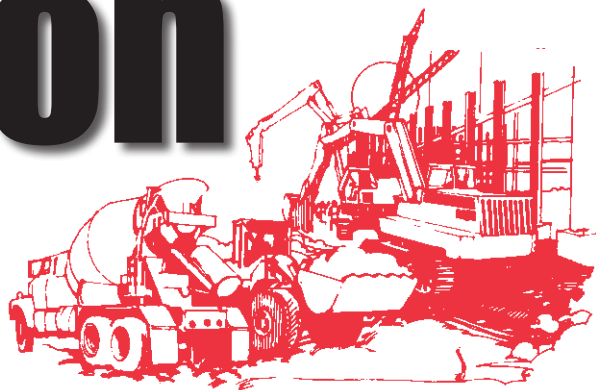




Construction NEWS



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Critical Connector

The lifeblood of American mobility on full display in late November, with electrifying views under the George Washington Bridge peering eastward to Manhattan.

Photo Credit: L.J. Ganser/www.LJGanser.com

One Bumpy Ride

Rough, Congested NY Roads Cost Motorists \$26B a Year

By JOHN JORDAN

NEW YORK—The latest road and bridge condition assessments and data on the cost of associated traffic congestion and vehicle crashes in New York State paint a clear picture of the urgent need for significant transportation infrastructure spending statewide, as well as in the Hudson Valley and New York City metro regions.

A newly released report by TRIP, a Washington, DC-based national transportation research nonprofit, found that

deteriorated and congested roads and bridges cost New York motorists a total of \$26 billion statewide annually. Closer to home, the cost for these road and bridge conditions averaged out to nearly \$3,000 per driver in the New York-Newark-Jersey City urban area due to higher vehicle operating costs, traffic crashes and congestion-related delays.

The report states that increased investment in transportation improvements at the local, state and federal levels could relieve traffic congestion, improve road, bridge and transit conditions, boost safety, and support long-term economic

growth in New York State.

The TRIP report found:

- Throughout New York State nearly half of major locally and state-maintained roads are in poor or mediocre condition;
- 10% of local and state-maintained bridges (20 feet or more in length) are rated poor/structurally deficient;
- At least 5,127 people lost their lives on the state's roads from 2014-2018;
- New York's major urban roads are congested, causing significant delays and choking

commuting and commerce.

Entitled "New York Transportation by the Numbers: Meeting the State's Need for Smooth and Efficient Mobility," the report includes regional pavement and bridge conditions, congestion data, highway safety data, and cost breakdowns. The report studied nine areas: Albany-Schenectady-Troy; Binghamton; Buffalo-Niagara Falls; New York-Newark-Jersey City; Poughkeepsie-Newburgh-Middletown; Rochester; Syracuse and Utica urban areas; and statewide road conditions.

Please turn to page 7

*Drivers in the
Mid-Hudson
Region Each
Cough up
\$1,580 Annually*

Construction, Environmental Groups Expand Coalition To Put \$3B Environmental Bond Act Back on Ballot

By JOHN JORDAN

TARRYTOWN—More than 175 environmental, construction and land use organizations throughout New York State, including the Tarrytown-based Construction Industry Council of Westchester & Hudson Valley, Inc., are now united as New Yorkers for Clean Water & Jobs Coalition with a mission to protect critical funding for state and federal environmental programs.

At the top of the coalition's wish list is to see the \$3-billion

"Restore Mother Nature" Bond Act on next year's November 2021 ballot. As originally proposed by Gov. Andrew Cuomo, the measure would create jobs, protect clean water, modernize outdated water infrastructure and address climate change. It was pulled from this November's ballot due to the severe economic downturn the state experienced from the coronavirus pandemic.

If the Environmental Bond Act was put back on the ballot and passed by voters, \$3 billion

would be allocated across four program categories:

- Water Quality & Resilient Infrastructure (\$550 million)
- Open Space and Recreation (\$550 million)
- Climate Change Mitigation (\$700 million)
- Restoration and Flood Risk Reduction (\$1 billion).

All New York counties would be eligible for funding under the Bond Act to address local needs such as updating infrastructure.

Examples of projects in the Hudson Valley that could receive some funding for needed infrastructure improvements include:

- Orange County—The rehabilitation of the Cromline Creek Pump Station (\$1 million) and bridge repairs, including the Neversink Bridge (\$900,000), Graham Line Bridge (\$2.5 million) and Maple Glen Bridge (\$750,000).

• Putnam County—Upgrades to its sewage treatment plants (\$65 million), repairs to roads, bridges and road-stream crossings, (\$6.3 million, depending on project eligibility).

• Rockland County—Infrastructure improvements at Haverstraw Bay Park (\$1.95 million), bridge and culvert repairs and maintenance (\$4 million) as needed. In addition, \$63 million in sewer updates have been identified, including upgrade to Union Hill and Tallman Pump Station (\$6.5 million), a replacement project at the wastewater treatment plant (\$13.5 million), and a main pump station upgrade (\$11.5 million), pending bond act funding eligibility.

"There are times when a state must address its crises one catastrophe at a time," said Ross J. Pepe, president of the Construction Industry Council and the Building Contractors Association of Westchester

& The Mid-Hudson Region. "With COVID-19 mortality approaching 30,000 in New York State, this health-care emergency is now Job One."

He added, "Equally urgent though more insidious is the magnitude of the environmental crisis that looms in the immediate future for all New Yorkers. The potential erosion of water quality, further degradations of at-risk communities

Please turn to page 20

Inside

Next Gen Leaders	5
Albany Update	6
NYC Update	7
Photo Gallery	10
Financial Management	15
Economic Outlook	16
Safety Watch	17
Who's News & What's New ..	21
Low Bids	22

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Morgan Stanley Plans \$200M Renovation To Harrison Complex Aided by IDA Incentives

By JOHN JORDAN

WHITE PLAINS—The Westchester County Industrial Development Agency has announced it recently granted final approval for incentives ranging from \$6.5 million to \$13 million to Morgan Stanley for the financial services firm's more than \$200-million planned renovation of its corporate office complex at 2000 Westchester Ave. in Harrison.

The IDA Board voted in favor of the incentives at its Nov. 23rd session. Morgan Stanley, which has occupied the majority of the 750,000 square-foot building since the early 2000s, is planning a comprehensive interior redesign, renovation and additional investment in its 107-acre Westchester campus to enable the facility to consolidate certain functions. The complex, which was built in 1977, is the former world headquarters of Texaco, which merged with Chevron in 2001.

The incentive package could be more or less than the \$6.5 million to \$13-million range depending on the final scope of the project, the Westchester IDA stated in its announcement. Morgan Stanley is also seeking a PILOT agreement with the Town of Harrison that has not been finalized.

The number of jobs to be created over the course of the project is estimated in the range of 700 to 1,100 new positions, according to an economic benefit analysis prepared for the IDA by Camoin Associates. The project is also estimated to retain between 1,200 and 1,350 employees and create approximately 923 construction jobs.

The analysis estimates new property tax revenue over 10 years in the range of \$12 million to \$18 million as well as \$15 million to \$25 million in county-property and sales-tax revenues over the same 10-year period.

The Morgan Stanley renovation project is expected to incorporate energy efficient and sustainable features.

"Today's important vote by the IDA reaffirms Westchester County's reputation as having a business-friendly climate where companies both large and small can prosper and grow," said Westchester County Executive George Latimer. "We applaud Morgan Stanley for its significant investment in our county that will create and retain thousands of well-paying jobs. In today's difficult economy, this is great news indeed."

"The financial incentives approved today for Morgan Stanley will result in significant and long-term benefits for Westchester County and its ability to attract new businesses," added IDA Chair Joan McDonald. "Today's vote also demonstrates the critically important role that the Westchester IDA plays in the economic strength and vitality of our county."

The planned investment follows other major corporate users in the county that have undertaken significant renovation programs, including PepsiCo, which embarked on a more than \$240-million capital improvement program on its Westchester County properties, which received assistance from the Westchester County IDA and New York State in 2012.

According to minutes of the IDA's Oct. 8th session posted on the agency's website, Joseph Carlucci, a partner with White Plains-based law firm Cuddy & Feder, presented the Morgan Stanley (MS Harrison) application to the IDA. He stated that, if approved, Morgan Stanley planned to relocate its Wealth Management division to the Harrison complex.

Morgan Stanley is considering several locations around the country in which to consolidate



Morgan Stanley acquired 2000 Westchester Ave. in 2002.

its wealth management group, the IDA minutes state. "Some key considerations are cost of construction, tax benefits that are available, abatement of property taxes, etc. Other locations have lower costs therefore the Westchester location does have some shortcomings, but the IDA benefits would make Westchester competitive with other locations by evening out the cost," according to the IDA

minutes. Mr. Carlucci said the project is "contingent on IDA benefits due to the high costs of construction, labor and taxes. Morgan Stanley would not be able to sustain this facility without the IDA benefits," the IDA minutes stated.

Dan Haggarty, managing director of Morgan Stanley, also spoke about the project at a session on Oct. 8. According to those meeting minutes, he

stated the goal of the project is to improve the workplace of the employees as well as improve the amenities for the employees, such as increasing the size and design of the conference and meeting rooms.

Other planned upgrades include lighting improvements and paving in the parking and drop-off areas, a walkway from the parking lot, developing a solar field to assist with the property's energy efficiency, increasing circulation routes within the building, upgrading the lobby, and instituting a better integrated experience with the landscape of the building. The company also intends to update the fitness center and provide physical therapy rooms and a health center. Other planned amenities include an ATM, a small convenience store, upgrading the TV studios

Please turn to page 6



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IUOE VICE PRESIDENT AND BUSINESS MANAGER OF IUOE LOCAL 825

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PERSPECTIVE

After Robust Year, ARTBA Sees Modest Declines in '21

WASHINGTON—The U.S. transportation construction market is expected to shrink 5.5% next year, driven primarily by the severe economic recession caused by the coronavirus pandemic, according to the annual forecast released on Dec. 10 by a national construction trade association.

Overall, the value of work is expected to drop from \$294.2 billion in 2020 to \$278.1 billion in 2021, according to an analysis by Chief Economist Dr. Alison Premo Black of the D.C.-based American Road & Transportation Builders Association.

The expected market contraction follows a record year so far for most transportation sectors in 2020. While Pennsylvania and Washington state temporarily shut down projects in the spring, the rest of the country classified transportation construction as an essential industry.



**ARTBA Chief Economist
Dr. Alison Premo Black**

Transportation improvements continued with enhanced safety protocols in place. As a result, total transportation construction activity—after project costs and inflation—is expected to increase by nearly 4% in 2020, with significant gains in highway and street construction (+8.3%), subway and light rail work (+8.8%),

airport terminal and runway construction (+7.2%), and port and waterway spending (+12%). Bridge and tunnel construction was the exception, with activity falling 20% in 2020, reflecting several broader market trends including a focus on smaller structures.

The major drop-off in transportation user fees caused by COVID-19 stay-at-home orders initiated last spring, high national unemployment and the decline in public transit use and demand for air travel are the key factors affecting the outlook, ARTBA says.

“Not surprisingly, the 2021 market reflects the broader COVID-19 economic contraction that began in February 2020,” Ms. Black said. “Congress and the president could help mitigate the economic downturn and put the nation on the road to a stronger recovery by approving a long-term, robustly funded transportation infrastructure investment package early in 2021.”

Ms. Black added market growth could resume in 2022, provided that economic conditions improve and travel demand in some sectors begins to return to pre-recession levels.

In her forecast, Ms. Black cautions that overall transpor-

tation construction activity will vary across the country as states deploy different strategies to balance their budgets and manage debt.

States are expecting shortfalls in transportation revenues of anywhere from \$35 billion to \$40 billion through 2024, ARTBA stated.

Among the key findings in the ARTBA forecast:

Public & Private Highway, Street Construction

The real value of public highway, street and related work by state DOTs and local governments—the largest market sector—is expected to decline \$3.1 billion, or 4%, to \$74.5 billion in 2021.

ARTBA estimates work on private highways, bridges, parking lots and driveways will decrease from \$72.3 billion in 2020 to \$66.4 billion in 2021.

Based on recent contract award data, the market should experience growth in half of the states.

Bridges and Tunnels

The pace of bridge and tunnel work is expected to decline 2% in 2021 after steep declines in 2020. The total value of work fell from \$27.5 billion in 2019 to \$22 billion in 2020, or 20%. The market is forecast to be \$21.7 billion in 2021 and work is expected to be up in about half the states.

Light Rail, Subways And Railroads

Public transit and rail construction will decline 1% from \$24.5 billion in 2020 to \$24.2 billion in 2021. The activity reflects ongoing work for several major projects across the country.

Investment by private Class 1 freight railroads is expected to remain flat at \$13.3 billion. Subway and light rail investment is forecast to decline slightly from \$11.2 billion in 2020 to \$10.9 billion in 2021.

Airport Runways/Terminals

The value of airport construction, including terminals, runways, and related work, is expected to decline from \$24.6 million in 2020 to \$20.5 billion in 2021, or 17%, before resuming growth in 2023 and beyond.

After growing 4% in 2020, airport terminal and related work, including structures like parking garages, hangars, air freight terminals and traffic towers, is expected to decrease from \$18.9 billion to \$15.8 billion.

Runway work is forecast to decline from \$5.7 billion in 2020 to \$4.8 billion in 2021.

Ports and Waterways

The value of port and waterway investment is expected to increase slightly to \$3.9 billion in 2020. Construction activity in 2020 was \$3.8 billion, up from \$3.4 billion in 2019.

Bill Banning New Anchorages for Oil Barges On Lower Hudson River Clears U.S. House

WASHINGTON—The House of Representatives on Dec. 8 passed the National Defense Authorization Act of 2021 on a bipartisan vote, which includes a provision permanently banning the establishment of new anchorages for oil barges on the lower Hudson River from Yonkers to Kingston.

“This is a victory for the Hudson Valley,” said Congressman Sean Patrick Maloney (D-18). “I promised to ban oil barges from anchoring on the lower Hudson River, and I’m proud to announce today that this ban was officially passed through the House of Representatives with broad, bipartisan support.”

For years, elected officials from both parties and environmental groups in the Hudson Valley worked to kill a proposal to install 10 new anchorage sites on the Hudson River from Yonkers to Kingston, including some 42 long-term berths that would be used for oil storage.

As chairman of the Coast Guard and Maritime Transportation Subcommittee, Rep. Maloney authored a provision to permanently ban the establishment of new anchorages along the Hudson River between Kingston and Yonkers. This provision was included in the Elijah E. Cummings Coast Guard Authorization Act, which authorizes funds and sets policy for the United States Coast Guard and Federal Maritime Commission and was attached to the National Defense Authorization Act.

The Water Resources Development Act (WRDA) is a legislative package that authorizes studies and projects within the U.S. Army Corps of Engineers (Corps) Civil Works mission areas, including navigation; flood, hurricane, storm



The bill passed by the House of Representatives will permanently ban the establishment of new oil barge anchorages on the lower Hudson River.

damage reduction; shoreline protection and ecosystem restoration.

The Dam Safety Improvement Act builds on the success of the High-Hazard Dam Rehabilitation Program by expanding eligibility of funds for the repair and rehabilitation of high-hazard dams. This program was created by the Dam Rehabilitation and Repair Act, which was signed into law in 2016. New York State has the eighth most high-hazard dams in the country, totaling 403, with nearly 100 of those dams in the Hudson Valley. The average age of America’s 90,000+ dams is 56 years old. Maintaining this critical infrastructure will save lives, the congressman noted.

In other measures before the House, the Hudson River Climate Change Protection Act is designed to help address the local impact of rising sea-levels and low-frequency precipitation by authorizing the Army Corps of Engineers to study both this threat, and the threat of hurricane damage in coastal

Please turn to page 18

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EMPLOYER & CURRENT POSITION
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Structural Designer.

AGE
26

ACHIEVEMENT
Louis G. Nappi Construction
Management-Labor Scholarship – 2015, 2016

EDUCATION
Drexel University, Philadelphia, PA,
B.S. in Civil Engineering, 2017

Drexel's five-year co-op program in which we alternated six months of classes with six months of full-time employment was a very practical introduction to professional work.

FAVORITE COURSE
Structural Design

ON THE CHOICE OF PROFESSION
I was always interested in the underlying design and science of a structure, more so than in the finished visual.

CHALLENGES
Right now the biggest challenge is to gather as much experience as possible and to get a grasp of the finished product.

INSPIRATION
Members of my family who were in the trades. My grandfather was a stonemason. My father is an engineer.

WORDS OF WISDOM
Engineering is a broad field, containing many disciplines. Don't pigeonhole yourself; use the time in school to try different aspects.

GREATEST ACCOMPLISHMENT
Working on the Tappan Zee Bridge as a 19-year-old intern. I had grown up using the bridge, and then to be a part of it, working on it and making a positive impact in the community where I lived was very satisfying.

GOALS
I want to get my professional license.

OUTSIDE INTERESTS
I am a bit of a gearhead. I like working on cars. Also building things. Doing handyman projects.

HOW HAS COVID AFFECTED YOUR WORK LIFE?
The hardest part of splitting the work week (two to three days working from home) is not being able to collaborate with a colleague in the office and talk out a problem, or seeing the full scope of a print out—and not one limited to the size of a computer screen.

FAMILY EMPLOYMENT TIES
My father, Rocco Circosta, is employed at Peckham Industries.

Researcher and Writer—Alan Kennedy

The Louis G. Nappi Labor-Management Scholarship Program was named in honor of CIC Chairman Emeritus Louis G. Nappi.

Since the inception of the Louis G. Nappi Construction Labor-Management Scholarship Fund in 2009, more than \$700,000 has been awarded to 73 students sharing in a total of 170 grants over the years. This financial support has made possible tuition aid to attend some 50 colleges and universities throughout the United States.

"By awarding these scholarships, it is our vision—with labor and management united—to encourage the brightest students to consider and pursue careers in construction and engineering."
—Louis G. Nappi, 1920 – 2014

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ALBANY UPDATE

New DEC Measures Help Prevent Climate Impacts on Communities

ALBANY—New York State Department of Environmental Conservation Commissioner Basil Seggos announced recently new measures being deployed by state agencies during project planning to better assess and prevent flooding from sea-level rise, storm surges and other natural flood causes.

With sea-level rise and other impacts of climate change continuing to threaten New York’s coastal and inland communities, the new flood-risk management guidance documents and model local laws will be valuable tools to help New York build stronger over the long term and prevent flood damage statewide.

Commissioner Seggos said, “With climate change increasing the risk of flooding statewide, Gov. Cuomo, DEC and our partners are continuing our efforts to protect New York’s communities and public investments from flooding hazards. The guidance released will serve as valuable resources for both state agencies and those municipalities that choose to incorporate the state’s flood-risk management guidelines into local planning, and those project designers that recognize the value of using nature-based measures to reduce the risk of flood damage now and into the future.”

Much of New York City, Long Island and the Hudson River are particularly vulnerable to coastal flooding, and communities and infrastructure across the state are located in ever-expanding flood-prone areas. Sea-level rise along New York’s coast has averaged 1.2 inches per decade since 1900 and will accelerate to result in permanent inundation as ocean waters warm and glaciers and ice sheets melt. By 2100, projected sea-level rise could result in water levels associated with the current one-percent annual chance coastal flood—the so-called 100-year flood—occurring up to 19 times more often than now. New York has also experienced a dramatic increase in the number of times more than two inches of rain—sufficient to cause flooding in many regions of the state—falls over a 48-hour period. More frequent heavy precipitation will increase the risk of flash floods in urban and hilly areas and inundate infrastructure, homes and businesses located in expanding floodplains.

With these significant environmental, economic and public safety challenges happening now and expected to become more severe in the future, DEC prepared four flood-risk management guidance documents to reduce risk by helping to incorporate proven mitigation methods in project siting and design. DEC’s guidance, developed in consultation with the New York State Department of State and experts from numerous other agencies, authorities, universities, and businesses, will direct implementation of the Community Risk and Resiliency Act (CRRRA) and promote the effective use of natural resources and natural processes to reduce risk of flooding.

The CRRRA requires applicants for certain DEC permits and certain state funding programs to demonstrate they have considered sea-level rise, storm surges and flooding in project designs. The CRRRA also requires DEC to consider these hazards in some facility-siting regulations and amended the Smart Growth Public Infrastructure Policy Act to prohibit state agencies from approving, undertaking, supporting, or funding public infrastructure projects unless the projects are consistent with mitigation of future physical risk from sea-level rise, storm surges and flooding.

The New York State Department of State also prepared model local laws to increase resilience, which provide guidance on specific measures that localities can take to reduce flood risk by managing development in high-risk areas and preserving natural features like wetlands and dunes that provide protection against flooding. Some of the topics included in the model local laws include: land use and zoning tools, such as overlay zoning districts, development standards and site plan review; wetland and waterway protection measures; floodplain development standards; coastal shoreline protections and stormwater management.

Morgan Stanley Plans \$200M Renovation

Continued from page 3
and other areas for employees and visitors.

Morgan Stanley bought the property in 2002, and Atlas Air Worldwide Holdings is a major tenant at the office park with a lease extending through May 2027. In the fall of 2009, Atlas Air announced it was renewing and extending its headquarters lease long-term at 2000 Westchester Ave. and investing nearly \$38 million on office space upgrades and equipment.

Atlas Air reported it had

signed a long-term lease renewal for its approximately 120,000-square-foot office complex. The company said at the time that its extension did not involve any increase in the size of its headquarters space and that the company’s \$37.5-million investment over the next five years would involve efforts to optimize its existing space. The company at the time stated it would retain the 568 jobs currently housed at the four-story, 750,000-square-foot building.

Rough, Congested NY Roads Cost Motorists \$26B a Year Continued from page 1

Driving on roads in the New York-Newark-Jersey City urban area costs the average driver \$2,959 per year in the form of extra vehicle operating costs (VOC), the result of driving on roads in need of repair, lost time and fuel due to congestion-related delays and the costs of traffic crashes in which the lack of adequate roadway safety features likely were a contributing factor, the report indicates. The cost of driving on roads in the Poughkeepsie-Newburgh-Middle-town region calculated out to \$1,580 per driver each year.

The TRIP report found that 45% of major locally and state-maintained roads in the New York-Newark-Jersey City urban area are in poor condition and another 23% are in mediocre condition, costing the average motorist an additional \$722 each year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear. In the Poughkeepsie-Newburgh-Middletown region, 18% are in poor condition and another 23% are in mediocre condition. Statewide, 25% of New York’s major roads are in poor condition and 22% are in mediocre condition.

Traffic congestion in the New York-Newark-Jersey City urban area causes 92 annual hours of delay for the average motorist and costs the average driver \$1,947 annually in lost time and wasted fuel. New York-Newark-Jersey City drivers lose 92 hours and waste approximately 324 million gallons of fuel each year due to traffic congestion, an average of 38 gallons per motorist. Poughkeepsie-Newburgh-Middletown motorists lose on average 37 hours and waste approximately 4 million gallons of fuel each year due to traffic congestion, an average of 19 gallons per motorist.

Statewide, drivers lose \$14.2 billion annually as a result of lost time and wasted fuel due to traffic congestion. Due to the COVID-19 pandemic, vehicle travel in New York dropped by as much as 45% in April 2020 compared to vehicle travel during the same month the previous year, but rebounded to 10% below the previous year’s volume in September 2020.

“The Business Council of Westchester believes that a modern and well-maintained transportation network is vital to the state’s economy and serves as an important economic development tool

Location	POOR/STRUCTURALLY DEFICIENT		FAIR		GOOD		TOTAL BRIDGES
	Number	Share	Number	Share	Number	Share	
Albany-Schenectady-Troy	72	9%	474	57%	290	35%	836
Binghamton	39	6%	368	54%	273	40%	680
Buffalo - Niagara Falls	98	8%	532	46%	530	46%	1,160
New York -Newark-Jersey City	462	7%	4,371	66%	1,770	27%	6,603
Poughkeepsie-Newburgh-Middletown	116	14%	511	63%	182	22%	809
Rochester	104	8%	617	50%	515	42%	1,236
Syracuse	98	11%	529	60%	249	28%	876
Utica	57	12%	234	48%	195	40%	486
NEW YORK STATEWIDE	1,745	10%	9,447	54%	6,348	36%	17,540

Source:TRIP

for recruiting and retaining businesses in Westchester County,” said John Ravitz, executive vice president of the Business Council of Westchester. “Now more than ever, we need to make infrastructure funding a top priority. Addressing the needed repairs to our roads and bridges must be a funding priority for our state and federal governments to focus on.”

In the New York-Newark-Jersey City

safe, efficient and reliable mobility here in New York and across the country.”

Traffic crashes in New York claimed the lives of 5,127 people between 2014 and 2018. New York’s overall traffic fatality rate of 0.76 fatalities per 100 million vehicle miles of travel in 2018 is lower than the national average of 1.13. In the New York-Newark-Jersey City urban area, on average, 1,014 people were killed in traf-

Business Council of New York State. “It is only through careful study that New York State and the nation can address this problem. We hope the thoroughness of this study will lead to the change necessary to fix this ongoing business concern.”

The efficiency and condition of New York’s transportation system, particularly its highways, are critical to the health of the state’s economy. Annually, \$1.3 trillion in goods are shipped to and from New York, relying heavily on the state’s network of roads and bridges. Increasingly, companies are looking at the quality of a region’s transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system.

The design, construction and maintenance of transportation infrastructure in New York supports approximately 319,000 full-time jobs across all sectors of the state economy. Approximately 3.5 million full-time jobs in New York in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state’s transportation infrastructure network.

“These conditions are only going to get worse, increasing the additional costs to motorists, if greater investment is not made available at the federal, state and local levels of government,” said Dave Kearby, TRIP’s executive director. “Without adequate funding, New York’s transportation system will become increasingly deteriorated and congested, hampering economic growth, safety and quality of life.”

10% of local and state-maintained bridges (20 feet or more in length) are rated poor/structurally deficient.

—The TRIP Report

urban area, 7% (462) of the 6,603 bridges are rated poor/structurally deficient, with significant deterioration to the bridge deck, supports or other major components. In the Poughkeepsie-Newburgh-Middletown region, 14% (116) of the 809 bridges are rated poor/structurally deficient. State-wide, 10% (1,745) of New York’s (17,540) bridges are rated poor/structurally deficient.

“As an advocate for traffic safety, AAA supports initiatives to provide safe roads and bridges for all motorists. The TRIP findings reinforce the need for a long-term transportation reauthorization bill in 2021 that would provide increased federal funding for New York and the nation’s infrastructure as a whole,” said Elizabeth Carey, director of public relations at AAA Western and Central New York. “AAA urges Congress and the incoming administration to prioritize transportation investments to ensure

fic crashes each year from 2014 to 2018. The financial impact of traffic crashes in which the lack of adequate roadway safety features was likely a contributing factor was an average of \$290 annually per each New York-Newark-Jersey City area driver.

In the Poughkeepsie-Newburgh-Middletown area, on average, 82 people were killed in traffic crashes each year from 2014 to 2018. The financial impact of traffic crashes in which the lack of adequate roadway safety features was likely a contributing factor was an average of \$553 annually per each New York-Newark-Jersey City area driver.

“With the deterioration of so many roads and bridges causing business and industry billions of dollars in increased costs per year, we appreciate the continued focus on this issue in the TRIP report,” said Johnny Evers, senior director of government affairs for the

NEW YORK CITY UPDATE

NYC Construction Activity Could Hit 10-Year Low

NEW YORK—A new analysis of New York City data reveals that the number of new construction filings in 2020 is the city’s lowest since the wake of the Great Recession.

There were 1,187 new building filings in New York City through the first three quarters of 2020, representing a nearly 22% decline when compared to the first three quarters of 2019, according to the Real Estate Board of New York’s New Building Construction Pipeline Report. This is the lowest year-to-date number since 2010, when there were 1,009 filings through the first three quarters. The report also found that filings increased to 441 in the third quarter of 2020 from 386 in the previous quarter, when non-essential business activity was still shut down due to COVID-19.

Following on the new report, leaders of the Real Estate Board of New York, Building and Construction Trades Council, Build-

ing Trades Employers Association and the New York Building Congress called on government officials to address the industry’s serious challenges and laid out an array of pro-growth proposals that would spark more construction and jobs for New Yorkers.

Proposals put forth by the industry and labor leaders included:

Prioritize and Expedite Large-Scale Developments Already in the Pipeline—Focus on

advancing critical projects such as the Empire Station Complex, completion of the World Trade Center Site, Willets Point and Sunnyside Yards, among others.

Develop a Regional Transportation Infrastructure Master Plan—Advance a master plan to better coordinate construction of necessary infrastructure projects such as the Gateway Program, Port Authority Bus Terminal, Second Avenue Subway Extension, BQX/Interborough

Light Rail and LGA AirTrain Connection, among others.

Expand Existing Pro-Growth Programs to Incentivize Life Sciences Development—Make the Industrial and Commercial Abatement (ICAP) program available as-of-right for new construction in the life sciences sector and develop a tax abatement program for buildings that dedicate at least 40% of their space to science, lab and research uses.

Convert Class B and C Office Space to Residential—Allow for as-of-right conversion of Class B and C offices to facilitate the development of new housing. While not all Class B and C offices are candidates for conversion due to economic constraints and floorplate limitations, even a conservative conversion rate of 10% could generate approximately 14,000 new residential units. Officials should further consider policies that facilitate the con-

version of midtown Manhattan Class B and C office buildings in manufacturing zones that do not allow for residential uses. This represents approximately 100 acres of land in an area that has excellent transit access and proximity to jobs.

Create a Single Public Sector Point of Contact for Larger Projects—Today, large projects are often delayed due to multi-agency points of contact across New York City’s Department of Buildings (DOB), Department of Environmental Protection (DEP), the Fire Department of New York (FDNY) and others. Creating a single point of content will help streamline new development while still ensuring proper oversight.

Offer Expedited DOB Service for Additional Permit Fee—As part of the standard permitting process, New York City should allow builders to pay an additional permit fee that would

ensure expedited DOB service. This would help get large projects off the ground faster while still ensuring proper oversight.

Lift the 12 FAR Cap Under New York State’s Multiple Dwelling Law—The cap on allowable residential floor area ratio (FAR) in New York City has not changed since 1961. Moving to lift the cap will unlock new opportunities for development, job creation and the production of below-market rate housing.

Among those calling for an all-hands-on-deck response by elected officials were REBNY President James Whelan, BTC President Gary LaBarbera, BTEA President Lou Coletti and New York Building Congress President and CEO Carlo Scissura.

“It has been proven repeatedly that investing in infrastructure and construction in times of crisis can uplift our city and state, jumpstart the economy and create jobs,” Mr. Scissura said.

Attorney's Column

Exaggerating a Mechanic's Lien is a Bad Idea

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

It is widely known in the construction industry that one way to get the attention of an upstream contractor that is not remitting payment is to file a mechanic's lien against the project. Aside from the obvious claim against the title of the property, a mechanic's lien can also have the effect of putting an upstream contractor in default of its obligations under its contract, putting the property owner in default of its mortgage, and preventing a sale transaction from going forward, amongst others. However, notwithstanding these effects, there are contractors who may be tempted to give their lien a little extra "oomph" by



increasing the amount of the lien beyond what they are actually owed. In the recent case of *LaPenna Contracting v. Mullen*, an appellate court reminded us that this is always a very bad idea.

Background

In July of 2016, LaPenna Contracting entered into a contract to construct an extension on the Mullens' home. Problems arose between LaPenna and the Mullens, and

LaPenna's services were terminated in March of 2017. The Mullens retained one of LaPenna's subcontractors to complete the project. At the time of its termination, LaPenna had been paid \$36,350 from construction loan proceeds, and an additional \$9,515.48 directly by the Mullens. LaPenna promptly asserted a mechanic's lien for \$33,870, and immediately commenced a lawsuit to foreclose that lien. The Mullens asserted a counterclaim in that lawsuit to recover the money they paid to LaPenna's former subcontractor to complete the project. The Mullens also claimed that LaPenna's mechanic's lien was exaggerated. The case ultimately went to trial.

There are contractors who may be tempted to give their lien a little extra "oomph" by increasing the amount of the lien beyond what they are actually owed. In the recent case of LaPenna Contracting v. Mullen, an appellate court reminded us that this is always a very bad idea.

Decision

The trial court found that LaPenna's work was deficient and defective, and that the Mullens properly terminated LaPenna for its breach of contract. At the time, LaPenna was terminated, the trial court found that there was only limited progress made on the Mullens' home and

the approximate value of that work was only \$36,350—even though LaPenna had been paid \$45,865.48. Accordingly, the trial court awarded the Mullens the amount they had to pay to complete the home, as well as the difference between the amount of work actually performed by LaPenna and what was paid by the Mullens. The trial court also found that LaPenna's mechanic's lien was exaggerated, and it awarded the Mullens damages accordingly. LaPenna appealed.

The appellate court affirmed, finding that an award to LaPenna on its mechanic's lien would result in a payment to LaPenna of \$79,735.48, or 94% of the contract price, when the evidence established that the value of that work was only \$36,350—and LaPenna submitted no evidence to suggest otherwise. Given this math, there was no other conclusion to be drawn other than the mechanic's lien was willfully exaggerated. Accordingly, the award to the Mullens of the amount of the exaggeration (here, the entire lien) and attorney's fees—on top of what the Mullens were awarded on their breach of contract counterclaim—was upheld.

Comment

Mechanic's liens are a powerful tool because they not only involve the upstream contractor who is not paying, but they also attach to the title of the property itself. Accordingly, in order to prevent abuse of this powerful tool, the state legislature put in a safeguard in the form of an award against an exaggerating lienor of not only the attorney's fees incurred in discharging the exaggerated lien and the interest on monies deposited to discharge the exaggerated lien (or the premium for any lien discharge bond), but an amount of money equal to the amount of the exaggeration itself. One can see here that even though LaPenna's work was legitimately worth \$36,350, after the award of the amount of the exaggeration (which was the entire lien), LaPenna was left with only \$2,480 to show for its efforts.

Contractors should be forewarned of the bitter penalties that can be imposed if they exaggerate.

Please turn to page 15

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NRC Approves Indian Point License Transfer

WASHINGTON—The Nuclear Regulatory Commission announced on Mon., Nov. 23, it had approved the transfer of the Indian Point nuclear power plant licenses from Entergy Nuclear Operations to Holtec International, as owner, and Holtec Decommissioning International as decommissioning operator.

Holtec and HDI have announced that they intend to expedite the decommissioning and dismantling of the power plant.

Indian Point's three pressurized-water reactors are located in Buchanan in Westchester County. Indian Point Units 1 and 2 are permanently shutdown; Unit 3 is scheduled to permanently shut down in April 2021. The license transfer also includes the plant's dry cask spent fuel storage installation.

The NRC order approving the license transfer is effective immediately, but the license transfer will not be finalized until after Unit 3's permanent shutdown and the completion of the transaction between Entergy, Holtec and HDI. At that point, the NRC will amend Indian Point's licenses to reflect the completion of the transfer; the commission stated.

Additionally, several hearing requests are currently pending before the commission. The transfer approval is subject to the commission's authority to rescind, modify, or condition the transfer based on the outcome of any subsequent hearing on the application.

In reviewing the license transfer application, the NRC staff, which approved the license transfer earlier in November, considered the Holtec and HDI technical and financial qualifications, the adequacy of the Indian Point decommissioning trust funds to complete the radiological decommissioning of the plant, and the adequacy of plans to manage the onsite storage of spent nuclear fuel until it can be removed for storage or disposal elsewhere. The NRC staff concluded that Holtec and HDI met the regulatory, legal, technical and financial requirements necessary to qualify as licensees.

Separate from the NRC approval, Entergy and Holtec had previously filed a petition with the New York Public Service Commission requesting a ruling disclaiming PSC jurisdiction or abstaining from review of the proposed transaction, or, in the alternative, an order approving the proposed transaction. That petition remains pending before the PSC.

The transfer of Indian Point to Holtec, currently targeted for May 2021, would occur following the satisfaction of all closing conditions, including the permanent



The transfer of Indian Point Energy Center from Entergy Nuclear Operations to Holtec International is scheduled for May 2021.

shutdown and reactor defueling of Unit 3.

"The NRC's approval of the Indian Point license transfer is a critical milestone as we move closer to completing the transaction," said Leo Denault, Entergy's chairman and CEO. "The sale of Indian Point following its permanent shutdown will benefit the community by enabling the facility to be removed and the site remediated decades sooner than otherwise thought possible. Stakeholders in the community will benefit from a dismantling and decommissioning process that can begin promptly following shutdown next year."

Previously, the NRC approved two separate transfers of retired nuclear power plants to Holtec for prompt decommissioning; Holtec currently owns and is decommissioning the shutdown of Oyster Creek nuclear power plant in New Jersey and the shutdown of the Pilgrim nuclear power plant in Massachusetts. Additionally, the NRC previously approved the license transfer of the Vermont Yankee to NorthStar Group Services in support of Entergy's effort to divest of its merchant nuclear fleet to focus on its regulated and transformation strategies.

Holtec plans to begin the decommissioning process at Indian Point promptly upon taking ownership, and as part of the agreement between the companies, will initially provide job opportunities for approximately 300 of Entergy's current employees at Indian Point. Holtec also has agreed to honor the collective bargaining agreements that apply to current employees.

The approximately 300 Entergy employees are expected to transition over to Holtec's CDI subsidiary under the leadership of CDI President Kelly Trice, bringing with them years of Indian Point operational knowledge to complement Holtec's experienced decommissioning team drawn from other company locations.

"In addition, CDI plans to deploy the union workforce under existing national labor agreements to use specialized trades from the local union halls. We are as committed

to safe decommissioning as we are to human capital development as more workers join our workforce through plant acquisitions," said CDI President Trice.

Holtec's plan for decommissioning will result in the release for re-use of the vast majority of the site in the 2030s, with the exception of the Independent Spent Fuel Storage Installation and its security perimeter—the area where spent nuclear fuel is safely stored in dry casks until the U.S. Department of Energy transfers the spent fuel offsite. As part of its plan, Holtec expects to move all of the Indian Point spent nuclear fuel into dry casks

within about three years following facility shutdown in 2021. Holtec has a pending application with the NRC for a Consolidated Interim Storage Facility in New Mexico, which could eventually store spent nuclear fuel from Indian Point and other U.S. nuclear power plants.

Prior to the NRC announcements and before a final decision is rendered in the license transfer proceedings for Indian Point Energy Center, New York State Assemblywoman Sandra Galef requested the NRC hold a public meeting.

Rep. Galef wrote in a letter to the NRC requesting a public meeting to hear constituent concerns about

Holtec International and the decommissioning process. "We must hear the views of the community members who live here (her district), and use these views to impact the decommissioning process, as these community members are the ones who will face the immediate effects of this nuclear closure and decommissioning project."

Riverkeeper, in a statement, said it was "troubled" by the NRC staff's recommendation. Riverkeeper calls upon New York State to step in to ensure "the decommissioning of Indian Point is conducted safely, prudently, and in the best interests of New Yorkers."



A rendering of the Cyber and Engineering Academic Center (CEAC) at West Point that will enable and inspire collaboration across engineering disciplines.

West Point Advances \$200 Million Cyber/Engineering Academic Center

WEST POINT, NY—On Dec. 12, the U.S. Military Academy held a groundbreaking ceremony for its new future-focused Cyber & Engineering Academic Center, touted as a state-of-the-art building that will house the engineering laboratory functions of the Departments of Civil & Mechanical Engineering, Electrical Engineering & Computer Science, and Systems Engineering together under one roof.

The new center will advance science, technology, engineering and mathematics in many ways: through laboratories and access to new technology and equipment, and opportunities for unique collaboration with academia and industry.

The proposed 136,000-square-foot academic facility is an investment that will pay great dividends toward the Army's need for technical competence in the officer corps and the ongoing

growth of the Cyber Branch, the Academy said in a statement. The project will be subsidized with more than \$200 million in appropriated government funding and private funding to enable "Margin of Excellence" enhancements.

"The Cyber & Engineering Academic Center will ensure that our cadets, guided by world-class faculty and staff, will develop and learn in a modern, state-of-the-art facility for years to come," said Brig. Gen. Cindy Jebb, dean of the Academic Board. "The facility will profoundly and positively impact our mission to develop our graduates who will lead with character in a changing, uncertain, and technology-driven world. We are thrilled that it will serve to attract quality talent across cadets, faculty, and staff in an increasingly competitive higher education landscape."

Construction NEWS

PHOTO GALLERY



Newburgh-Beacon Bridge, view westbound.



L&L Painting, Inc., employees Erlon Carneiro, kneeling, and Orlander Prestes who are members of Painters L.U. 806.

Yonkers Contracting Mobilizes On Newburgh-Beacon Bridge



Erlon Carneiro of Painters L.U. 806 priming truss for repair inspection by the bridge engineer.

HIGHLAND, NY—The New York State Bridge Authority award of the full deck replacement project on the north (west-bound) span of the Newburgh-Beacon Bridge to Yonkers Contracting Co. is now underway, with motorists getting used to the new traffic patterns that went into effect Dec. 15.

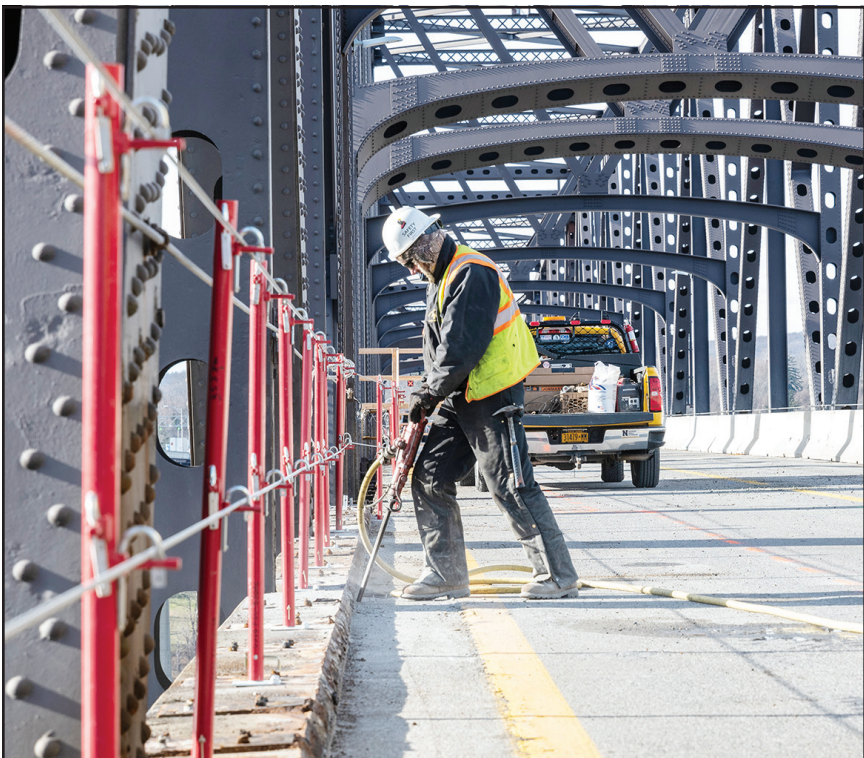
The multi-year project work, valued at \$102 million, includes re-decking and removing toll booths and realigning traffic lanes, and it represents a major capital improvement in a critical connector for the Hudson Valley and the Northeast. (The south span of the Newburgh-Beacon had its deck replaced between 2012 and 2014.) The entire deck replacement project at the north span is expected to wrap up by July 2023.



From left, Yonkers Contracting Co. Senior Project Manager Fred Cardillo and Laborer L.U. 60 Labor Foreman Ziggy Lasota, discussing bridge deck demolition with Jorge Chacha of Laborers L.U. 235.



Senior Project Manager Fred Cardillo of Yonkers Contracting Co.



Laborer Foreman Ziggy Lasota of Yonkers Contracting drilling holes for deck demolition.

Photo Credit: Margaret Fox Photography



WHICH FUTURE MAKES SENSE FOR WESTCHESTER?

Indian Point will shut down by April 2021, and federal law allows for up to 60 years for it to be dismantled and removed.

But we don't have to wait that long.

There's a smarter plan for Indian Point currently under review. It calls for major work to be completed in just 12-15 years.

The plan will provide hundreds of local jobs. It means opportunity for redevelopment of the land decades sooner. And it results in predictable tax revenue for local schools and governments.

Indian Point will close soon after operating for nearly 60 years. We don't have to wait another 60 years for it to be dismantled.

Learn about the smarter plan at indianpointdecommissioning.com

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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Subcontractors and Vendors
A Prosperous 2021!
Let's Forget 2020 Forever!*

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A Happy Holiday Season*

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the Best Christmas
and New Year Ever!*

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From the Officers and Members of...*

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*Wishes Everyone in the Industry
All The Best
For The Holidays!!!
And For
A Better 2021*

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Wish Everyone
a Safe & Joyous
Holiday*

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*May 2021 Bring Blessings
and Good Cheer
To All*

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To All Our Friends
in the Westchester
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The Rest is Easy*

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a Merry Christmas
and a Prosperous
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to All Our Friends
in the Hudson Valley*

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And a Better 2021*

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Local 137**

*Wish Everyone
a Merry Christmas &
A Happy New Year*

Warmest Wishes for a Wonderful Holiday

Patrick DiCerbo

*This year, more than ever,
the construction industry has demonstrated resiliency
and tenacity, and we are grateful to be a part
of such a strong community.
Wishing All a Wonderful Holiday.*

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*Wishing Everyone
A Joyous, Healthy and Safe
Holiday Season*

*Best Wishes for a Happy Holiday
And a Joyous New Year!*

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For a Wonderful
Holiday Season*

Norman Fell & Bill Mascetta

*Merry Christmas & Happy New Year
From Everyone at...*

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*Ho, Ho, Ho
from*

**Welby, Brady
& Greenblatt, LLP**

*Wishing a Year of Good Health For All and
A Return to Prosperity*

**Yonkers Contracting
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Happy Holidays

Stay Healthy, Safe Safe

*Thank you for your friendship, goodwill
and loyalty. May the happiness
and good cheer of the holiday season
be yours throughout the new year.*



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Financial Management

Anchin's Post-Election Insights: Tax Considerations

By PHILLIP ROSS, CPA, CGMA, PARTNER

Every election has tax considerations. Perhaps the impact from this election will be even more significant than others as a result of the pandemic we are facing and all of the related economic uncertainty. While control of Congress is still undetermined, it is likely that Congress will be divided or at best ruled by the slimmest of margins, thus making substantial changes more challenging and less likely.

It is hopeful there will be changes for construction companies in addition to or as part of a quick stimulus package. We will monitor any revival of a stimulus package whether it is broad-based or targeted towards those industries and taxpayers who need it most.

Here are a few additional thoughts for construction companies to consider as we look to a new administration with new tax plans for 2021. Although, it is difficult to predict how many of the proposals and how quickly any changes will become tax law. Now is the time to start to plan for tax changes while there is still time to act in 2020.

The Biden campaign has proposed increasing ordinary income as well as capital gains rates. Additionally, they have proposed placing a 28% cap on itemized deductions, restoring the PEASE limit (phase out of itemized deductions for high-income taxpayers) and repealing the SALT cap (which currently limits deductible state and local income and real estate taxes to \$10,000). In addition, two of the biggest potential changes for construction companies and their owners are: the proposed phase out of the 20% Pass Through Deduction for taxpayers with income over \$400,000 and the proposed increased Social Security taxes for wages/income in excess of \$400,000.

Planning Considerations

Rising tax rates encourage considering methods to



increase income in lower tax years and deferring deductions into higher tax years. This is the opposite of typical tax planning aimed at deferring taxes.

Acceleration of income—Consider accelerating income into 2020 where possible, instead of deferring until 2021. This would also include selling investments in 2020 that are in a

long-term capital gain position that you typically would wait to sell until the following year.

Deferring deductions into higher tax years—Simplistically, this would make sense. However, consider that for many high-income taxpayers, your deductions could be capped at 28% and phased out in 2021. That could make certain itemized deductions more valuable this year instead of next year despite an increase in tax rates.

Don't Prepay Those Estimated Income or Real Estate Taxes!

Assuming you have already reached your 2020 \$10,000 SALT capped tax payments, defer paying any more until 2021, a year when you may in fact get

some benefit for the payments. Utilize some, if not all, of any of the gift and estate tax

exemption drops down to a much lower level.

The aforementioned tax planning considerations are key for construction companies as we approach the end of 2020. Smart tax planning could significantly reduce your combined taxes for 2020 and 2021 in the event these proposals become law and effective in 2021.

For more information, contact your CPA.

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.

The Biden campaign has proposed increasing ordinary income as well as capital gains rates. Additionally, they have proposed placing a 28% cap on itemized deductions, restoring the phase out of itemized deductions for high-income taxpayers and repealing the SALT cap.

exemption that you still have not utilized before year-end, in case the current estate tax ex-

"Now more than ever, we must invest in our roads, bridges, energy, and water projects."

The road to recovery begins with infrastructure."

Greg Lalevee

Chair, ELEC825

Business Manager, IUOE Local 825

Attorney's Column

Continued from page 8

generate a lien. Accordingly, one should consult with construction counsel to determine what evidence you have available to meet your burden of proving the reasonable value of the work performed such as would support the filing of the lien.

About the authors: 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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Economic Outlook

Economy Seeks to Stabilize Amidst Rising COVID Cases

By MICHAEL PATON

The construction industry added 84,000 new jobs nationwide in October, according to recent data released by the U.S. Bureau of Labor Statistics. During the last six months, the construction industry added back 789,000 jobs—recovering only 73% of the jobs lost during earlier stages of the coronavirus epidemic.

Non-residential construction employment in aggregate added 59,700 jobs on net in October. All three non-residential subcategories experienced increases. The largest was registered among non-residential specialty trade contractors, which added 27,500 positions; heavy and civil engineering added 18,800 jobs while other types of non-residential building added 13,400. The construction industry unemployment rate was 6.8% in October, up 2.8 percentage points from the same time last year, but down from 7.1% a month earlier. Unemployment across all industries declined from 7.9% in September to 6.9% in October.

The construction industry recorded employment gains despite facing many negative



conditions, including tighter lending, worsening state and local government finances and deteriorating commercial real estate conditions.

Locally, employment conditions worsened. For the 12-month period ending September 2020, the private sector job count in the Hudson Valley fell by 86,600, or 10.6%, to 727,200. Job losses were centered in leisure and hospitality (-33,600), trade, transportation and utilities (-14,500), professional and business services (-10,600). The September 2020 over-the-year job losses continue to reflect the impact of the COVID-19 pandemic. At 727,200, private sector job count has reached its lowest

September level since 2010. Within the region, the Orange-Rockland-Westchester labor market area's private employment sector declined the fastest year-over-year, down 11.3%. That market was followed by the Dutchess-Putnam metro area (-9.6%), Sullivan County (-8.4%), and the Kingston metro area (-5.8%).

On the negative side, loans for real estate declined nationally. According to the Mortgage Bankers Association, commercial and multi-family loan originations were down 47% during the third quarter of 2020 compared to a year ago, even though they rebounded 12% from the bottom of the impacts of the coronavirus pandemic. Some sectors were hit harder than others, with hotel properties seeing a 94% year-over-year drop in lending volumes compared to a year ago. Relative bright spots included industrial properties, which decreased by just 23% amid continued activity for data center development, and a 31% decrease for multifamily

properties.

While analysts have noted that money for development was abundantly available during

The construction industry recorded tepid employment gains despite facing many negative conditions, including tighter lending, worsening state and local government finances and deteriorating commercial real estate conditions.

the third quarter, the overall decline in lending volume illustrates the hesitancy of developers to take risks on new projects during the uncertainty of the COVID-19 pandemic. Several billion-plus dollar projects that were already underway have decided to cease construction until more clarity surrounding the pandemic emerges. However, while the year-over-year numbers show the severity of

negative impacts of the current development environment, shorter timelines offer hope that some developers are returning from the sidelines. For example, third quarter originations for industry properties were up 67% from the second quarter, while the office sector rose 35%. At the same time, the retail and hotel sectors continued to drop further, down another 27% and 45% respectively. Overall, lending was down across all sectors 35% year to date.

Office leasing activity in Westchester County improved in the third quarter as New York City companies looked to relocate or establish new offices in the county, according to the Houlihan Lawrence Third Quarter Commercial Market Report for Westchester County. Meanwhile, the report showed demand remains strong for industrial space and the inventory of multi-family under construction continues at a high level. The report also noted that the retail sector continues to struggle.

Please turn to page 18



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Safety Watch

Motor Vehicle Safety: An Essential Part Of Your Construction Safety Program

By GEOFFREYS. POPE, ESQ.

Unless you're a straphanger or wealthy enough to afford a driver, the odds are you spend time behind the wheel either getting to work or as part of the job. That in itself is an act of operating a piece of equipment. OK, it may not be a construction vehicle you say, or is it? Operating heavy equipment safely poses special challenges, and, too, passenger vehicles and light trucks also require care if accidents are to be avoided.

While falls may be the number-one cause of serious injuries and deaths on construction sites, don't overlook the critical importance of motor vehicle safety. Mishaps here are far and away the leading cause of work-related injuries across the entire economy.

While many raised in the U.S. benefitted from professional instruction or high school driver's education classes, don't take for granted your employees are also all well-trained, experienced or even licensed drivers. Increasingly new hires in the workforce were raised in poorer countries where car ownership is not a given. Only in 2019 did New York begin issuing driver's licenses to the undocumented; even persons presently holding green cards may have spent years without driving. No matter what country they were born in, drivers sometimes lose their licenses for DUIs or other traffic offenses. You as an employer and manager should verify licensure at the time of hire, and periodically review the skills of any employee who may be operating a motor vehicle as part of the job.

Naturally, where your state has different classes of licenses for passenger vehicles, trucks, cranes, or other equipment, you need to make sure that employees are properly and currently licensed for any vehicles or equipment they may be called upon to operate. Since "if you didn't keep a written record, it didn't happen," the ascertainment that each employee was found to have all appropriate licenses, as well as any accidents or infractions, should be kept as a part of each employee's personnel file.

In training your employees about safe driving, you need to enforce a number of points that are probably well-known, but often disregarded among drivers.

For starters, here are some policies and practices you should stress among all of your employees who drive:

- Mandatory seatbelt use.
- Workers should not be asked to drive irregular hours or hours that are far in excess of their usual working hours.
- Driving at night, or in



conditions of poor visibility due to adverse weather, should be kept to a minimum. This is especially important for drivers over the age of 50.

- Mobile phone use should be minimized and limited to phones that can be operated by

voice commands. Forbid texting while driving.

- Assignments requiring road travel should be scheduled to avoid driving at high or unsafe speed in order to meet deadlines or arrive at appointments on time.

- Driving under the influence of drugs or alcohol should be made a firing offense. Also, failing to report the revocation or suspension of one's license should result in disciplinary action.

- When buying or leasing cars, light trucks or heavy equipment, research the safety features and statistics of the models you are considering; give high priority

to vehicles and equipment that have been shown to be safe.

with the manufacturer's recommendations and applicable laws. Employees should be instructed to report any repair issues to a supervisor. Vehicles or equipment found to be malfunctioning should be taken out of service until repaired.

Generally, drivers' vision and driving skills begin to head downhill starting in their early 50s—and even more so when driving at night. Many older drivers underestimate the deterioration in their skills. There are a number of things older

drivers should do to manage this slippage. Here's my top

Please turn to page 18

While many growing up in the U.S. benefitted from professional instruction or high school driver's education classes, don't take for granted your employees are also all well-trained, experienced or even licensed drivers.



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Safety Watch

five recommendations for safe vehicle operation as we age: See an ophthalmologist at least once a year; slow down; avoid tailgating; take a “defensive driving” course; and pay special attention to avoid driving while drowsy or fatigued.

Other aids include driving with one's headlights lit in the dawn and twilight hours to help other drivers see you. Also, allow extra distance between your vehicle and the vehicle ahead of you as a way to compensate for your once razor-sharp reflexes should a sudden stop be required.

Needless to say, alcohol and drugs are doubly inadvisable for the older driver.

Naturally, the operation of heavy equipment such as excavators, loaders, graders, rollers and bulldozers must be limited to individuals with demonstrated skills and the highest concern for safety. Struck-by injuries and roll-overs are the primary dangers, and training must include not only your operators, but all and any who might be called upon to work on foot in proximity to equipment being operated. Some of the basics are as follows.

- Probably the paramount issue is communication. Equipment should only be operated with a signal person communicating with the operator using a standardized set of hand signals. A two-way radio is recommended as a supplementary means of communication. Persons working on foot should wear high-visibility vests, as it is critical that the operator know, at all times, their locations. The dangers of operating

Continued from page 17

any motor vehicle in reverse are multiplied when heavy equipment is involved. Therefore, a backup warning alarm is a must. Both operators and persons working on foot should utilize hearing protection as required.

- Heavy equipment must have a rollover protective structure that meets OSHA requirements. A seat belt must always be worn to prevent the operator being ejected during a rollover or upset situation.

- Operators should be trained to use the “three-point rule” in mounting or dismounting heavy equipment. This means that both feet and one hand, or one foot and both hands, must be in contact with the ladder access at all times. Jumping on or off equipment must be prohibited.

- Equipment must be serviced regularly per the manufacturers' recommendations. Periodic safety inspections on all components must be performed by qualified personnel. The steering and braking systems should be given particular attention, and a pre-shift, walk-around by the operator is always a good idea.

Mishaps involving heavy equipment often produce fatalities or serious injuries. Avoiding them must therefore be given a high priority.

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.

Economic Outlook

Continued from page 16

gle and investors are sitting on the sidelines for the near term. Despite these headwinds, leasing activity improved during the third quarter. Lease deals doubled and inquiries from New York City businesses relocating or establishing a new presence in Westchester are increasing, according to the Houlihan Lawrence report.

Overall, tenants businesses are in flux and near-term uncertainty is keeping investors on the sidelines. Underwriting asset values is nearly impossible when cash flows are uncertain. The Houlihan Lawrence report stated that it is no surprise that

owner-occupiers are leading property purchases—as these buyers can be more confident in their own business. The report predicted that this temporary pause in investor activity will subside and pent-up investor demand will eventually increase as stretched property owners begin to sell.

About the author: Michael J. Paton is a portfolio manager at Tocqueville Asset Management L.P. He joined Tocqueville in 2004. He manages balanced portfolios and is a member of the fixed-income team. He can be reached at (212) 698-0800 or by email at MPaton@tocqueville.com.

Bill Banning New Anchorages

Continued from page 4

communities throughout the country. According to the federal U.S. Global Change Research Program (USGCRP), sea levels along the coasts of New York State have risen by about 13 inches since 1880, and are projected to rise another 1-to-4 feet by 2100. Rising sea levels will increase the frequency and severity of flooding, putting communities and coastal ecosystems along the Hudson River, an extension of the Atlantic Ocean, at risk.

The New York New Jersey

Harbor & Tributaries project is designed to help protect New York from catastrophic storm damage, and design measures to manage future flood risk in ways that are effective and sustainable.

Under this bill, the Rondout Creek-Wallkill River Watershed flood reduction project will be prioritized and expedited by the U.S. Army Corps of Engineers. Orange County farmers and communities along the Wallkill River are impacted by frequent flooding and erosion.



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Regional Bid Alert

New York State DOT Region 8

Bid Letting Date: Jan. 7, 2021

New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract# D264389
PIN# 881475
FA Proj.# Z001-8814-753

Project Description: Westchester Co., replacement of rustic guide rail with galvanized guide rail on Route 987F (Sprain Brook Parkway) at various locations.

Bid Deposit: 5% of Bid (~ \$375,000.00)

Goals: DBE: 10.00%

Bid Letting Date: Jan. 7, 2021

New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract# D264403
PIN# 881537
FA Proj.# Z001-8815-373

Project Description: Orange Co., Interstate 84 resurfacing Route 6 to Route 17M, Orange County.

Bid Deposit: 5% of Bid (~ \$1,500,000.00)

Goals: DBE: 10.00%

New York State DOT Region 9

Bid Letting Date: Jan. 7, 2021

New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract# D264385
PIN# 9TGD20
FA Proj.# Z232-9TGD-203

Project Description: Otsego Co., guide railing & drainage requirements contract, Otsego County/

Bid Deposit: 5% of Bid (~ \$125,000.00)

Goals: DBE: 2.00%

New York State DOT Region 11

Bid Letting Date: Jan. 7, 2021

New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract# D264367
PIN# XM2055
FA Proj.# Z001-XM20-553

Project Description: Bronx, Kings, New York, Queens, Richmond Cos., bridge joint replacement and deck joint resealing at multiple locations throughout NYC.

Bid Deposit: 5% of Bid (~ \$750,000.00)

Goals: DBE: 9.00%

Westchester County DPW

Bid Due Date: Jan. 13, 2021

Contract: 20-504 (\$100.)

Title: Rehabilitation of Pool and Bathhouse, Playland Park, Rye, New York.

Description: The work under this contract consists of providing all necessary labor, material and equipment required for the reconstruction of the Playland Pool and the rehabilitation of the Playland Bathhouse. Work includes all associated mechanical, electrical and site work. NOTE: The Contractor is directed to the Special Notice regarding Project Labor Agreement (PLA).

Bid Estimate Range: \$21 million to \$23 million.

MANDATORY PRE-BID INSPECTION: Scheduled at 11:00 a.m. on Dec. 1, 2020; meeting outside by the Fountain Plaza directly adjacent to the Administration Building, Playland Park, Rye, NY. MANDATORY attendance is required. Bids will be REJECTED from Contractors not in attendance at this meeting, or those who fail to sign the attendance sheet.

Contact: James Antonaccio, 914-995-6343.

New York State Dormitory Authority

Bid Letting Date: Jan.12, 2021

Title: City University of New York, City College of New York, Steinman Hall HVAC Upgrade and Asbestos Abatement

Contract: CR39 General Construction

Project Number 3065509999

Sealed bids for the above work located at 275 Convent Avenue, New York, New York 10031 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 Visitor Covid-19 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 January 12, 2021 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: Vadim Raskin, Sr. Project Manager, 138th Street and St. Nicholas Terrace, DASNY Red Trailer, New York, New York 10031, 212-491-6930, vraskin@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 Monday, Nov. 30, 2020 at 10:00 AM via Video Conference. Contact Vadim Raskin at 646-210-3952. 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>. For Bid Opportunities and other DASNY related news, follow us on Twitter @NYS_DASNY and Facebook <https://www.facebook.com/pages/DASNY-Dormitor-Authority-of-the-State-of-New-York/30727419273936>

Bid Letting Date: Jan. 14, 2021

Title: City University of New York, Brooklyn College, Boylan, Ingersoll, Roosevelt Hall Cornice Restoration and HAZMAT Abatement Rebid

Contract: CR10 General Construction

Project Number 3451109999

Sealed bids for the above work located at Brooklyn College, 2900 Bedford Avenue, Brooklyn, New York, 11210 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.

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 individuals who plan to attend bid openings will be required to present government-issued picture identification to building security officials and obtain a visitors pass prior to attending the bid opening.

Only those bids in the hands of DASNY, available to be read at 2:00 PM local

time on January 14, 2021 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: Jason Wiatr, Assistant Project Manager, 2900 Bedford Ave., Brooklyn, New York 11210 (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 is scheduled on Tuesday, January 5, 2021 at 10:00 AM at DASNY Field Office, 1 Campus Road, Brooklyn, New York 11210. Contact Jason Wiatr at 718-421-2621. 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>. For Bid Opportunities and other DASNY related news, follow us on Twitter @NYS_DASNY and Facebook <https://www.facebook.com/pages/DASNY-Dormitor-Authority-of-the-State-of-New-York/307274192739368>.

To view the Contract Documents online, click the following link: www.camelotplanroom.com or type it into your web browser. Then click on the Public Jobs link on the left side of the page. If you would like to purchase the Contract Documents and become a registered planholder click the link "Register for an account" and follow the steps to create a free account (if you have not previously set one up). Once you have a Login and Password, log in to the planroom. To order a DIGITAL DOWNLOAD of the Contract Documents and be placed on the bidder's list, add the Contract Document(s) to your cart and proceed to the checkout. All major credit cards are accepted online. A purchase of a digital download is required to become a registered planholder. Printed sets of the Contract Documents are also available to planholders for an additional cost and may be ordered through the online planroom or by mailing a check. The purchase of the digital downloads and printed sets are non-refundable and non-returnable. Please contact Camelot's Bid Department at (518) 435-9696 or email them at camelotbids@teamcamelot.com for more information.

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

Construction, Environmental Groups Expand Coalition To Put \$3B Environmental Bond Act Back on Ballot

Continued from page 1

and costly flood damage to our infrastructure require bold acts, which the ‘Restore Mother Nature’ funding referendum addresses. We call on Albany to readopt the same language of the original bond act and put it on the 2021 ballot.”

The CIC joins New Yorkers for Clean Water & Jobs Coalition to advocate for the protection of the state’s Environmental Protection Fund (EPF), Clean Water Infrastructure Act, NY Parks 2020 and DEC Capital funding programs.

The EPF supports 350,000 jobs across the state and approximately \$40 billion in economic activity each year. The coalition states that the program has a strong track record in preventing pollution, improving water quality, protecting family farms, and expanding parks, trails, gardens and zoos across the state.

New York’s drinking water and wastewater systems need tens of billions of dollars in upgrades to ensure its communities have safe drinking water. To date, the state has provided \$3.9 billion for water infrastructure programs, including the Clean Water Infrastructure Act, and Gov. Cuomo committed an additional \$1.5 billion over the next three years as part of the FY19 budget for a total commitment of \$5.4 billion. This program is a job generator, with every



The New Yorkers for Clean Water & Jobs Coalition has six key advocacy goals.

\$1 million in state investment resulting in 17 local jobs, according to industry studies.

Over the last decade, Parks 2020 has funded \$1 billion in upgrades to the state’s state parks system. Every dollar invested in state parks generates \$5 of economic activity.

The DEC NY Works Program has improved public recreation opportunities throughout the state and ensured the agency can address pollution that threatens both public health and natural resources.

Over the course of the program, \$228 million of Regional Greenhouse Gas Initiative funds (17% of total funding) have been transferred by NY-SERDA to the state General Fund, depriving New Yorkers of funding that could have low-

ered energy bills and created good jobs, Audubon New York noted. RGGI funds need to be fully dedicated to New York’s climate change initiatives, including meeting the state’s ambitious climate goals.

The coalition’s efforts will include what Audubon terms as “robust advocacy aimed at New York’s congressional delegation and state leaders to continue funding that supports jobs and clean water. As we build back a stronger New York in the wake of the COVID pandemic, our leaders must prioritize environmental funding that will benefit birds and people.”

The New Yorkers for Clean Water & Jobs Coalition is also advocating for further federal aid for New York as the state

grappling with a massive budget deficit brought on by the pandemic.

Environmental programs have historically driven state economic recovery, serving as a proven investment that makes New York communities stronger and healthier. The ongoing pandemic and the escalating climate crisis put further urgency on protecting environmental programs that improve public health, safeguard clean water, strengthen the economy, allow New Yorkers to spend time in nature, and enable communities to reduce local climate risks.

Need for Infrastructure Funding is Significant

In June 2020, The New York State Association of Counties sent a letter to President Trump and Congressional leaders calling for immediate action on infrastructure investment as part of any future economic stimulus packages. The letter included a list of infrastructure projects from 40 counties in New York State totaling more than \$7.35 billion.

NYSAC projects that counties across New York State (outside of New York City) currently have more than \$10.8 billion in infrastructure funding needs and that fully funding these projects could create or

save up to 200,000 jobs, which would help to revitalize local economies as they begin the process of recovering from the economic devastation wrought by the pandemic.

“Now is the time to innovate, to invest in our future, and to rebuild a stronger, smarter infrastructure for the good of all,” said NYSAC President John F. Marren—at the time the association sent the letter to President Trump and others in June—“It is in this spirit of renewal that we presented these project recommendations to our federal partners. These projects represent a significant opportunity to jumpstart our economy, add construction and trade jobs to our workforce, and strengthen our infrastructure for the next generation of Americans.”

“As we begin to rebuild our communities in the wake of this economic disaster, now is the perfect time to invest in these long-overdue projects,” said Dan McCoy, president of the County Executives Association of New York. “By making critical investments in infrastructure, we can create and save tens of thousands of jobs while tackling long-standing infrastructure needs that will strengthen our communities and attract new business opportunities.”

In addition to the CIC and BCA, other construction and environmental organizations include: Association for a Better New York, the Long Island Contractors’ Association, Inc., the New York Building Congress, the New York League of Conservation Voters, the New York State Laborers’ Union, the Open Space Institute, Riverkeeper, Save the Sound, Scenic Hudson, Sustainable Westchester, The Trust for Public Land, as well as a host of land trust and environmental organizations throughout the Hudson Valley and New York State.

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WHO'S NEWS & WHAT'S NEW

Fon Named Greenburgh Public Works Head

GREENBURGH, NY—Richard Fon has been recently appointed Commissioner of Public Works for the Town of Greenburgh in Westchester.



Richard Fon

Mr. Fon was the superintendent of Public Works for the town since 2011. He replaces Victor Carosi who retired from the post. Since 2010, Mr. Fon had also served as Planning Board Chairman of the Yorktown Planning Board where he resides. In that role of community service, he has been responsible for all subdivision site plans and approvals, including but not limited to special use permits. He previously served as Conservation Board Co-Chair for the Town of Yorktown.

Mr. Fon was the superintendent of Public Works for the town since 2011. He replaces Victor Carosi who retired from the post.

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Every Month in
Construction NEWS

**Advanced Disaster Recovery Inc.**

NEW HAMPTON, NY—In the early 1970s Alvaro Ferrante along with his brother were painting houses in the Bronx when they realized it was time to quit the city and search for bigger opportunities. Alvaro took his wife, Eleanor, along with their three sons and headed north to Dutchess County where he expanded services to residential customers and eventually pivoted into home building itself.

Some 35 years later and scores of successes, the economic downturn of 2008 clobbered the housing market, prompting Mr. Ferrante to pivot again into a new enterprise, Hudson Valley DKI—a service company established to provide restoration services to commercial, insurance and residential clients. Over the past decade, Mr. Ferrante has successfully passed on his business to two of his sons, Angelo and Michael.

The enterprise was formally rebranded this month as Advanced Disaster Recovery, Inc., to build greater awareness for the things it does best: specializing in emergency response, catastrophe response, contents restoration, environmental

services, fire, smoke and flood remediation.

“We didn’t even know this business space existed when we started and now here we are,” the second-generation owner Angelo said. “We were amazed that we could be helping people, contributing to the community, and making money at the same time.”

ADR’s customers include more than 100 private homeowners in the community of West Point, St. Luke’s Hospital in Cornwall, the Garnet Medical Center and Mount St. Mary’s College in Newburgh, NY.

Customers call for many reasons. If a pipe bursts in a commercial property or in an emergency room at a medical center, ADR is there within two hours. This has translated into a business that now posts \$6 million in annual revenues.

In the spirit of company founders, they’ve got you covered.

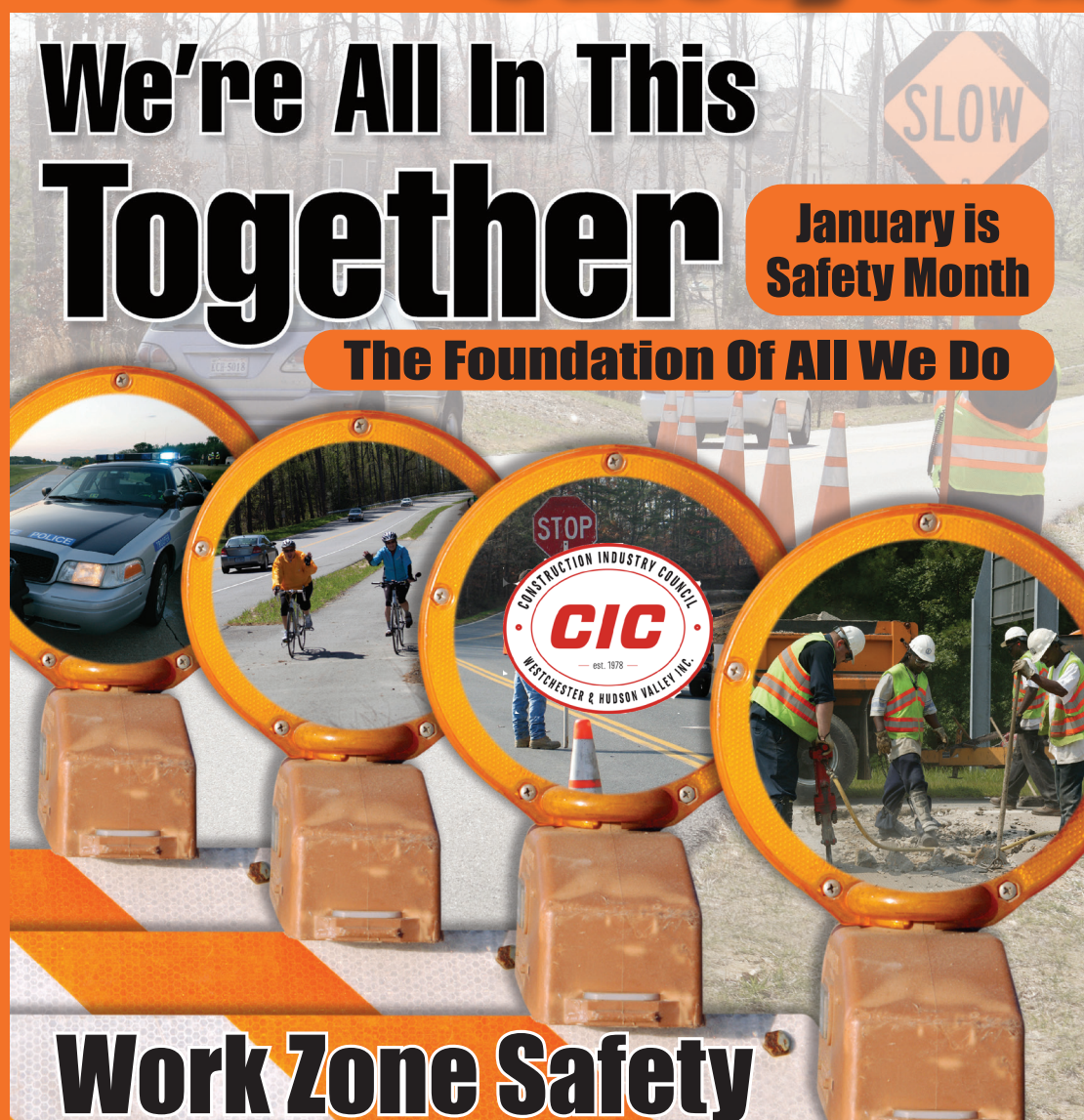
For more information, the company can be reached at 845-259-1810 or by email at angelo@advanceddri.com.

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LOW BIDS

Transit Construction, Fleetwash, Callanan Win NYSDOT Bridge, Pavement Projects

ALBANY—The New York State Department of Transportation recently announced the selection of three apparent low bidders for work in the Hudson Valley region.

Transit Construction Corp. of Yonkers, NY was the lowest of 12 bidders at \$2,354,000 for ADA sidewalks and ramps at various locations in Orange, Rockland and Westchester counties.

Fleetwash Inc. of Fairfield, NJ was the lowest of four bidders at \$2,471,407.40 for bridge washing 2020 2021 Broome, Chenango, Delaware, Otsego, Schohaire, Sullivan and Tioga counties.

Callanan Industries Inc. of Albany, NY was the lowest of four bidders at \$3,181,847.30 for pavement resurfacing Route 299 towns of Lloyd and New Paltz in Ulster County.

J&M Heating Secures Two County DPW Jobs

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

J&M Heating and Air Conditioning Inc. of Bedford Hills, NY was the lowest of five bidders at \$847,000 for replacement of HVAC system, Cerrato Maintenance Facility at the Valhalla Campus in Valhalla, NY.

J&M Heating and Air Conditioning Inc. of Bedford Hills, NY was the lowest of three bidders at \$1,856,000 for replacement of body shop/paint booth air control system and sanding vacuum system at the Central Maintenance Facility in Yonkers, NY.

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