1.8-billion replacement of the Portal Bridge.

Later phases of the Gateway Program would include the replacement of the Sawtooth Bridges on the NEC located between Newark Penn Station and Secaucus Junction, the expansion of PSNY in Manhattan, the expansion and modification of Secaucus Junction Station and addition of loop tracks ("Bergen/Secaucus Loop") in New Jersey, the construction of Portal South Bridge, and other elements to complete a modernized, four-track railroad from Newark Penn Station to PSNY.

Construction Project Delays, Cancellations

Continued from page 27

serve as artificial barriers to returning people to work.

"There is a lot that Washington officials can do to help boost demand for construction projects and get more people back to work rebuilding the economy," said Stephen E. Sandherr, the

association's chief executive officer, noting the association was pushing Congress and the administration to enact new recovery measures. "The challenge is that the coronavirus has put many contractors in the position of looking for work and workers at the same time."

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NYSDOT - Region 8

Bid Letting Date: Oct. 8, 2020

Brian DeWald, PE
Assistant Director of Construction
New York State Department of Transportation
50 Wolf Road, Albany, NY 12232
(518) 457-9688

Contract# D264323
PIN# 881383

Project Description: Columbia, Dutchess, Orange, Putnam, Rockland, Ulster, Westchester Cos., STRUCTURES WHERE & WHEN REGION WIDE.

Bid Deposit: 5% of Bid (~ \$200,000.00)

Goals: MBE: 5.00%, WBE: 10.00%, SDVOB: 6.00%

NYSDOT - Region 9

Bid Letting Date: Oct. 22, 2020

Brian DeWald, PE
Assistant Director of Construction
New York State Department of Transportation
50 Wolf Road, Albany, NY 12232
(518) 457-9688

Contract# D264320
PIN# 903710
FA Proj.# Z001-9037-103

Project Description: Delaware, Otsego Cos., Bridge Rehabilitation Project: NYS Route 357 Over Susquehanna River, Village of Unadilla.

Bid Deposit: 5% of Bid (~ \$75,000.00)

Goals: DBE: 6.00%

NYSDOT - Region 11

Bid Letting Date: Oct. 22, 2020

Brian DeWald, PE
Assistant Director of Construction
New York State Department of Transportation
50 Wolf Road, Albany, NY 12232
(518) 457-9688

Contract# D264326
PIN# XM2145

Project Description: Bronx, Kings, New York, Queens, Richmond Cos., Non-structural Corrective Maintenance Where and When Contract: New York City, Bid Deposit: 5% of Bid (~ \$750,000.00) , Goals: MBE: 5.00%, WBE: 10.00%, SDVOB: 6.00%

NYS Thruway Authority

Bid Due Date: Sept. 30, 2020

Contract: TABS 20-9B/D214785

Description: Bridge Steel Repairs and Miscellaneous Painting at Route 295 over I-90, Berkshire Thruway at MP B16.26 in Columbia County.

Goals: MBE- 2% WBE- 11% SDVOB- 5%

Bid Deposit: \$40,000.00

NYS Dormitory Authority

Bid Due Date: Oct. 1, 2020

Title: Governor's Office of Storm Recovery Right of Way Green Infrastructure Rockaway

CR9 General Construction

Project Number 3347909999

Sealed bids for the above work located at Rockaway, Queens, NY, 1694 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED" and "ATTENTION: CONSTRUCTION CONTRACTS – DOMINICK DONADIO." DASNY will not be responsible for receipt of bids which do not comply with these instructions.

The Dormitory Authority of the State of New York ("DASNY")

has determined that its interest in obtaining the best work at the lowest possible price, preventing favoritism, fraud and corruption, and other considerations such as the impact of delay, the possibility of cost savings advantages and any local history of labor unrest are best met by use of a Project Labor Agreement ("PLA") on this project. The successful low bidder, as a condition of being awarded this Contract, will be required to execute the PLA described in the Information for Bidders and included in the Contract Documents. See Section 18.0 of the Information for Bidders of the Contract Documents for additional information. All subcontractors of every tier will be required to agree to be bound by the PLA.

All individuals who plan to attend pre-bid meetings or bid openings in person will be required to complete and present a DASNY Covid-19 Daily Worksite Screening Questionnaire, present government-issued picture identification to building security officials and obtain a visitors pass prior to attending the bid opening. The questionnaire and all instructions are located after Section 19.0 of the Information for Bidders.

Individuals and entities submitting bids in person or by private delivery services should allow sufficient time for processing through building security to assure that bids are received prior to the deadline for submitting bids.

All bid openings will be made available for viewing live via Zoom at www.zoom.us. To enter the meeting, select "Join a Meeting" then enter Meeting Id 353 471 6521, Password 351895. Individuals are strongly encouraged to utilize this public viewing option as an alternative to in person attendance at bid openings.

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on October 1, 2020 will be considered. Bids shall be publicly opened and read aloud. Bid results can be viewed at DASNY's website; <http://www.dasny.org>.

In accordance with State Finance Law § 139-j and § 139-k, this solicitation includes and imposes certain restrictions on communications between DASNY personnel and a prospective bidder during the procurement process. Designated staff for this solicitation is: Michael Costache, Sr. Project Manager, One Penn Plaza, 52 nd Floor, New York, New York 10119, 212-273-5016, mcostach@dasny.org (the Owner's Representative) and DASNY at ccontracts@dasny.org. Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting was scheduled on Thursday, Sept. 10, 2020 at 10:00 AM via Microsoft Teams. Contact Michael Costache at 917-299-3863. All prospective bidders are strongly encouraged to attend.

Prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated May 1, 2018 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid.

A complete set of Contract Documents may be viewed and/or purchased online from Camelot Print and Copy Centers. Only those Contract Documents obtained in this manner will enable a prospective bidder to be identified as an official plan holder of record. DASNY takes no responsibility for the completeness of Contract Documents obtained from other sources. Contract Documents obtained from other sources may not be accurate or may not contain addenda that may have been issued. In addition, prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated May 1, 2018 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid. The plan holders list and a list of interested subcontractors and material suppliers may be viewed at DASNY's website: <http://www.dasny.org>.

Bid Due Date: Oct. 15, 2020

Title: City University of New York, Hunter College, West Building Domestic Hot Water Heater Replacement and Asbestos Abatement

CR17 General Construction

Project Number 3450709999

Sealed bids for the above work located at Hunter College, West Building, 920 Lexington Avenue, New York, New York 10021 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid

is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED" and "ATTENTION: CONSTRUCTION CONTRACTS- DOMINICK DONADIO." DASNY will not be responsible for receipt of bids which do not comply with these instructions.

The Dormitory Authority of the State of New York ("DASNY") has determined that its interest in obtaining the best work at the lowest possible price, preventing favoritism, fraud and corruption, and other considerations such as the impact of delay, the possibility of cost savings advantages and any local history of labor unrest are best met by use of a Project Labor Agreement ("PLA") on this project. The successful low bidder, as a condition of being awarded this contract, will be required to execute the PLA described in the Information for Bidders and included in the Contract Documents. See Section 18.0 of the Information for Bidders of the Contract Documents for additional information. All subcontractors of every tier will be required to agree to be bound by the PLA.

All individuals who plan to attend pre-bid meetings or bid openings in person will be required to complete and present a DASNY Covid-19 Daily Worksite Screening Questionnaire, present government-issued picture identification to building security officials and obtain a visitors pass prior to attending the bid opening. The questionnaire and all instructions are located after Section 19.0 of the Information for Bidders.

Individuals and entities submitting bids in person or by private delivery services should allow sufficient time for processing through building security to assure that bids are received prior to the deadline for submitting bids.

All bid openings will be made available for viewing live via Zoom at www.zoom.us. To enter the meeting, select "Join a Meeting" then enter Meeting Id 353 471 6521, Password 351895. Individuals are strongly encouraged to utilize this public viewing option as an alternative to in person attendance at bid openings.

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on October 15, 2020 will be considered. Bids shall be publicly opened and read aloud. Bid results can be viewed at DASNY's website; <http://www.dasny.org>.

In accordance with State Finance Law § 139-j and § 139-k, this solicitation includes and imposes certain restrictions on communications between DASNY personnel and a prospective bidder during the procurement process. Designated staff for this solicitation is: Jhony Gutierrez, Sr. Field Representative, 695 Park Avenue, North Building C001, New York, New York 10065, 845-559-8624, jgutierrez@dasny.org (the Owner's Representative) and DASNY at ccontracts@dasny.org. Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting was scheduled on Thursday, Sept. 3, 2020 at 10:00 AM at Hunter College, West Building, 904 Lexington Avenue, New York, New York 10065. Contact Jhony Gutierrez at 212-439-9289 . All prospective bidders are strongly encouraged to attend.

Prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated July 28, 2020 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid.

A complete set of Contract Documents may be viewed and/or purchased online from Camelot Print and Copy Centers. Only those Contract Documents obtained in this manner will enable a prospective bidder to be identified as an official plan holder of record. DASNY takes no responsibility for the completeness of Contract Documents obtained from other sources. Contract Documents obtained from other sources may not be accurate or may not contain addenda that may have been issued. In addition, prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated July 28, 2020 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid. The plan holders list and a list of interested subcontractors and material suppliers may be viewed at DASNY's website: <http://www.dasny.org>.

Bid Due Date: Oct. 22, 2020

Title: City University of New York, New York City College of Technology, Pearl Building Roof Replacement and HAZMAT Abatement

CR6 General Construction

Project# 3505409999

Sealed bids for the above work located at New York City College of Technology, 259 Adams Street, Brooklyn, New York 11201 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED – DOMINICK DONADIO" and "ATTENTION: CONSTRUCTION CONTRACTS." DASNY will not be responsible for receipt of bids which do not comply with these instructions.

The Dormitory Authority of the State of New York ("DASNY") has determined that its interest in obtaining the best work at the lowest possible price, preventing favoritism, fraud and corruption, and other considerations such as the impact of delay, the possibility of cost savings advantages and any local history of labor unrest are best met by use of a Project Labor Agreement ("PLA") on this Project. The successful low bidder, as a condition of being awarded this Contract, will be required to execute the PLA described in the Information for Bidders and included in the Contract Documents. See Section 18.0 of the Information for Bidders of the Contract Documents for additional information. All subcontractors of every tier will be required to agree to be bound by the PLA.

All individuals who plan to attend pre-bid meetings or bid openings in person will be required to complete and present a DASNY Covid-19 Daily Worksite Screening Questionnaire, present government-issued picture identification to building security officials and obtain a visitors pass prior to attending the bid opening. The questionnaire and all instructions are located after Section 19.0 of the Information for Bidders.

Individuals and entities submitting bids in person or by private delivery services should allow sufficient time for processing through building security to assure that bids are received prior to the deadline for submitting bids.

All bid openings will be made available for viewing live via Zoom at www.zoom.us. To enter the meeting, select "Join a Meeting" then enter Meeting Id 353 471 6521, Password 351895. Individuals are strongly encouraged to utilize this public viewing option as an alternative to in person attendance at bid openings.

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on October 22, 2020 will be considered. Bids shall be publicly opened and read aloud. Bid results can be viewed at DASNY's website; <http://www.dasny.org>.

In accordance with State Finance Law § 139-j and § 139-k, this solicitation includes and imposes certain restrictions on communications between DASNY personnel and a prospective bidder during the procurement process. Designated staff for this solicitation is: Ray Shadood, Project Manager, 186 Jay Street, Voorhees Building Room V-220, Brooklyn, New York 11201, 917-299-2741, rshadood@dasny.org (the Owner's Representative) and DASNY at ccontracts@dasny.org. Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting will be held on Thursday, October 1, 2020 at 10:00 AM at New York City College of Technology, Pearl Building, 259 Adams Street, Brooklyn, New York 11201. Contact Ray Shadood at 917-299-2741 . All prospective bidders are strongly encouraged to attend.

Prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated July 28, 2020 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid.

A complete set of Contract Documents may be viewed and/or purchased online from Camelot Print and Copy Centers. Only those Contract Documents obtained in this manner will enable a prospective bidder to be identified as an official plan holder of record. DASNY takes no responsibility for the completeness of Contract Documents obtained from other sources. Contract Documents obtained from other sources may not be accurate or may not contain addenda that may have been issued. In addition, prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated July 28, 2020 that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid. The plan holders list and a list of interested subcontractors and material suppliers may be viewed at DASNY's website: <http://www.dasny.org>.

Agency contact information may change without notice. Please check with the appropriate contracting agency for the most up-to-date contact information.



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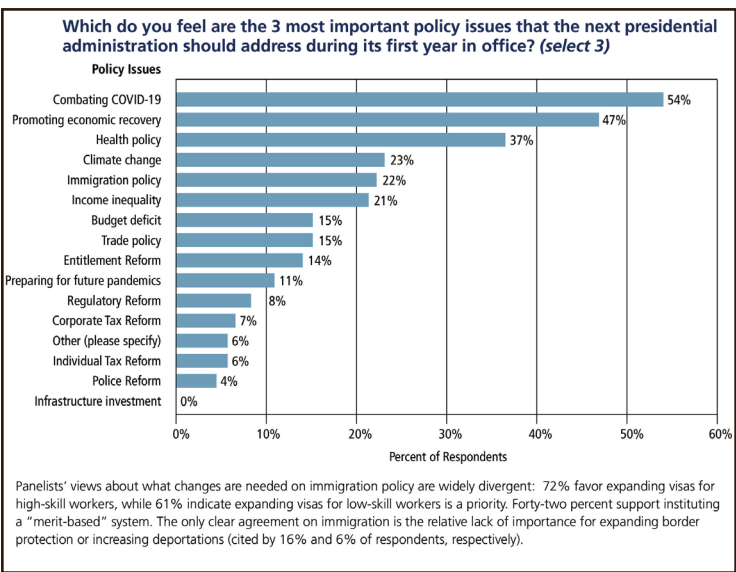
WASHINGTON UPDATE

Majority of Economists Believe Recession Will End In Second Half of 2020 or by the First Half of 2021

WASHINGTON—A majority of economists surveyed by the National Association for Business Economics believe that the U.S. economy is in recession and do not expect the downturn to end until the latter part of 2020 or the early stages of 2021.

On a darker note, NABE President Constance Hunter, CBE, chief economist, KPMG, said that 80% of panelists indicate there is at least a one in four chance of a “double-dip recession.”

The NABE released its August 2020 NABE Economic Policy Survey recently that summarizes the responses of 235 members of the organization. Nearly equal shares of panelists expect the recession to end in the second half of 2020 (35%) or sometime in 2021 (34%). A total of 15% of respondents hold the view that the recession ended in the second quarter of



Source: National Association for Business Economics

2020, while 4% expect it will last into 2022 or later.

“Almost half the respondents expect inflation-adjusted gross domestic product to remain below its fourth-quarter 2019 level until the second half of 2022 or later,” Mr. Hunter said.

The three most important policy issues for the next presidential administration according to the survey respondents were: Combating COVID-19 (54%), Promoting Economic Recovery (47%) and Health Policy (37%). Rounding

out the top 10 were: Climate Change (23%), Immigration Policy (22%), Income Inequality (21%), Budget Deficit (15%), Trade Policy (15%), Entitlement Reform (14%) and Preparing For Future Pandemics (11%).

A near-majority of respondents (49%) expects real GDP to regain its fourth quarter 2019 level in either the second quarter of 2022 or later, while 30% of respondents expect real GDP to regain its fourth quarter 2019 level sometime in 2021. Only one respondent expects GDP will reclaim its pre-COVID-19 level in 2020. While 41% of panelists expect nonfarm payrolls to regain their February level sometime in 2022, 34% expect that will not occur before 2023, and 18% anticipate it happening in 2021.

“The panel is split in its view on Congress’s fiscal response to the recession, with 40% calling the response insufficient,

37% indicating the response is adequate, and 11% saying it is excessive,” Mr. Hunter continued. “Nearly three out of four panelists believe the optimal size for the next fiscal package to be \$1 trillion or greater, compared to 17% who favor a smaller package.”

Survey Chair Gregory Daco, chief U.S. economist, Oxford Economics, added, “More than three-quarters of panelists believe that the current stance of U.S. monetary policy is appropriate, the largest share holding this view since 2007.” He noted that the majority of panelists—58%—expects the federal funds rate range to remain unchanged at 0-0.25%, or even drop lower, by the end of 2021. Most participants—84%—expect that the funds rate target will be higher by year-end 2022, but still within 100 basis points of where it is currently.

In terms of their views on the impact of the November Presidential election, a majority of respondents believes that former Vice President Biden would be better at promoting U.S. economic growth than President Trump (62% compared to 25%). Their views on the size of the growth boost diverge, however. Fifty-one percent of panelists overall believe growth would increase, with 29% suggesting a boost of up to 0.5 percentage points, and 22% seeing an increase of more than 0.5 ppt. At the same time, 14% indicate the growth impact of a Biden election would be neutral, and 23% anticipate growth would be lower.

Haverstraw Issues RFEI

Continued from page 36
poser could be in the form of a property sale, a lease, or a partnership venture with the village.

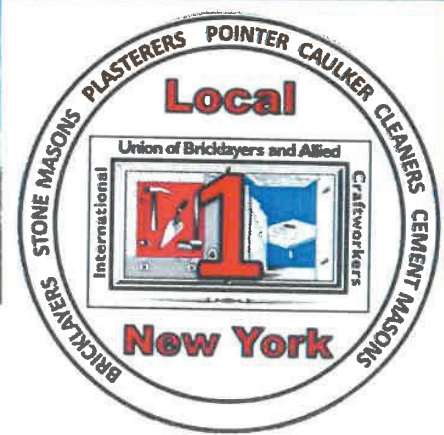
The village listed nine principals it would like respondents proposals to be in conformance with: Principal 1: Maintain Continuous Public Water; Access; Principal 2: Mirror Scale and Pattern of Village Downtown (No Glass and Steel Buildings); Principal 3: Provide an Anchor Use for Downtown that Attracts Economic Activity Year-Round; Principal 4: Interconnect to Village Road System; Principal 5: Provide Central Public Gathering Space; Principal 6: Construct Above Future Projected Flood Elevations; Principal 7: Respect View Corridors from Downtown and Existing Neighborhoods (Height Limits); Principal 8: Maximum of 200 Housing Units and Principal 9: Mixed Use—Ideally Commercial, Retail, Entertainment & Residential.

Responses to the RFEI will be due on Jan. 22, 2021. An optional information session will be held on Dec. 10, 2020. The RFEI is available for download at <https://voh.ny.com/rfei-chair-factory-property>.

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LOW BIDS

ECCO III, Verde, Transit Win NYSDOT Projects

ALBANY—The New York State Department of Transportation recently announced the selection of the apparent low bidder on three projects in the Hudson Valley region.

ECCO III Enterprises Inc. of Yonkers, NY was the lowest of six bidders at \$2,836,901 for highway where and when project work in Columbia, Dutchess, Orange, Putnam, Rockland, Ulster and Westchester.

Verde Electric Maintenance Corp. of Mount Vernon, NY was the lowest of three bidders at \$6,383,082.41 for traffic signal and detection improvements at various locations along the Lower Hudson Link in Rockland and Westchester.

Transit Construction Corp. of Yonkers, NY was the lowest of six bidders at \$706,000 for sidewalk and road settlement repair on Route 213 in the Town of Rosendale in Ulster.

Mace Contracting, MPCC Nab Westchester County DPW Work

WHITE PLAINS—The Westchester County Department of Public Works recently reported the selection of two apparent low bidders for work in the county.

Mace Contracting Corp. of New Rochelle, NY was the sole bidder at \$1,647,000 for fire suppression system upgrades at Playland Park in Rye, NY.

MPCC Corp. of New Rochelle, NY was the lowest of seven bidders at \$4,023,773 for Parking Garage Rehabilitation—Phase I at the Michaelian Office Building at 148 Martine Ave. in White Plains.

County Execs Urge Congress To Provide \$12B to MTA

GOSHEN—County Executives from Orange, Putnam, Dutchess Rockland, and Westchester counties are urging President Donald Trump and leaders of Congress to provide \$12 billion in funding to avert drastic service cuts and the elimination of commuter rail service in some sections of the Hudson Valley by the Metropolitan Transportation Authority.

On Sept. 22, Orange County Executive Steven Neuhaus, Putnam County Executive Mary-Ellen Odell, Dutchess County Executive Marcus Molinaro, Rockland County Executive Ed Day and Westchester County Executive George Latimer sent the letter to President Trump, Speaker of the House Nancy Pelosi, Senate Majority Leader Mitch McConnell, House Republican Leader Kevin McCarthy and Senate Democratic Leader Chuck Schumer calling for the \$12 billion in transit funding for the region.

Chief officials of the MTA have been making repeated calls for federal funding to help offset the massive revenue losses incurred by the agency due to the coronavirus pandemic. MTA Chairman Pat Foye has threatened a 50% cut in Metro North service would be necessary and that service could be eliminated altogether on its West of Hudson (Port Jervis and Pascack Valley) lines if it does not receive \$12 billion in COVID aid from Congress.

“The citizens of Orange County rely on affordable and reliable mass transportation provided by the MTA,” Orange County Executive Neuhaus said. “Absent the assistance of the federal government, the MTA will be forced to reduce services and increase costs. That is an undesirable outcome that needs to be avoided at all costs.”

Back in August when it was first learned that the MTA was mulling the elimination of West of Hudson service, Rockland County Executive Day said, “We agree that the Federal government needs to step in to provide stimulus funding for MTA – that is abundantly clear. The proposal to eliminate West of Hudson rail service in New York, however, would be catastrophic to Rockland and Orange Counties. If our rail service were eliminated for a mere savings of \$25 million per year, there would be no reason for Rockland and Orange to even be in the MTA anymore. There is already a \$40 million annual value gap between what Rockland County pays into the MTA and what it gets back in service; this has been the case for decades.” Day said that he was outraged the MTA would even consider such a proposal in spite of its fiscal woes.

Westchester County Executive Latimer said, “Our region depends on the MTA—plain and simple. The commuter rail lines carries large swaths of our workforce, both into New York City and out of it, keeping the engine of our economy going. Allowing the MTA to wither away will create far reaching economic consequences far greater than we are already experiencing today due to the COVID-19 pandemic.”

In their letter, the county executives noted that Metro-North ridership approached 100 million annually prior to the pandemic and was the third most heavily trafficked commuter railroad in the nation. Due to the drastic decline in ridership, the county executives stated that the MTA is in drastic need of financial assistance from the federal government.

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