



Construction NEWS



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The United States' infrastructure—once the envy of the world—is on the verge of a multi-generational investment in public works. The \$1-trillion infrastructure package approved by the Senate and now working its way through the House of Representatives will protect and upgrade many New York's public facilities like the Manhattan Bridge, viewed from the pedestrian crossway below.

Photo Credit/L.J. GANSER

Senate-Passed \$1T Bipartisan Infrastructure Bill Promises Billions of Dollars in Funding for NY

By JOHN JORDAN

TARRYTOWN—Construction industry leaders are hopeful that the recent passage of a \$1-trillion bipartisan infrastructure bill by the U.S. Senate will result in billions of dollars in additional aid for New York State to modernize its road, mass transit, airport, water and communications systems.

At press time, roadblocks still remain as the bill now goes before the House for passage. House Speaker Nancy Pelosi (D-CA) has stated she would not bring the infrastructure bill up for a vote in the House until the Senate approves a \$3.5-trillion Biden social spending plan. While that spending plan will likely pass the Senate, the Democrats' slim majority in the House could lead to the larger spending plan's failure. On Aug. 13, nine House Democrats said they would not vote for the \$3.5-trillion bill unless the House passed the infrastructure bill first, according to an *NBC News* report.

"With the livelihoods of hardworking American

families at stake, we simply can't afford months of unnecessary delays and risk squandering this once-in-a-century, bipartisan infrastructure package. It's

time to get shovels in the ground and people to work," the group wrote in a letter to the speaker. "We will not consider voting for a budget resolution until the bipartisan Infrastructure Investment and Jobs Act passes the House and is signed into law."

In total, the bipartisan infrastructure bill earmarks approximately \$550 billion in spending on the nation's infrastructure. The largest spending allocation is \$110 billion for roads. Other major sectors and their funding levels include \$73 billion for power infrastructure; approximately \$66 billion for passenger and freight rail, most of the funding going to Amtrak; \$55 billion for Clean

Water projects; \$50 billion for resilience and Western Water Infrastructure; \$50 billion for high-speed Internet; another \$39 billion to modernize transit,

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"The Senate vote is a much-needed step, but not the finish line. We will continue to work with the House, Senate and the Biden administration to help achieve an outcome that addresses America's transportation infrastructure needs."

—Dave Bauer,
President and CEO, ARTBA

NY Gov. Kathy Hochul Looks to Turn the Page from Cuomo Scandal

By JOHN JORDAN

ALBANY—New York Lt. Gov. took over as the 57th governor of New York State at midnight on Aug. 24. Gov. Kathy Hochul stressed at an Aug. 11 briefing: "I am ready for this," and later assured New Yorkers: "I will fight like hell for you every single day, like I've always done and always will."

Gov. Andrew Cuomo announced on Aug. 10 that he would resign from office in two weeks after the New York State Attorney General's report on sexual harassment allegations

against him was released earlier this month.

Ms. Hochul, who has served for the past seven years as lieutenant governor, said that she would detail her "vision" for the state in an address shortly after she takes office. However, she did say that the number one priority of her administration will be to deal with COVID-19. Hochul said that she would also continue the ongoing investment in "rebuilding the great State of New York."

Lt. Gov. Hochul, who holds a bachelor's degree from Syracuse University and a

JD from Catholic University, served in the U.S. Congress from 2011 to 2013 representing the 26th Congressional District. She has served as Lieutenant Governor under current Gov. Andrew Cuomo since 2015. At the press conference, she said her management style is "listen first, then take decisive action."

She said that she would spend the two-week period to build out her senior staff and continue to develop her vision. Hochul said that she would name a new Lieutenant Governor prior to taking office. If she does not, New York State Senate Majority Leader Andrea Stewart-Cousins would serve as Acting Lieutenant Governor, while continuing to serve in her post as the leader of the State Senate.

"The Delta variant is still raging, and it's going to take all of us to defeat it. Our children are heading back to school soon. There's a lot of anxiety

from the moms and dads I speak to, and the teachers as well," she said. "It's going to take all of us working together to keep our children safe, our teachers safe, and anyone who works in a school safe."

While not detailing any possible actions she might take in response to the rising number of infections due to the Delta variant, Lt. Gov. Hochul would only say that she has been engaged with health care officials and is monitoring CDC guidelines. She did say that all options are on the table.

"More people being vaccinated is our key out of this," Lt. Gov. Hochul told reporters.

Besides children going back to school, she did note that the business community is also nervous about COVID's future impact on their operations.

"Small businesses are just starting to bounce back into an uncertain world. We need to reassure them that they'll

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Lt. Gov. Kathy Hochul said at a press conference on Aug. 11 that she is ready to lead the State of New York as its 57th governor.

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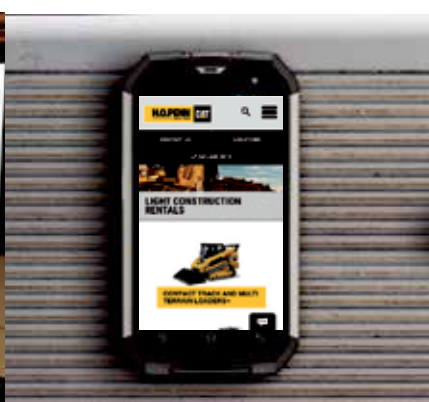
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Project Profile

Excelsior Connect Project Garner Labor Support To Win NYSERDA Tier 4 Renewable Energy Bid

By JOHN JORDAN

ALBANY—The Hudson Valley and New York City construction trades could be looking at a number of major large-scale renewal projects in development later this year and into 2020 that promise to create thousands of jobs as the state looks to strengthen its power grid.

Earlier this year the New York State Energy Research & Development Authority (NYSERDA) issued Request for Proposals for its Tier 4 large scale energy renewal program that will specifically look to deliver up to 1,500 megawatts of renewable wind and solar energy into New York City.

These projects are seen as critical, particularly with the shutdown of the last reactor at the Indian Point Energy Center in Buchanan, NY in April.

A NYSERDA spokesman told CONSTRUCTION NEWS that the authority received bids from seven proposers for seven projects by the May 12 deadline with 35 alternative configurations representing a total of more than 35 million megawatt hours of renewable energy per year—the equivalent of powering five million homes. The projects could provide nearly 7,500 megawatts of new renewable transmission capacity, which is nearly five times the capacity sought through the solicitation. He added that “the strong response provides the robust competition needed to responsibly deliver renewable electricity to New York City and unlock significant benefits, including greenhouse gas reduction and improved air quality while spurring significant private sector investment and job creation.”

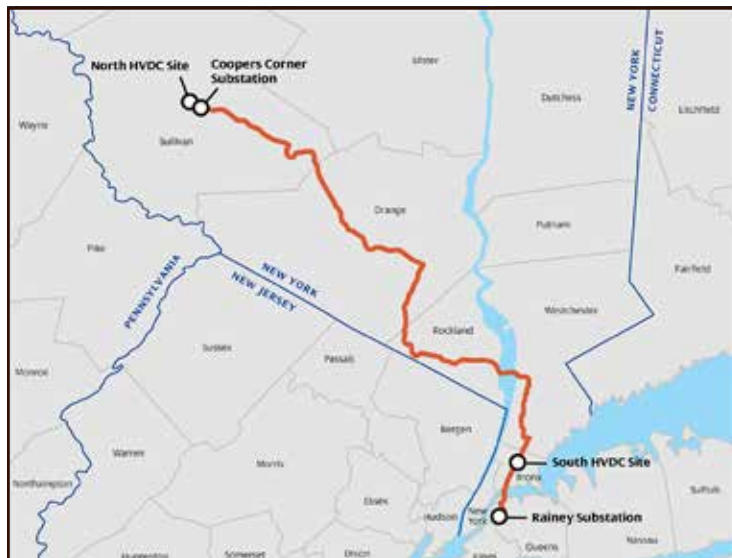
NYSERDA expects to file its recommended awards with the New York State Public Service Commission in the third quarter of 2021.

One of the seven bids submitted to NYSERDA for the Tier 4 solicitation was Orange, CT-based AVANGRID Network’s “Excelsior Connect” project, which if approved, will transmit 1,200 MW of clean energy generated in upstate New York through a highly efficient and state-of-the-art High Voltage Direct Current (HVDC) underground line to New York City.

“AVANGRID’s Excelsior Connect underground clean energy superhighway will bring clean solar and wind power generated in upstate New York to New York City. This project’s unique approach respects local communities and protects the Hudson River by largely following existing rights of way along its 108-mile path,” said Sebastian Libonatti, vice president of business development for Avangrid Networks.

Mr. Libonatti explained that

the project would begin in Sullivan County at a newly constructed North High Voltage Direct Current (HVDC) site in the Monticello area and connect to the Coopers Corner converter substation, would then run from Sullivan, through central Orange County and into Rockland County, cross the Hudson River and enter Westchester County and connect to a newly constructed South HVDC converter station site in the Bronx and then run AC cables to Con Edison’s Rainey substation adjacent to the Ravenswood power station in Queens. The route will be located underground adjacent to Route 17, I-87 and then would cross 2.5 miles of the Hudson River adjacent to the Mario M. Cuomo Bridge from Nyack to Tarrytown, and then into Westchester, the Bronx and Queens.



A map of the route of the Excelsior Connect project that would run from Sullivan County and end in Queens.

He noted that technology will be used to minimize the environmental impact on the Hudson River.

He said that during the con-

struction phase it is estimated per a study from the Rockefeller Institute of Government, that the project would generate approximately 10,900 jobs and in

total would create more than 17,400 total full-time equivalent jobs over three years. In addition, the analysis concluded AVANGRID’s Excelsior Connect project would deliver \$1.3 billion in labor income over three years and generate a total of \$3.1 billion in economic output.

“This is a heavy labor (intensive) project,” Mr. Libonatti said. “Part of the reason why we submitted it and designed it this way was to minimize environmental impacts, the Hudson crossing, but also because it will employ thousands of New York-based employees.”

A final development cost for the project is still being calculated. Mr. Libonatti noted that it is estimated that 75% of the total capital expenditure for the

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Regeneron to Unveil Another Massive Project

By JOHN JORDAN

WHITE PLAINS—Officials with Regeneron Pharmaceuticals Inc. told members of the Westchester County Industrial Development Agency at its session on July 22 that it expects to come before the agency “very shortly” with a major new development project in the Town of Greenburgh.

Although Regeneron representatives did not provide any details on the new project, its representations at the session point to a parcel of land where the firm has previously secured approvals from the Town of Greenburgh for the construction of a group of buildings that could total approximately 1 million square feet at 555 Saw Mill River Road.

When questioned by IDA members at the July 22 session, Janet Giris, a partner with the law firm DelBello, Donnellan & Weingarten, Wise & Wiederkehr, LLP and Dale Fanning, executive director-tax operations at Regeneron Pharmaceuticals,



Regeneron’s yet-to-be-announced expansion would involve the development of the complex pictured at the bottom left of the rendering.

promised the company would be back before the IDA “as soon as possible” on the new development project. They also said that the company would soon be filing plans for a day care facility on its property with the Town of Mount Pleasant.

Asked when Regeneron might introduce the larger development project, which is owned by an entity of the com-

pany, Ms. Giris said, “As soon as we can.”

The Tarrytown-based firm is currently before the IDA concerning a project estimated to be valued at \$480 million that involves the construction of a new two-story, 207,000-square-foot building, along with a parking structure and other infrastructure. That proposal is an amendment to a plan previously approved by the Westchester IDA known as the Parcel D project that significantly raises the level of investment by approximately \$331 million to \$480 million. The original plan called for the construction of a building

totaling approximately 128,000 square feet of mixed lab/office space. The firm is now seeking a total of \$7.7 million in sales tax exemptions in connection with this project from the IDA.

Ms. Giris and Mr. Fanning had no further comment on the company’s plans when questioned by *CONSTRUCTION NEWS*. The IDA heard a cost-benefit analysis presentation on the Regeneron project. The study estimates that the \$480-million project will create approximately 1,624 jobs during the construction phase and 505 jobs once operational. Construction on the Parcel D project before the IDA is expected to

begin later this year with move-in scheduled for mid 2024.



While no development cost for the new project is known, if the firm moved forward with its full 1-million-sf development potential, it would easily dwarf the nearly \$500-million project currently being considered by the Westchester County IDA.

It should also be noted that Gov. Andrew Cuomo announced on July 16 that Regeneron has plans to spend approximately \$1.8 billion on its Westchester County expansion plans. The governor noted that the firm had considered several other out-of-state sites before deciding on investing in the properties it owns in Greenburgh.


Westchester County IDA Chairman Joan McDonald thanked Regeneron for remaining in New York State and promised the county would help the firm in its recruitment efforts in connection with its expansion program.

In the governor’s announcement last week, state officials noted that Regeneron intends to substantially expand its research and development capabilities in Tarrytown, which will include the addition of new preclinical manufacturing and process development suites,

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OBITUARY

Joseph T. Walsh, III CEO, J. Fletcher Creamer & Sons

SHREWSBURY, NJ—Joseph T. Walsh, III, who became the first non-member of the Creamer family to hold the position of president, died at his home here on Aug. 2. He was 61 years old.

Mr. Walsh was named chief executive officer of J. Fletcher Creamer & Son, Inc., in July 2020 and previously served as Creamer’s chief operating officer and president.

His career at the company spanned 26 years, where he grew the company from annual revenues from about \$50 million to more than \$500 million. As president he helped accelerate growth for Creamer by focusing

on being a solutions-based company and maintaining a culture that is marked by a strong work-ethic and selfless approach to customer service as key factors in Creamer’s continued growth, the company said in a statement of his passing.

In 2016 he facilitated the sale of Creamer to API Group and was subsequently selected by API to lead its Specialty & Industrial service segments, overseeing 15 companies throughout North America. Mr. Walsh served as president of the Utility and Transportation Contractors Association (UTCA) of New Jersey in 2012-2013 and 2018-2019, and was an executive member on the association’s board for many years. He started the NJ Chapter of the National Utility Contractors Association (NUCA) in 2020 and served as its board president. He was also a trustee for the Heavy Highway Laborer’s Fund Local 172/472.

He was a graduate of Red Bank Catholic High School and Northeastern University. A resident of Shrewsbury since 1991, Mr. Walsh was on the town Zoning Board for 10 years, and also served as an integral member of the Shrewsbury Recreation Committee and the Shrewsbury Youth



Athletic Association.

“Mr. Walsh,” as his players called him, coached tee ball, baseball and basketball, both traveling and rec, and even spent several seasons as a soccer coach with limited knowledge, never quite grasping the concept of offsides. His sons will say that he never missed any of their games, even when he wasn’t coaching.

He was an avid golfer and thrived on his work, putting in long days, according to his family. They also said he relaxed in his backyard pool “and never ever turned down a cold adult beverage with friends.”

Among the tributes to Mr. Walsh, the family said “Joe was many things, but above all he was a man who had a deep understanding of what life was about, dedicating his mind to work when he was at the office, to his family when he was at home, and to golf when he was on the course. His family’s well-being was paramount, because what he understood was that without his family, none of what he did would matter.”

He is survived by his wife, Dawn, of nearly 35 years, and two sons, Joseph (JT) Walsh IV (wife Kelsey) and Andrew (wife Erin) and two grandchildren. He is also survived by four brothers: John, Michael, Richard and Robert, a sister Nancy Langley and his parents Joseph and Lorraine Walsh.

A Mass of Christian Burial was held Aug. 6 at the Church of the Nativity. The family requested that donations in his memory be made to the Monmouth SPCA, Shrewsbury Hose Company, Shrewsbury First Aid or Shrewsbury Recreation. The family also asks that you reach out to a friend and plan something fun, ideally on the course, and think of Joe.

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Alfred State College Launches Campaign to Fund New Construction Materials Laboratory for Industry

ALFRED, NY—A major campaign to advance the resources of the construction industry—by creating a state-of-the-art laboratory to support undergraduate students pursuing careers in civil engineering technology—has raised more than \$266,000 to date toward its fundraising goal of \$500,000, it was announced this month. Campaign organizers at Alfred State College said its mission is to provide outstanding experiences in laboratory and field testing of various construction materials, focusing on soils, concrete and asphalt.

Named in memory of Alfred State Professor Emeritus and beloved mentor William “Doc” Bruce, DE, PE, the laboratory will be a significant resource of the public institution’s curriculum to educate and train the construction industry’s leaders and technologists of tomorrow.

“The demand for expertise in construction is constant and growing—our industry needs to develop highly trained and certified personnel with knowledge and experience to meet the challenges we face,” said James Smith, Founder and President of Advance Testing Co., of Campbell Hall, NY. Mr. Smith is himself a graduate of Alfred State (’77) and has agreed to serve as Co-Chair of the campaign, along with a former classmate, Gary Hill, ’77, President of Union Concrete Construction Corp.

Mr. Smith explained, “At the core of this campaign is a shared vision of what ‘workforce development’ means and what are its needs. Construction is ever-changing, and Alfred State College



From left, Alfred State College alumni and construction industry leaders Jimmy Smith of Advance Testing Co., and Gary Hill of Union Concrete Construction are co-chairs of the fundraising campaign to create a state-of-the-art laboratory as part of the ASC’s Civil Engineering Technology Department. The “Doc Bruce” Construction Materials Laboratory, named in memory of the esteemed college professor, William “Doc” Bruce, DE, PE, will serve a new generation of contractors and construction technologists.

has an illustrious history of producing industry leaders in construction management, engineering technology and building trades long before the term ‘workforce development’ was invented.”

For more than two decades, Professor Bruce, DE, PE, a graduate of Rensselaer Polytechnical Institute, gained the respect of faculty, industry leaders and students for his excellence in educa-

tion. “Doc” Bruce, as his students knew him, was the initial advisor for the Alfred State College Associated General Contractors (AGC) student chapter. He worked with industry stakeholders, including the New York State Asphalt Pavement Association (NYSAPA), to connect students with the industry through site visits and internships. Doc Bruce was the first lead examiner for the statewide New York Construction Materials Association (NYCMA) hot mix asphalt QC/QA certification program.

With his support, Alfred State College started the NYSAPA asphalt certification program in 1996 working with many alumni, including Mr. Smith. The program continues today with the NYCMA. During his career, Doc Bruce served ASC as a department chair and was promoted to Distinguished Service Professor in 1998, based on his service to the construction industry.

“As a professor, he changed the lives and trajectory of so many students by broadening their vision and helping them develop to their full potential,” said Jason Sciotti, ASC’s director of development. “Even after retirement, he remained engaged with the college and continued to mentor graduates throughout their careers. His impact on the construction industry is incalculable—he inspired so many of his students and Alfred State graduates to become the industry leaders they are today.” Professor Emeritus William Bruce passed away in February 2016.

“The new Doc Bruce Laboratory is a

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Attorney's Column

Court Declines to Cancel Mechanic's Lien Where Defect Wasn't Apparent on Face of Document

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

In this column, we often remind our readers that a mechanic's lien is a powerful tool for an unpaid contractor to obtain payment. For that reason, the target of the lien, either the property owner or the affected upstream contractor(s), often wants or needs to see the lien removed just as quickly as it was asserted. Section 19 of the Lien Law provides such persons and entities with the ability to have liens quickly discharged, but only if they are defective on their face.

In the recent case of *Pizzarotti, LLC v Gravity Construction Corp.*, a court reminded us that a defect on the face of the lien is one that is evident by looking only to the face of the lien, and without reference to any documents other than the lien itself.

Background

Pizzarotti was the construction manager for the construction of a residential building in Manhattan. Pizzarotti retained Gravity Construction as its masonry subcontractor. In June of 2019, Gravity submitted its final application for payment to Pizzarotti. Not having received its claimed payment, in November of 2020, Gravity filed several me-



chanic's liens, seeking a total of \$830,652.83. In these mechanic's liens, Gravity alleged that its last date of work was April 27, 2020, which was within the statutory eight-month window in which to file the liens.

Within days of the filing of the mechanic's liens, Pizzarotti commenced a proceeding, pursuant to Section 19 of the Lien Law, to have Gravity's liens discharged as defective. In support of its petition, Pizzarotti not only noted that Gravity's final application for payment was dated in June of 2019 (and, thus, the liens filed in November of 2020 would be untimely), but that pursuant to Gov. Andrew Cuomo's Executive Order 202, it was impossible for Gravity—or anyone else—to have been on site on April 27, 2020. Pizzarotti argued that Gravity's listing of this date in its mechanic's liens was simply a manufactured attempt to avoid the liens being dismissed as untimely.

Decision

The court denied Pizzarotti's petition, finding that there was nothing invalid on the face of the liens because Nov. 17, 2020—the date on which the liens were filed—was within eight months of April 27, 2020, the date listed in the liens as the last date of work. Following well-settled appellate case law, the court held that to the extent that Pizzarotti disputed the facts set forth in the liens—rather than what was printed on their face—it would have to do so at trial, and the summary remedy was unavailable.

Comment

A mechanic's lien is a powerful tool for a contractor to obtain payment, since it not only puts the world on notice that there is a claim against the property, but it often requires general and other upstream contractors whose subcontractors file such liens to go to the expense of having those liens discharged on pain of being in breach of their own contracts. Accordingly, it is natural that a contractor with a documentary defense to the claim would want

The court denied Pizzarotti's petition, finding that there was nothing invalid on the face of the liens because Nov. 17, 2020, the date on which the liens were filed, was within eight months of April 27, 2020, the date listed in the liens as the last date of work.

the liens removed immediately. Usually, the most expeditious way to do this is to bond off the lien (and pay the associated premium). While the Pizzarotti court reminded us that the summary proceeding under Section 19 is limited to situations where the lien is defective on its face, there are other provisions in the Lien Law—such as the demand to foreclose, which, if not responded to, itself constitutes grounds for the expeditious discharge of a lien—which allow such issues to be determined more rapidly than in a typical lawsuit. In that regard, owners and general and other upstream contractors would be advised to consult with experienced construction counsel when a mechanic's lien

is filed against a property to determine whether it can be removed more quickly than the seeming geologic speed at which your average lawsuit progresses.

About the authors: Thomas H. Welby, an attorney and licensed professional engineer, is general counsel to the Construction Industry Council of Westchester & Hudson Valley, Inc., and is the founder and serves as senior counsel to the law firm of Welby, Brady & Greenblatt, LLP, with offices located throughout the tri-state region. The co-author of this article, Gregory J. Spaun, Esq., serves as general counsel to the Queens and Bronx Building Association and is a partner with WBG.

Defoe Begins \$45M Bronx Ramp Project

ALBANY—New York State announced on Aug. 6 the start of a \$45.1 million project to reconstruct and realign the 700-foot-long entrance ramp leading from northbound Sheridan Boulevard to the westbound Cross Bronx Expressway (Interstate 95) in the Bronx.

The 70-year-old ramp will be replaced by a modern structure with wider shoulders, concrete protective barriers and a smoother curvature that will ease traffic flow and enhance safety along this busy corridor. Reconstruction of the ramp, which handles more than 8,000 vehicles a day, will help keep highway traffic off local roads. Structural repairs will also be made to four nearby bridges and new landscaping added to the pedestrian and bicycle path leading to Starlight Park. The project complements the state's investment to enhance infrastructure in the South Bronx.

The contract to perform the project work was awarded by NYSDOT to Defoe Corp. of Mount Vernon, NY.

The existing ramp, which currently consists of nine bridge spans, will be rebuilt using four spans, which will reduce the number of required bridge joints and significantly decrease future maintenance needs. Rebuilding with fewer spans, including the elimination of one pier that currently extends into the Bronx River, will also create more open space below the bridge and improve the environmental quality of the river. Scheduled for completion in spring 2023, the new ramp will provide a service life of approximately 75 years. New, energy-efficient LED lights will also be installed on the ramp.

During construction, a temporary ramp will be built from southbound Sheridan Boulevard to the westbound Cross Bronx Expressway to ensure continued traffic flow. In addition, a temporary left turn signal will be installed at northbound Sheridan Boulevard to allow traffic to access the westbound Cross Bronx Expressway.

Improvements—including bearing and joint replacements, pavement resurfacing and repairs to the concrete, railings and bridge decks—will also be made to three bridges along the Cross Bronx Expressway between West Farms Road and the Bronx River Parkway and the eastbound Cross Bronx Expressway exit ramp to the southbound Sheridan Boulevard.

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Economic Outlook

Blockchain Tech May Help Transform Construction Methods

By MICHAEL J. PATON

With the increasing digital transformation of the U.S. economy over the past decade, developers from inside and outside of the construction industry are more interested than ever in adopting technology to meet the needs of construction professionals. One piece of technology with significant potential for the industry is blockchain, the digital ledger technology best known for its use in the cryptocurrency Bitcoin.

With blockchain, it's possible to establish trust and access across multiple, unrelated third parties and provide a document that everyone involved in a construction process can draw from and rely on.

The blockchain is a type of distributed ledger—a system that digitally tracks transactions. Each time a new transaction or agreement is made, the blockchain confirms and then adds information about that transaction to an overall ledger, creating a chronological and independently verified log of all transactions for a given project, site or business relationship. To ensure that the added data isn't lost, the blockchain copies it on



thousands of different computers, while also continuously checking to make sure that these copies agree with each other. The ledger, once created, can be accessed by anyone involved in the relationship at any time. In effect, this provides a fully digital bookkeeping system for all stakeholders. Because the log is created and recreated so many times, it's extremely difficult for anyone to tamper with the data once recorded. This means it's reasonable for all parties involved to assume that the information is trustworthy.

Blockchain uses state-of-the-art cryptography that facilitates a global, distributed database that can record the fact that we've done a transaction with-

out outside interference. Blockchain can record any structured information, not just who paid whom but also who married whom or who owns what land or what lighting company bought power from what power source. In the case of the Internet of Things (devices such as appliances connected to the Internet), a blockchain-settlement system may exist underneath. Blockchain's applications therefore may extend significantly beyond financial transactions.

According to an analysis by *Construction Executive*, the most significant benefit of the blockchain is in trust, transparency and ease of access to important documents such as invoices. Often, a construction project may have a large number of stakeholders, such as contractors, tradespeople and materials suppliers. Coordinating business operations and administration among these stakeholders is often a major undertaking. Typically, there are no universally available records of payments made, materials shipped or work hours

logged. Because of this, records may vary or conflict, potentially leading to a breakdown of trust and communication, especially in the case of a cost or time overrun where it's not entirely clear

education and healthcare sectors according to an analysis by PricewaterhouseCoopers (PWC). PWC expects the global economy to benefit by approximately \$1.7 trillion over the next decade by

capitalizing on the efficiencies blockchain will bring to the world of identity and credentials. Meanwhile, there will be broader benefits for business services, communications and media, while wholesalers, retailers, manufacturers and construction services will benefit from using blockchain to engage consumers and meet demand for attribution and traceability.

A 2015 World Economic

Forum survey of 800 executives and experts from the information and communications technology sector found that 58% of respondents believe that a tenth of global Gross Domestic Product will be stored on Blockchain technology by 2025.

The level of investment should depend on the context of the company and the industry. Financial services companies are already well down the road to blockchain adoption.

Manufacturing is less so, whatever the context. However, there's a strong possibility that blockchain will affect your business. The only question is how soon?

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.

Whichever way you look at it, in an industry plagued by liens, disputes and nonpayment, Blockchain technology can help foster accountability and ensure contractors are paid for the challenging work they do.

who is to blame. A distributed digital ledger can help solve this problem. No matter what each stakeholder's individual documents say, everyone has access to a log with the same information.

According to Cotney, a legal and consulting company, this level of speed and efficiency could change the construction industry drastically. For smaller firms, it would open up another payment processing system to help secure payments that can't be manipulated by fraudulent payment disputes. National firms would be able to make and receive payments across state lines instantaneously while global firms could do the same on an even larger scale. Whichever way you look at it, in an industry plagued by liens, disputes, and nonpayment, Blockchain technology can help foster accountability and ensure contractors are paid for the challenging work they do.

At the economic sector level, the biggest beneficiaries probably will be the public administration,



Asset Management L.P.

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Seven Pre-Apprentices Graduate From Inaugural Training Program

NEWBURGH, NY—Construction trade officials announced at a press conference on Fri., Aug. 13, that the first class of pre-apprentices have graduated from the Hudson Valley Build-N-Beyond Program.

The program, which is run in cooperation with the Hudson Valley Building & Construction Trades Council based in Newburgh and the Hudson Valley Workforce Development Institute, had a graduating class of seven people, ages 20 through 30 comprised of six male minorities and one female. The graduates completed the eight-week program, which consisted of 160 hours that featured classroom training and visits to various trade union training activities. A total of 11 pre-apprentices participated in the program, which began in June.

The funding for the program came from a \$200,000 grant secured by New York State Sen. James Skoufis. The Pre-Apprenticeship Program allows graduates direct entry into local unions affiliated with the Hudson Valley Building & Construction Trades Council. Many of these apprentices could be out into the workforce by Sept. 1, earning good wages with benefits, building trades officials noted.

"The funding secured for this program gives these individuals the opportunity to enter a trade of their choice and begin a career in the construction industry. These are good jobs with good benefits and will allow these individuals to work in the community where they live," said the council's president, L. Todd Diorio.

"This was a good group of students, although they graduate today, I will be monitoring them over the start of their career with the hope to someday see them all graduate and become journey workers," added Jeff Beck, Hudson Valley Build-N-Beyond Director.

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- Worked tirelessly with industry leaders, including the New York State Asphalt Pavement Association (NYSAPA), connecting students with industry through site visits and internships.
- The first lead examiner for the statewide New York Construction Materials Association hot mix asphalt QC/QA certification program.
- His efforts made an impressive impact in the construction field through the many Alfred State graduates who are now industry leaders.

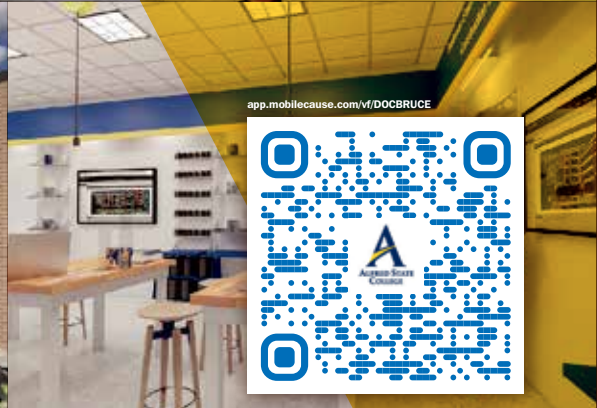
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We Are Pioneers!

Senate-Passed \$1T Bipartisan Infrastructure Bill Promises Billions of Dollars in Funding for NY

Continued from page 1

and improve accessibility for the elderly and people with disabilities and \$25 billion for the nation's airports and \$17 billion in port infrastructure improvements. The bill also renews and revamps existing infrastructure and transportation programs set to expire at the end of September.

U.S. Sen. Charles Schumer (D-NY) one of the architects of the bi-partisan bill noted that the bipartisan infrastructure deal invests heavily in New York's energy, water, and pollution cleanup. He said that billions of dollars in federal funding will be forthcoming if passed that will provide critical dollars toward clean energy, drinking water, lead removal and environmental clean-up projects. The funding would also invest in remediation for Superfund sites, and more, boosting the Upstate economy and cleaning up New York while ensuring a greener future.

"The bipartisan infrastructure deal will be a record building and jobs boon for critical New York needs from Massena to Massapequa, and everywhere in between," said U.S. Sen. Schumer. "Whether it's the needs of the MTA, projects like Gateway, the Second Avenue subway, the East River Tunnels, Penn Access and others, this deal represents massive investments that will rebuild and revive the Empire State's infrastructure. From clean drinking water to upgraded sewer to repairing bridges and subway tunnels, there is more work to be done, but billions are on the way to move on it, create good jobs and advance critical projects."

U.S. Transportation Secretary Pete Buttigieg at a press briefing in Westfield, NJ during a tour of NJ Transit facilities, said of the pending bipartisan infrastructure bill: "We have an opportunity like we have not had in my lifetime; to modernize our transportation infrastructure, to make our commutes safer, faster and more reliable and that is exactly what this bipartisan infrastructure framework is going to do."

Reaction from the business community and construction trades on the Senate's passage of the infrastructure bill have been positive.

American Road & Transportation Builders Association President and CEO Dave Bauer stated, "The strong bipartisan spirit demonstrated in the Senate approval of the Infrastructure Investment and Jobs Act sets the bar high. The U.S. economy and transportation system users stand to benefit most from enactment of an infrastructure bill that combines historic investment levels with pragmatic policy reforms. The Senate vote is a much-needed step, but not the finish line. We will continue to work with the House, Senate and the Biden administration to help achieve

an outcome that addresses America's transportation infrastructure needs today and in the future."

On Mon., Aug 22, Sen. Joe Manchin (D-W.Va.) released a statement leaning on House Democrats to speed up consideration of the roughly \$1 trillion Senate-passed bipartisan infrastructure bill.

Pointing to the standoff between a group of moderate House Democrats who are in a standoff with Speaker Nancy Pelosi (D-CA), Sen. Manchin reminded lawmakers that the Senate passed the bipartisan infrastructure bill before Democrats approved a budget blueprint that allows them to try to pass a \$3.5 trillion spending plan later this year without GOP support.

"The House should put politics aside and do the same. With so much uncertainty in the world today, one thing is certain, we must unite and pass a critical priority of the American people—improving our nation's infrastructure," Sen. Manchin remarked in a prepared statement. "It would send a terrible message to the American people if this bipartisan bill is held hostage. I urge my colleagues in the House to move swiftly to get this once in a generation legislation to the president's desk for his signature."

Lawmakers appeared eager to approve the budget resolution quickly, hoping to leave Washington that week for a final end-of-summer recess.

Roads, Bridges, Mass Transit

Highlights of the bill for New York State's road and bridge programs include \$11.5 billion for usual reauthorization apportionments, \$1.9 billion for a new vehicular bridge repair formula program and \$142 million for electronic vehicle charging infrastructure.

The Gateway Tunnel project as well as the Second Avenue subway are eligible for grants under the \$8-billion CIG (New Starts) program.

Senator Schumer also noted that the MTA will be receiving a total of \$9.43 billion from the bill, and is eligible for at least another \$1.3 billion under the \$4.75-billion State of Good Repair program.

Ken Lovett, senior advisor to the MTA Chair and CEO, said the infrastructure bill could also fund a host of other capital projects. In a statement, Mr. Lovett noted that the Senate legislation includes funding for essential state of good repair needs and capital investment programs that will help the MTA fund its historic 2020-24 capital plan.

"MTA's portfolio of transformational projects to expand accessibility, modernize signal systems, continue the expansion of the Second Avenue Subway to Harlem, build Penn Station Access and its four new Metro-North stations in the Bronx, reconstruct existing Penn Station and advance the



New MTA stations planned as part of the Penn Station Access project.

Gateway Program, including the Penn Station expansion and the Hudson Tunnel Project, and transition the MTA bus fleet to zero emissions by 2040 will all require significant federal support," Mr. Lovett said. "We urge the Senate to work expeditiously with their colleagues in the House of Representatives in the coming weeks toward a final deal that preserves this funding."

Water Infrastructure

In terms of water-related

infrastructure, New York State could have access to more than \$20 billion in Drinking Water and Clean Water State Revolving Funds which provide below-market rate loans and grants to fund water infrastructure improvements; a \$15-billion carve out within the Drinking Water State Revolving Fund to replace lead service lines across the country, including communities across New York State; \$10 billion in grants to address

emerging contaminants, like PFAS and 1,4-dioxane through EPA's small disadvantaged communities program and the State Revolving Funds. The infrastructure deal will open up access to billions of dollars in funding to remediate pollution throughout New York, especially for Superfund and Brownfield (which are under state purview) sites.

Multiple published reports state that the infrastructure bill would earmark \$106 million towards the protection of Long Island Sound.

Airport Upgrades

Of the \$25-billion pegged for airport improvements nationwide, New York State would receive more than \$937 million for airports in the state. John F. Kennedy Airport would receive the most funding from the bill at approximately \$294.7 million, followed by LaGuardia Airport at \$150 million; Westchester County Airport at \$22.6 million; New York Stewart International Airport at \$12.5 million; Orange County, Sullivan County, Warwick Municipal and Hudson Valley Regional (Dutchess County) each receiving \$750,000.

OBITUARY

Richard Trumka AFL-CIO President

WASHINGTON—Richard Trumka, who served as president of the AFL-CIO since 2009, passed away on Aug. 5, 2021, at the age of 72.

Over his long careers, Mr. Trumka was a relentless champion of workers' rights, workplace safety, worker-centered trade, and democracy.

The AFL-CIO consists of 56 unions and 12.5 million members. Mr. Trumka, an outspoken advocate for social and economic justice, led the labor movement's efforts to create an economy based on broadly shared prosperity and to hold elected officials and employers accountable to working families.

In 1982, at age 33, Mr. Trumka ran on a reform ticket and was elected the youngest president of the United Mine Workers of America (UMWA).

There, in addition to reforming the UMWA's fractious bureaucracy, he led one of the most successful strikes in recent American history against the Pittston Coal Company, which tried to avoid paying into an industry-wide health and pension fund.

Mr. Trumka was elected AFL-CIO secretary-treasurer in 1995, and held that post until 2009, when he was elected president.

He rallied international labor support for workers struggling for justice, and he has fought to end unfair trade practices and restore U.S. manufacturing strength. As secretary-treasurer, he carved out an innovative leadership role that continues today, working with programs that invest the collectively bargained pension and benefit funds of the labor movement to ensure they serve the long-term interests of workers.

Mr. Trumka's commitment to improving life for working people began early. He grew up in the small coal-mining town of Nemacolin, PA. Nearly all the men in his family, including his

father and grandfather, were coal miners. Mr. Trumka followed them into the mines, working there as he attended Penn State and Villanova University law school.

Solidarity and his determination to improve life for all working families drove Mr. Trumka's life as a labor leader. Comprehensive immigration reform was a central part of that goal. Mr. Trumka's work on behalf of immigrants was just one signal of his deep commitment to securing economic and social justice for all working people.

Mr. Trumka helped usher a new generation of leaders through his service on the

boards of the National Labor College, The AFL-CIO's Solidarity Center, and The Leadership Conference on Civil and Human Rights, and many other groups. He also sat on the boards of the Economic Policy Institute and the Housing Investment Trust, and served as president emeritus of the United Mine Workers.

In a statement issued on Mr. Trumka's passing, President Joe Biden characterized the labor leader as "a dear friend, a great American, and a good man."

The President also stated: "Perhaps the most important trait I valued in Rich is that he was never afraid to speak truth to power, even if the power was held by people he helped elect—myself included. He was always honest and fair. He was always tough and trustworthy. He was as great a friend and powerful and reliable ally as anyone could have in their corner."

Editor's Note: At press time the AFL-CIO announced that Liz Shuler, who served as the organization's secretary-treasurer since 2009, is the new president of the labor body, succeeding Mr. Trumka. A full story on Ms. Shuler will be published in the September issue of CONSTRUCTION NEWS.



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Friday, September 10 – 2:00 PM
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We ask players to arrive around 1:45 to get a little batting practice and for the team selection.

Players names will be placed in a hat and drawn out by the team captains, Matthew Fante from Darante Construction for *The Builders* and Manny Foto from ECCO III Enterprises for *The Pavers*. Teams will bat around every inning

of a seven inning game. However, each batter will only get one pitch. If it's a ball, the batter takes first base. If it's a foul or a strike, the batter is out. If it's hit fair, anything can happen.

CIC will provide softballs and 2 bats. Players need to bring their own gloves, no spikes, and a favorite bat, if you have one.

Picnic to follow.

Besides our Presenting Sponsors, CIC wants to thank the insurance firms of Marshall and Sterling who will sponsor *The Builders* and Pat DiCerbo/ Northwestern Mutual who will sponsor *The Pavers*. And finally Hank Milano from HPM Management and CIC's MEAP program will donate 4 Yankee tickets to be raffled off in the 5th inning.

There's room for a few more players.
For more information please contact Peter Fiore:
peter@cicnys.org

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Alfred State College Launches Campaign to Fund New Construction Materials Laboratory for Industry

Continued from page 6

fitting memorial to his years of service to the college and dedication to the industry," noted Mr. Hill. He explained that the new state-of-the-art equipment will enable students to learn procedures that meet recognized field-testing procedures of the American Concrete Institute (ACI), American Association of State Highway and Transportation Officials (AASHTO), the American Society for Testing and Materials (ASTM), NYSDOT standards and the Asphalt Testing Certification programs managed by ASC.

For seven decades, ASC has been a leading education resource for the construction industry in New York State. The college has managed the NYCMA QC/QA Technician Certification program for the last 24 years. It is the only program currently recognized by the NYSDOT in NYS as meeting its requirements for Quality Control/Quality Assurance Technician Certification.

The college also has managed the AGC NYS HMA Density Testing Inspector program for 15 years, the only program in NYS recognized by the NYSDOT. In 2018, ASC dedicated the Construction Industry Workforce Development Center as the new home for the building construction program. The 35,000-square-

foot center was developed to expand support for the construction industry in the skilled trades.

ASC continues to be an academic

ASC also developed Bachelor of Science (BS) degrees in Doc Bruce's legacy in Construction Management as well as Surveying and Geomatics Engineering

lums is alive and well. ASC continues to incorporate strong industry involvement through its industrial advisory boards and its placement of students in summer industry jobs; a testament that Doc Bruce certainly left his mark.

More recently, ASC began a (BTech) Bachelor of Technology degree program in construction supervision. This is an upper division program that gives graduates valuable construction business skills and builds on their technical backgrounds in carpentry, heavy equipment, electrical, mechanical or architectural skills. The BTech in construction supervision provides graduates with a working knowledge of construction estimating, scheduling and contract law. This new degree is yet another path to the construction industry that Doc Bruce wished to serve.

Donations can be made payable to "Alfred State College Development Fund, Inc.," a 501(c)(3) charitable entity. Mail your gift to Alfred State College, Attn: Doc Bruce Campaign, Office of Institutional Advancement, 10 Upper College Drive, Alfred, NY 14802. To make your gift online, direct questions to Danielle White, Executive Director of Institutional Advancement at 607-587-3935 or whitedm@alfredstate.edu.

"The demand for expertise in construction is constant and growing—our industry needs to develop highly trained and certified personnel with knowledge and experience to meet the challenges we face."

—James Smith, President, Advance Testing Co.,

leader and its construction programs have grown in number, enrollment and sophistication, currently offering both two- and four-year degrees. The Civil Engineering Technology Department educates students in ABET accredited two-year programs for the Associate of Applied Science (AAS) Construction Engineering Technology and (AAS) Surveying Engineering Technology program that Doc Bruce taught for many years.

Technology. These degrees are both ABET accredited. ASC's (BS) Construction Management program is also ACCE accredited, the only dually accredited BS Construction Management program in New York State. ACCE accreditation requires industry participation in the development of the degree requirements and industry participation in accreditation site visits. Doc Bruce's legacy of industry involvement in ASC's curricu-

Incoming NY Gov. Hochul

Continued from page 1

be okay," she said. "And our workers are once again debating whether they should even go back to their jobs, or go back to their offices, go back to their factories. Is it safe enough? But I know New Yorkers. They are hardwired to persevere and to prevail."

In an attempt to put some distance between her and the Cuomo administration, she noted that she and the governor were not close and that any individual accused of doing anything unethical in the New York State Attorney General's report would not serve in her administration. "There will be turnover," she added.

She also stressed that her administration would not have the same "toxic work environment" as was described by witnesses in the State Attorney General's report. Ms. Hochul said that upon the completion of her term of office, "when-ever it ends, no one will ever describe my administration as a toxic work environment."

Ms. Hochul did not specifically address who she might choose to serve as Lieutenant Governor, but there is speculation that she may select someone from downstate to balance her ticket. The *New York Post* reported that she is considering two downstate Senators: Jamaal Bailey from the Bronx and Brian A. Benjamin, who represents Harlem.

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Safety Watch

Plan Ahead for the Predictable Jobsite Mishaps

By GEOFFREYS. POPE, ESQ.

Construction work is dangerous. While even earnest efforts cannot banish all dangers, it is a construction employer's responsibility to provide a safe workplace, to the extent reasonably possible. Planning in advance for how to respond when incidents occur is a critical part of that responsibility.

Your company expends considerable resources in alerting employees to the many dangers they will face, and their individual responsibilities in following all safety guidelines and not taking foolish risks. However, bad things happen. It may be due to an employee's mistake, that of another contractor's employee, or even through the employer's fault (as in training shortcomings, or lax enforcement of safety rules). Often, a mishap is not rightly blamed on anyone: not all accidents can be avoided.

While much effort goes into instructing employees as to the right way to accomplish tasks and unsafe practices they should avoid, and monitoring and correcting them as they work, foresight and advance planning for mishaps that can be foreseen is also essential.



Sadly, small contractors that provide only the minimum of training or that have no formal safety program still exist. I would also lump into that group the contractors that fail to have a plan of action in the event of mishaps. Nearly every construction company (as well as many individual projects) have written procedures for knowing, e.g., whom to call if a significant injury occurs.

For some types of occurrences, OSHA standards expressly state responsibilities for advance planning. A good example of this is extricating workers, if the need arises, from confined spaces. Not only must the employer undertake to rescue a worker who becomes

disabled while working in a confined space, but it must also develop and train workers, in detail, and in advance, concerning the necessity and procedures to carry out the rescue safely. The standards express that a qualified rescue team, and proper rescue equipment, must be available, whenever workers are in permit-required confined spaces.

In contrast, OSHA's fall protection standards mandate, laconically, that the employer provide "prompt rescue" following a fall where a worker is hanging suspended on a lifeline. I do not find express requirements for training rescuers, or having them (and the necessary equipment) readily available. However, while "promptly" is not defined in the standard, serious, potentially irreversible, and even life-threatening suspension trauma can occur in as little as five to six minutes. The worker needing rescue may be injured, panic-stricken, unconscious or in shock.

Perhaps because the steps to

bring this about vary according to, among other things, the site characteristics, location, and the height at which an employee performing a particular task

It behooves you to engage in adequate "what if?" thinking. You should develop detailed procedures (and train employees) as to what needs to be done, if one or more employees find themselves in peril in any reasonably foreseeable circumstances.

on a specific project might find himself suspended, your rescue plan is not required to be detailed in writing. However, all who are responsible for rescuing fallen co-workers must be told their duties in advance, and in detail. Given the brief window to safely carry out the rescue, you can't be rolling equipment from a remote location, or recruiting untrained, volunteer rescuers.

It behooves you to engage in adequate "what if?" thinking. You should develop detailed procedures (and train employees) as to what needs to be done, if one or more employees find themselves in peril in any reasonably foreseeable circumstances. Involving outside trainers is a good idea. Keep in mind that, in confined space rescues, roughly 60% of the fatalities occur among the would-be rescuers. And, if you or I were on a lifeline, injured, we would want our rescuers to have had training in bringing a fallen worker to safety.

Responsibilities for rescue are in addition to all of the other incident response planning that needs to be included in your comprehensive safety program. The following is intended to highlight some of the foremost issues.

One thing is that your employees onsite need to know who is in charge when incidents occur. That often varies, among other factors, according to whether you are the G.C. or a sub, and whose employee(s) have been injured. The nature and scope of the incident (and who has, or can command, the resources to address it) may be determinative. The essential thing is that "who ya gonna call?" can never be a matter of ad hoc improvisation, or unknown to your employees. While these matters ideally should be addressed in a project-specific safety manual, if you are a subcontractor, you should have some thought on

every job as to what the chain of command is under any foreseeable scenario. To the extent that one of your field employees may be the designated person-in-charge, everyone needs to know who will fill that role, if that employee be absent, injured or otherwise unavailable.

Following any on-site construction injury, the immediate necessity is to ascertain who has been injured, and to provide first aid and summon emergency responders, if needed. Supervisors need to know the location and the hours of the closest hospital or other facility that provides transport and

emergency treatment. Even if injuries appear to be slight, it's better to err on the side of caution, and to have a medical professional examine and diagnose the injured employee before he or she returns to work.

A separate incident report must be generated for each person who may have been injured. This must include, at minimum, the identities, employers, and contact information for the injured party and all witnesses; the date, time, and exact location of the incident; a narrative of how the same occurred; all injuries perceived or complained of; the substance of any witness statements; and a detailed description of all responsive measures taken.

Each such report must be sent up the project chain of command (with copies to your safety manager). Even slight injuries should be documented, among other things as relevant information could help prevent a recurrence. Physical evidence, if any, should be recovered and preserved. Persons at the scene should be asked to share any cell phone or other photographs, and prints should be kept, with the name of the photographer written on the back.

Any fatality must be reported to OSHA within eight hours, and an in-patient hospitalization, amputation, or loss of an eye must be reported within 24 hours.

Part of your employees' safety training should be to check themselves upon the happening of any injury, and to call 911 or otherwise summon assistance (rather than trying to assist others) if their injuries are significant. If anyone suffers an injury, any equipment involved should be shut off, others excluded from the vicinity, and the way made clear for emergency responders. Except where injuries are indubitably minor, or as may be unavoidable in rendering aid, the scene of

Please turn to page 21



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ALBANY UPDATE

State Earmarks \$47M for Water Quality Projects

ALBANY—The New York State Environmental Facilities Corporation has approved more than \$47 million in financings for critical infrastructure projects across the state that protect or improve water quality. The grants, interest-free loans and low-cost loans approved by the EFC Board of Directors will help 11 municipalities undertake their drinking water and wastewater projects with innovative financing solutions.

Environmental Facilities Corporation President and CEO Joseph Rabito said, “With this latest round of funding, EFC continues its commitment to helping communities undertake drinking water infrastructure and clean water initiatives in a cost-effective manner. Municipalities are completing projects statewide that will impact quality of life and water protection for years to come.”

EFC financings can provide cost savings through lower interest rates and reduced issuance costs. Several of the financings approved recently began with EFC Engineering Planning Grants to help communities jump start their work early on with funding for initial planning. EFC additionally offers technical project assistance that may not be available from other financial institutions.

The board’s approval includes financing through the Clean Water State Revolving Fund (CWSRF) and Drinking Water State Revolving Fund (DWSRF) and grants pursuant to the Water Infrastructure Improvement Act (WIIA). To learn more about how EFC provides access to low-cost capital, grants and expert technical assistance, visit EFC’s website.

The project financings approved at the August 5 meeting included the following project in the Hudson Valley:

Regeneron Massive Project Continued from page 4

laboratories and office space. The project will encompass the design and construction and fit out of up to eight buildings, three parking garages and a central utility plant totaling approximately 900,000 square feet. Road infrastructure improvements will be necessary to support additional buildings at their existing headquarters and R&D campus. The project is planned to take place in two phases over six years.

The company will expand its research, preclinical manufacturing and support facilities at the company’s Westchester County campus and create 1,000 new full-time, high-skill jobs in the Mid-Hudson region over the next five years. Gov. Cuomo said that in return, Empire State Development is offering the company up to \$100 million in Excelsior Jobs Program tax credits if its hiring goals are achieved.

Drinking Water Projects:
Village of Catskill in Greene County—\$2,914,319 WIIA grant, \$695,227 in short-term, interest-free financing and \$1,390,454 short-term, low-interest financing to replace aging water mains, reconstruct a sedimentation basin, build a new water storage tank and upgrade the water filtration plant.

Clean Water Projects:
Town of Greenville in Greene County—\$5,041,554 in long-term, interest-free financing for the extension and improvement of its sewer plant.

City of Middletown in Orange County—\$1,084,302 in long-term, interest-free financing to correct infiltration and inflow conditions at its sewer collection system.

City of White Plains in Westchester County—\$362,895 WIIA grant for sanitary sewer system improvements.

The CWSRF and the DWSRF

are the EFC’s core funding programs. With its partner DEC, EFC is responsible for the operation and administration of the CWSRF. The CWSRF allows

EFC to provide interest-free or low-interest rate financing and grants to support a variety of eligible water quality improvement projects. EFC similarly operates

and administers the DWSRF, with its partner DOH, to provide interest-free or low-interest rate financing and grants for drinking water infrastructure projects.

Port Chester Awarded State Clean Water Assistance for Water Infrastructure Work

PORT CHESTER—State Assemblyman Steve Otis (D-91) and Senator Shelley B. Mayer (D-37) announced that the Village of Port Chester will receive \$870,125 in no-interest financing toward the village’s ongoing program to upgrade their sanitary sewer system. The loan will be combined with a \$316,250 Water Infrastructure Improvement Act grant also awarded to the village.

Port Chester’s funding package was included recently as part of a statewide funding announcement by Gov. Andrew M. Cuomo and the New York

State Environmental Facilities Corporation on the approval of \$26.7 million in grants, interest-free loans and low-cost loans to support vital water quality infrastructure projects across New York State.

Rep. Steve Otis stated, “Port Chester and other Sound Shore communities have benefitted from New York State clean water funding. Governor Cuomo and EFC have continued the ongoing commitment of dollars that make these needed clean water projects more affordable for local taxpayers. The village has been steadfast

in implementing its multi-year rehabilitation plan.”

Sen. Shelley B. Mayer said, “This funding, for the design and construction of sanitary sewer system improvements, will decrease the cost of the project to taxpayers while increasing the quality of life in the Village of Port Chester.”

Port Chester Mayor Luis Marino commented, “Like many of our coastline neighbors, our municipal water systems are of paramount concern and constantly in need of maintenance and revitalization. The support

Please turn to page 16



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Excelsior Connect Project Garner Labor Support Continued from page 3

venture will be spent in New York State.

Prior to its RFP response to NYSEDA in May, he related to CONSTRUCTION NEWS that AVANGRID had signed a letter of intent with the New York State Building Trades and the International Brotherhood of Electrical Workers. If the firm secures an award from NYSEDA, he noted that the firm would look to finalize agreements with the trades and two IBEW locals.

AVANGRID recently announced it had received 18 letters of intent or support for the project, including from IBEW Local No. 1249, IBEW Local No. 3 and the New York State Building and Construction Trades Council.

AVANGRID has signed a letter of intent with AL Consulting, a nationally known and New York-based diversity and inclusion firm, to help identify and recruit MWBE firms for the project and ensure compliance with necessary hiring

requirements.

"The Excelsior Connect project was developed alongside the communities that will surround it," said Catherine

support local communities and create a workforce as diverse as the population it will serve."

AVANGRID, Inc. has approximately \$38 billion in as-

generation facilities across the United States.

The other bidders in the Tier 4 solicitation are the Catskills Renewable Connector, Cham-

and extend to Astoria, Queens, to deliver clean energy directly to New York City.

NYSEDA will evaluate the competitive proposals to confirm that any selected projects bring the highest and best value to New York, also including evaluation criteria explicitly valuing the interests of disadvantaged communities, economic benefits, and workforce development in the selection process.

The NYSEDA solicitation includes historical baseline requirements applicable to hydroelectric resources to ensure that new dams are not constructed and existing resources are not redirected in a way that furthers overall reliance on fossil fuel-fired generation, which a NYSEDA spokesman said is a crucial component of ensuring these projects deliver the most significant net benefits, including greenhouse gas reduction and improved air quality and public health for New Yorkers.

The New York State portion of Champlain Hudson Power Express, would consist of a new transmission line that will connect with the Québec Line at the U.S.-Canada border and extend to Astoria, Queens, to deliver clean energy directly to New York City.

Stempien, president and CEO of Avangrid Networks. "This community-first approach is reflected in the diversity of support we have received—from labor and economic development groups to leading environmental justice organizations. As a result, Excelsior Connect will be a significant economic driver for New York and will unlock the clean energy economy,

sets and operations in 24 U.S. states, AVANGRID has two primary lines of business: Avangrid Networks and Avangrid Renewables. Avangrid Networks owns and operates eight electric and natural gas utilities, serving more than 3.3 million customers in New York and New England. Avangrid Renewables owns and manages a portfolio of renewable energy

plain Power Express, Clear Path NY, ConnectGen Solar Portfolio, MACS 911 and Tier 4 Connector. Perhaps the most well-known of these bidders is the Champlain Power Express proposal. The New York State portion of Champlain Hudson Power Express would consist of a new transmission line that will connect with the Québec Line at the U.S.-Canada border

Port Chester Awarded

Continued from page 15

and attention from our state officials that we have received today will prove invaluable to our mission to strategically upgrade our sanitary sewer system here in the Village of Port Chester.

The village has received \$785,087 in state WIIA grants and more than \$5 million in loans from the state EFC's Clean Water State Revolving Loan Fund. Every grant dollar reduces the direct cost to Port Chester taxpayers with loans providing additional interest cost savings to Port Chester taxpayers of more than \$2.5 million.

The announcement was part of the Environmental Facilities Corporation's approval of \$26.7 million in grants, interest-free loans and low-cost loans to support vital water quality infrastructure projects across New York State. They are part of Gov. Cuomo's \$5 million multi-year commitment to clean water infrastructure grants, the largest state clean water program in the nation. Port Chester's State Assemblyman Steve Otis helped initiate the grant portion of the program through the Water Infrastructure Improvement Act of 2015 which was designed to respond to the needs of communities like Port Chester.

The funding will go towards the village's \$15-million sewer rehabilitation program which seeks to completely rehabilitate and modernize its sanitary sewer infrastructure. Over the past seven years Port Chester has moved steadily to rebuild the village's sanitary sewer system and is nearing completion of the work identified in the original plan.

With the approval of the EFC Board, the funding is expected to be ratified in July by the Public Authorities Control Board as the next step in the process.



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Regional Bid Alert

New York State DOT Region 8

Bid Letting Date: Sept. 9, 2021

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

Contract# D264549
PIN# 881439

Project Description: Columbia, Dutchess, Orange, Putnam, Rockland, Ulster, Westchester Cos., graffiti removal - where and when region wide. NYSDOT Region-8.

Bid Deposit: 5% of Bid (~ \$20,000.00)

Goals: MBE: 4.00%, WBE: 8.00%, SDVOB: 6.00%

New York State DOT Region 10

Bid Letting Date: Sept. 9, 2021

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

Contract# D264562
PIN# 080838
F.A. Proj.# Z23E-0808-383

Project Description: Nassau, Suffolk Cos., highway runoff mitigation project: various locations throughout Nassau and Suffolk counties, night time work.

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

Goals: DBE: 10.00%

Bid Letting Date: Sept. 9, 2021

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

Contract# D264566
PIN# 000823

Project Description Suffolk Co., surface treatment on NY Rte. 114 in the Villages of North Haven and Sag Harbor and the Towns of East Hampton & Southampton.

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

Goals: DBE: 10.00%

New York State DOT Region 11

Bid Letting Date: Sept. 23, 2021

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

Contract# D264560
PIN# X73168
F.A. Proj.# Z23E-X731-683

Project Description: Richmond Co., bridge rehabilitation of Woolley Ave. and Bradley Ave. over the Staten Island Expressway in Staten Island.

Prebid Meeting, Incentive/Disincentive Provisions

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

Goals: DBE: 10.00%

Westchester County DPW

Bid Due Date: Aug. 25, 2021

Contract: 18-526 (\$100.)

Title: Twin Sludge Force Main Rehabilitation, Mamaroneck and New Rochelle, NY

Description: The work under this contract consists of providing all necessary labor, material and equipment required to rehabilitate the twin sludge force mains which transport primary and secondary sludge from the Mamaroneck Wastewater Treatment Plant to the New Rochelle Wastewater Treatment Plant along Boston Post Road and Le Fevres Lane. This work includes, but is not limited to, CCTV inspection and cleaning of the two sludge force mains, installation of a pressure pipe liner in each of the 8-inch diameter cast iron sludge force mains, miscellaneous point repairs and pipe bend replacements on force main piping, installation of flexible pipe joints in select locations, rehabilitation of the force main control chambers, replacement of ball valves at New Rochelle Wastewater Treatment Plant, restoration, and all other work necessary to provide complete and operable systems between the

Mamaroneck and New Rochelle Wastewater Treatment plants.

Bid Estimate Range: \$13 to \$14 Million.

Mandatory Pre-Bid Inspection: Held July 22, 2021. MANDATORY attendance was required. Bids will be rejected from Contractors not in attendance at this meeting, or those who failed to sign the attendance sheet.

Contact: John Coelho, 914-995-5144.

Bid Due Date: Aug. 25, 2021

Contract: WCA 21004

Title: Glycol Removal and Transport, Westchester County Airport, Towns of Harrison and North Castle and Village of Rye Brook, NY

Description: The work under this contract consists of providing all necessary labor, material and equipment required for the removal of glycol contaminated water from the de-icing operations at the Westchester County Airport for the above-referenced project. This contract is for the three (3) year term commencing September 15, 2021 and terminating September 14, 2024, with one two (2) year renewal at the discretion of the County.

Mandatory Pre-Bid Inspection: 10:00 a.m. August 11, 2021; meeting at the Airport Administration, Main Terminal – 2nd Floor. 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: Tom Rumbarger, 914-995-4885.

Bid Due Date: Sept. 1, 2021

Contract: 18-514 (\$100.)

Title: Hutchinson Valley Trunk Sewer Rehabilitation, Hutchinson Valley Sewer District, Town of Eastchester, NY

Description: The work under this contract consists of providing all necessary labor, material and equipment required to rehabilitate the Hutchinson Valley Trunk Sewer including but not limited to bypassing of sanitary flows around the work area excavation; jack and bore a 30-inch steel pipe casing under Exit 18W on the Hutchinson Parkway South; installation of a 16-inch DIP gravity sewer within the pipe casing; and trenching in the Exit 18W median to connect to the existing manhole.

Bid Estimate Range: \$850,000 to \$950,000.

Mandatory Pre-Bid Inspection: 10:00 a.m., August 10, 2021; meeting at the New Rochelle Wastewater Treatment Plant – Process Control Building, 2nd Floor Conference Room, 1 LeFevres Lane, New Rochelle, 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: John Coelho, 914-995-5144.

New York State Dormitory Authority

Bid Due Date: Sept. 14, 2021

Contract: City University of New York, Herbert H. Lehman College, Emergency Backup Network Power Project and Asbestos Abatement

CR31 General Construction

Project Number 3382809999

Sealed bids for the above Work located at Lehman College, 250 Bedford Park Boulevard West, Bronx, New York 10468 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 visitor's 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 September 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: Christopher Wuest, Project Manager, 250 Bedford Park Boulevard West, T3 Building Room 124, Bronx, New York 10468 347-590-9041, cwuest@dasny.org (the Owner's Representative) and DASNY at ccontracts@dasny.org. Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting will be held on Wednesday, August 11, 2021 at 10:00 AM at Lehman College, 250 Bedford Park Boulevard West, Gate 5, Bronx New York 10468. Contact Chris Wuest at 347-590-9041. 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 June 17, 2021 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 June 17, 2021 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>.

Bid Due Date: Oct. 5, 2021

Contract: Job Order Contracts, Small Business Pilot Program, Regions 1, 5 and 6

DASNY Project # 1000509999

Sealed bids for the above work located in the regions listed below 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 as a bid for the region and trade noted below. 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 UNIT. - NICOLE WHITE" DASNY will not be responsible for receipt of bids which do not comply with these instructions.

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on October 5, 2021 will be considered. Bids shall be publicly opened and read aloud. Bid results can be obtained on the DASNY website; <http://www.dasny.org>. forty-eight (48) hours after the Bid Opening.

All individuals who plan to attend 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 visitor's 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.

The Pre-Bid Conference for Prospective Bidders shall be held online as follows: Wednesday, August 25, 2021 at 10:00AM

Visit www.dasny.org for the link to the online meeting.

Due to the specialized nature of the JOC Program attending the Pre-Bid Meeting is strongly recommended.

A Complete Set of all Contract Documents can be found on DASNY's website:

http://www.dasny.org/rfp-bidopportunities-solicitations/constructionservices/joc_opportunities/new.aspx

Contracts to be bid:

Pilot Program solicitations are limited to NYS-certified MWBEs and Small Businesses, as defined by the NYS Economic Development Law, which Includes NYS-certified SDVOB

Region 1, CR 525 General Construction, Maximum Value (per contract year) \$5,000,000, # of Options, 3, Total Maximum Contract Value: \$20,000,000.

Region 1, CR 528 Electrical, Maximum Value (per contract year) \$3,000,000, # of Options, 3, Total Maximum Contract Value \$12,000,000.

Region 1, CR 529 Asbestos, Maximum Value (per contract year) \$500,000, # of Options, 3, Total Maximum Contract Value \$2,000,000

Regions 5 and 6, CR 533 Electrical, Maximum Value (per contract year) \$1,000,000, # of Options, 3, Total Maximum Contract Value \$4,000,000

Contract Term = One (1) Year with Three (3) One (1) Year options

Notwithstanding this designation, DASNY reserves the right, at its sole discretion, to assign work to any contractor in any geographic area.

DASNY'S JOC Regions

Region 1, formerly included Sub- Region 1A - Long Island (Nassau and Suffolk counties). Counties Included: New York (Manhattan), Bronx, Kings (Brooklyn), Richmond (Staten Island), and Queens.

Region 2, formerly Sub-Region 1A (Long Island). Counties Included: Nassau and Suffolk.

Region 3, formerly Sub-Region 2A. Counties Included: Westchester, Rockland, and Putnam.

Region 4, formerly Sub-Region 2B. Counties Included: Orange, Sullivan, Delaware, Ulster, Dutchess, Greene, and Columbia.

Region 5, formerly Sub-Region 3A. Counties Included: Rensselaer, Albany, Schenectady, Otsego, Schoharie, Fulton, Montgomery, Saratoga, Washington, Warren, Hamilton, and Herkimer.

Region 6, formerly Sub-Region 3B. Counties Included: Essex, Clinton, and Franklin.

Region 7, formerly Sub-Region 4B. Counties Included: Lewis, Jefferson, St. Lawrence.

Region 8, formerly Sub-Region 4A. Counties Included: Broome, Tioga, Tompkins, Cortland, Chenango, Cayuga, Onondaga, Madison, Oswego.

Region 9, formerly Region 5. Counties Included: Monroe, Wayne, Livingston, Ontario, Seneca, Yates, Steuben, Schuyler, and Chemung.

Region 10, formerly Region 6. Counties Included: Niagara, Orleans, Genesee, Erie, Wyoming, Chautauqua, Allegany, and Cattaraugus.

For Region 1(Bronx, Kings, New York, Queens, and Richmond Counties) only: 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"). The successful low bidder, as a condition of being awarded a 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.

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: Rene Pedros, Gordian Group, 518-852-6901; Chris Enzien, DASNY, 518-257-3709 or 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 the DASNY website; <http://www.dasny.org> or the OGS website; <http://www.ogs.ny.gov>.

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

MTA Completes Third Avenue Bridge Renewal Project

MOUNT VERNON, NY—Acting MTA Chairman and CEO Janno Lieber and Metro-North Railroad President Catherine Rinaldi recently opened the newly rebuilt Third Avenue Bridge in Downtown Mount Vernon, reportedly on time and on budget.

The bridge is the fourth that the MTA has opened in

Downtown Mount Vernon in three years and the second in just three months. The Aug. 10 announcement effectively completes—in less than 16 months—the replacement of the previous 121-year-old bridge that was demolished in the beginning of April 2020.

“This bridge reconstruction, completed in less than

16 months, shows the MTA’s determination to stay right on schedule when we make commitments to local communities,” said Mr. Lieber. “And there are many more projects to benefit Metro-North riders in the works, now that our \$51.5 billion 2020-24 Capital Program has been un-paused and is picking up steam.”

“The completion of two bridge replacements in under three months shows Metro-North’s commitment to serving the City of Mount Vernon beyond providing reliable train service,” said Catherine Rinaldi, president of Metro-North Railroad. “This bridge will provide an easy connection to the downtown area of Mount Vernon for years to come.”

Demolition of the original bridge was announced in April 2020 with expected completion in July 2021. The project was originally expected to cost \$10.4 million and take 18 months to



At podium from left, Mount Vernon Mayor Shawyn Patterson-Howard and Metro North President Catherine Rinaldi at the press event celebrating the opening of the Third Avenue Bridge.



An aerial view of the new Third Avenue Bridge in Downtown Mount Vernon.

complete by John Civetta & Sons, Inc., a heavy construction contracting firm based in the Bronx, NY. The project was funded by the 2015-2019 Capital Plan and approved by the MTA board in Dec. 2019.

The MTA issued a design-build contract to expedite the project. Design-build contracts call for a single contractor to

be responsible for both designing and building an entire project in order to ensure that coordination is seamless, and that work is completed in the shortest possible time.

MTA Arts and Design worked with artist Damien Davis to create artwork for the Third Avenue Bridge. Davis’ artwork goes across 11 panels along the bridge’s east façade. The artwork with interwoven shapes and symbols forms a visual lexicon that not only connect with the culture and the greater diaspora the city represents, but also acts as a bridge for dialogue and inclusiveness.

“We are thrilled to be collaborating with the City of Mount Vernon on this art initiative,” said Sandra Bloodworth, Director of MTA Arts & Design. “It is truly a unique opportunity that allows Arts & Design to bring first-class artwork to the bridges traversing Downtown Mount Vernon. Public art can help to shape the place, speak for its people, and transform a cityscape. The artwork on the Third Avenue Bridge did all of that. We look forward to completing the remaining bridges and the formation of an Art Walk for the city.”

The Third Avenue Bridge is the latest of four bridges that span Metro-North’s New Haven line in Downtown Mount Vernon that the MTA has replaced in four years. The 14th Avenue Bridge re-opened on July 3, 2019, the 6th Avenue Bridge re-opened on Sept. 12, 2020, and the 10th Avenue Bridge re-opened on June 2, 2021. The MTA replaced the Park Avenue/1st Avenue Bridge in 2011.

Metro-North will seek design-build proposals for the replacement of the South Street and Fulton Avenue bridges.

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Strategies to Retain and Attract Key Employees in a Tight Job Market

By PHILLIP ROSS, CPA, CGMA, PARTNER

Amid a recovering jobs economy and more than a year of social distancing, many in the workforce are looking to make new moves. A spring study by the Achievers Work Institute found that 52% of workers will be on the hunt for a new job in 2021.

Similarly, a 2021 Work Institute Retention report predicted that with the low turnover rate companies had during the pandemic, there would be a huge wave of voluntary turnover in the next couple of years. In April of 2020, the rate had dropped to 1.9 million but by December, the turnover rate had skyrocketed to 3.4 million. With this quick spike, there is a competition for talent, especially in the construction industry, where there is a noted labor shortage.

The pandemic may have forced many in the workforce to rethink what was most important to them and to prioritize issues like work-life balance, flexibility and work culture, in addition to the more traditional concerns of salary, benefits and advancement opportunities. The questions construction firms need to think about is not only why employees might look elsewhere, but what they need to do to keep the talent they have and how they can attract employees who are looking for new opportunities.

Many workers started to work from home or work in environments that were much different pre-pandemic. There have also been national conversations about workplace diversity and inclusion and the benefits of technology. Here are some ways to retain employees and attract potential workers.

Revisit Compensation and Benefits

Thirty-five percent of workers want better compensation and benefits for their work, the researchers in the Achievers study found. This was one of the main reasons for employee turnover. Especially with the rise in need for a work-life balance, many people felt change needed to happen to support them not only as employees but as people. In addition to salary policies and pay bands, which are used to define the range of compensation given for certain roles, construction firms should revisit PTO and maternity and paternity leave to stay competitive. While the U.S. does not mandate parental leave, more and more firms are offering generous policies, which is important especially for young employees looking to start a family.

As part of this focus on compensation and benefits, it's important not to forget incentive programs. Construction



does tend to be a front-loaded salary compensation model, but this doesn't mean that bonuses should be an afterthought either. Particularly coming out of a period of constraint, generous 2021 bonuses can go

a long way to retaining key talent at a time when competitors are expanding and hiring. Similarly, bonuses and more regular incentives such as extra PTO, gift cards, free lunches and other acknowledgements can help demonstrate a culture of employee appreciation that will resonate with current employees and prospective hires alike. Budget for these now.

Additionally, primarily office-based employees overwhelmingly expect flexible options in their hours and their location.

This is less of an option with on-site teams, but with the global shortage in skilled construction

employees, companies can leverage technology to help provide work-life balance and workplace

In addition to salary policies and pay bands, construction firms should revisit PTO and maternity and paternity leave to stay competitive. While the U.S. does not mandate parental leave, more and more firms are offering generous policies, which is important especially for young employees looking to start a family.

flexibility options where possible through work-from-home days or flexible hours.

Lead in Diversity and Inclusion

A sense of belonging in the workforce became an important influencer for why workers stay, while many are eager to be with companies that promote more equitable practices. While diversity fosters greater innovation, research also has shown that companies willing to embrace more diverse policies and inclusion practices are more likely to retain top-performing talent.

MWBE requirements are helping to create a more inclusive construction bidding atmosphere. Please turn to page 21

The Hudson Valley Economy: What's Driving It? Where's It Going?

CIC & BCA GENERAL MEMBERSHIP Meeting & Dinner

Wednesday, Oct. 13, 2021

Keynote Speaker



Economist Jason Bram
Federal Reserve Bank

Location & Time

Westchester Marriott Hotel
670 White Plains Road
Tarrytown, New York
6:00 pm - Reception
7:00 pm - Dinner & Presentations

Cost

No charge to CIC/BCA IAF-contributing contractors and suppliers (2 persons)
No charge to Labor/Management Council Union Locals (2 persons)
\$75 per person for all Associate CIC/BCA Members and guests

- To register visit the events page on our website:
<https://cicbca.org/events/#2021gmm>
- If you have any questions or need additional information please contact Karen at (914) 631-6070 or send an e-mail to:
karen@cicnys.org.

WHAT'S NEW & WHO'S NEWS

Holt Opens New Florida Office
Ternullo Named Marketing Director

BOCA RATON, FL—Holt Construction reported on Aug. 17 that it has opened a new regional office here.

With 10 offices operating in six states across the country, the general contracting and construction management firm continues a steady course of growth and market development. Holt also has offices in New York, New Jersey, Pennsylvania, Massachusetts, and Texas.

“We are excited to announce this expansion into Florida,” said Christopher Asaro, president of Holt. “Our movement into new regions and market sectors is symbolic of our successes with our clients. As they progress into new areas of work, we are honored that they bring Holt along with them.”

The new office will be located at 433 Plaza Real. The new regional efforts will be led by Holt Project Executive Pat Demarco. With 15 years of project management experience, Mr. Demarco will oversee the firm’s current Florida projects.

“Throughout this year, we have seen tremendous growth in our mission critical, aviation, and health science market sectors,” said Patricia Zugibe, CEO of Holt. “This is the next step of our strategic plan to serve



Kristen Ternullo

our clients and create a positive impact on the communities in which we build.”

Founded in 1919, Holt Construction Corp. is a full-service national construction management and general contracting firm offering an extensive range of services in diverse growth market sectors, including aviation, corporate interiors, education, entertainment, energy and power, health and life science, hospitality, infrastructure, transportation, mission critical, technology, retail and food and beverage.

The company also reported that Kristen Ternullo has been selected as Director of Marketing at Holt Construction. Ms. Ternullo brings nearly a decade of marketing and communications experience to her new role that will focus on supporting and expanding Holt’s brand. Prior to joining Holt, she served in various marketing roles at a leading construction organization.

Ms. Ternullo will lead Holt’s corporate marketing effort and brand positioning strategy for the firm across its national network of business units. She will create marketing plans, programs, and campaigns that will position Holt’s brand through strategic outreach programs, events and publications.

LeChase Promotes Strebel
To Senior Project Manager

ARMONK, NY—Christopher Strebel, who has served as a project manager with the New York Tri-State office of LeChase Construction Services LLC for six years, has been promoted to senior project manager.

In this role, Mr. Strebel will manage, develop, maintain and oversee all functions of assigned projects at the preconstruction, construction and post-construction phases. Those functions include but are not limited to safety, construction planning and cost-control procedures.

Mr. Strebel joined LeChase in 2015, when the company acquired C.W. Brown, where he began working in 2011. He was recently named one of the “40 Under 40” among New York real estate and construction industry professionals highlighted by *City & State* magazine. In 2019, the Business Council of Westchester named him one of its “Rising Stars.”

“Chris brings great commitment and skill to his projects, and we are proud to see him recognized for his accomplishments,” said David Campbell, LeChase vice president in Armonk. “His leadership continues to help LeChase build lasting partnerships with clients across the region.”

Mr. Strebel works with a variety of clients, focusing mainly on health care, research and development facilities and cultural/commercial projects.



Christopher Strebel

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Safety Watch

a serious injury must be cordoned off and left untouched, pending investigation.

A fire department in South Carolina has a maxim, “the difference between a hero and a fool is training.” While not all rescue operations are carried out by trained in-house employees, but by first responders (or specialized outside contractors), you need to think ahead concerning accident response

Continued from page 14

and rescue needs, and provide appropriate training and instruction to your employees.

About the author: Geoffrey S. Pope is Of Counsel to the construction law firm of Welby, Brady & Greenblatt, LLP, with its main office in White Plains. The articles in this series do not constitute legal advice, and are intended for general guidance only.

Financial Management

Continued from page 19

but even within non-MWBE firms, companies should revisit their Environmental, Social and Governance (ESG) frameworks regularly to ensure they are aligned to promote more inclusive workforces proactively, as well as seek out more diverse talent.

Technology to Attract Younger Employees

The pandemic reaffirmed that technology is an essential tool in the workplace. Especially among young talent populations, a technology-forward workplace is a major attractor, in addition to the efficiency benefits. Approximately 16% of Millennial and Gen Z employees have quit a job because their employer did not provide proper technology to do their job and more than 90% of these groups are willing to automate parts of their jobs as a way to work smarter and faster.

Construction has undergone a rapid advance in contech and

firms should actively promote the technological aspects of the roles in which they are looking to hire to deliver on growing pipeline opportunities. Similarly, contech is creating safer jobsites, and this can be a crucial differentiator in keeping and winning employees. Construction is indeed a tech industry, and firms should put this front and center in their job marketing.

This new employee landscape will be a change for many construction firms, certainly, but it is ultimately a chance to modernize policies to build workforce resilience and diversify for a more dynamic and robust building market.

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.



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LOW BIDS

Accent Stripe, A Colarusso, MetroExpress Win NYSDOT Projects in HV-NYC Regions

ALBANY—The New York State Department of Transportation recently selected four apparent low bidders for work in the Hudson Valley/New York City metro regions.

Accent Stripe Inc. of Orchard Park, NY was the lower of two bidders at \$2,866,600. for apply pavement markings on state highways to improve traffic safety in Columbia, Dutchess, Orange, Putnam, Rockland, Ulster and Westchester counties.

Accent Stripe Inc. was also the lower of two bidders at \$7,282,700. for biennial longline markings, region-wide, Region 8 (Columbia, Dutchess, Orange, Putnam, Rockland, Ulster and Westchester counties).

A. Colarusso & Son Inc. of Hudson, NY was the lowest of six bidders at \$1,683,445. for catch basin repairs and replacements along Rte. 9 in the Town of Poughkeepsie, NY in Dutchess County.

MetroExpress Services Inc. of Brooklyn, NY was the lower of two bidders at \$1,031,550.00 for work zone traffic control for project development activities, Regions 10 and 11.

Harrison & Burrowes Lands Ramapo Bridge Repair Job

ALBANY—The New York State Thruway Authority recently announced that **Harrison & Burrowes Bridge Constructors Inc.** of Glenmont, NY was the lowest of five bidders at \$2,485,248.52 for scour repairs of the Ramapo River Bridge at MP 30.23 and the Rondout Creek Bridge at MP 84.14 in Rockland and Ulster counties in accordance with the plans and specifications.

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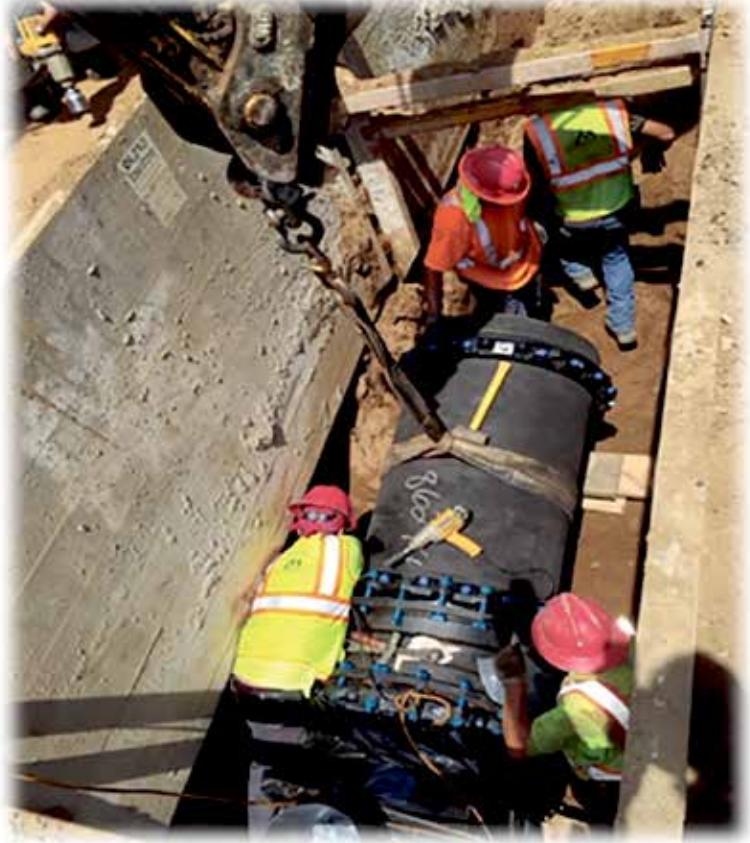
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