



# Construction NEWS



## Bridge Rehab Begins

Arben Group employees, from left, Milton Sasaguay and Andres Rojas prepare rigging at the start of removing the existing bridge deck on the Mamaroneck Avenue Bridge in Westchester in September. The county’s public works project, valued at \$5.2 million, also calls for upgrades to utilities and repaving one mile of roadway. This is a multi-phased project to ensure the safe travel of the public as Arben crews completely remove and replace the bridge deck.

Photo Credit/MARGARET FOX PHOTOGRAPHY

## Industry Must Tackle Workforce Challenges

By JOHN JORDAN

TARRYTOWN, NY—If ever the construction industry was at a crossroads, it’s now. The sector faces a host of challenges ranging from projected workforce shortages, continued impact of COVID-19, supply constraints and the need for long-term dependable funding programs from government. Let’s hope the massive infrastructure bill that President Biden is pressing for wins enough Congressional support to create jobs and bolster our national infrastructure, with repairing aging bridges and roadways at the top of the priority list.

But there are wicked speed bumps the industry must cross. For starters, baby boomers are now aging out of the workforce, and not enough young people are entering to replace them, a worrisome sign regional leaders report. There also may not be enough skilled workers to hire for all those new projects the Biden infrastructure bill promises.

This runs the gamut in both the skilled crafts and the dirt trades.

“Do we have the work force ready right now to take care of this? Absolutely not,” said Beverly Scott at a press conference in Washington earlier this month. Ms. Scott serves as the vice chair of the President’s National Infrastructure Advisory Council. Another national group, the Brookings Institute, reports the median age of construction and building inspectors is 53. The industry is also looking at an aging workforce. The average age for all construction workers nationwide is 42.5. Approximately 10% of construction workers are under 25.

The many forewarnings are now prompting forearmings. The Construction Industry Council of Westchester & Hudson Valley, Inc., and the Building Contractors Association of Westchester & Mid-Hudson Region will present a “Workforce

**Seminar on Oct. 13 in Tarrytown to Examine Issues and Solutions**

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## NYS Selects Two Green Projects Valued at \$8.2B

By JOHN JORDAN

NEW YORK—New York State has selected two major green energy infrastructure projects that will cost \$8.2 billion to develop and help bring wind, solar and hydropower from Upstate New York and Canada to New York City involving approximately 513 miles of transmission line. The two ventures, if they secure final approvals, will create approximately 10,000 jobs.

The construction building trades will also benefit from the two projects—Clean Path NY (CPNY) and Champlain Hudson Power Express (CHPE)—since the state will be requiring the two awarded contracts to “include prevailing wage provisions for all laborers, workers, and mechanics performing construction activities with re-

spect to the construction of the projects. In addition, the project developers will be required to negotiate Project Labor Agreements among their construction contractors and a building and construction trade labor organization representing craft workers for the construction of the new transmission lines as well as for the construction of the new renewable energy generation resources that the developers and its affiliates build for this project in New York State.”

The selections were announced on Sept. 20 at an event held in New York City attended by New York Gov. Kathy Hochul, New York City Mayor Bill de Blasio and a host of other state and city dignitaries.

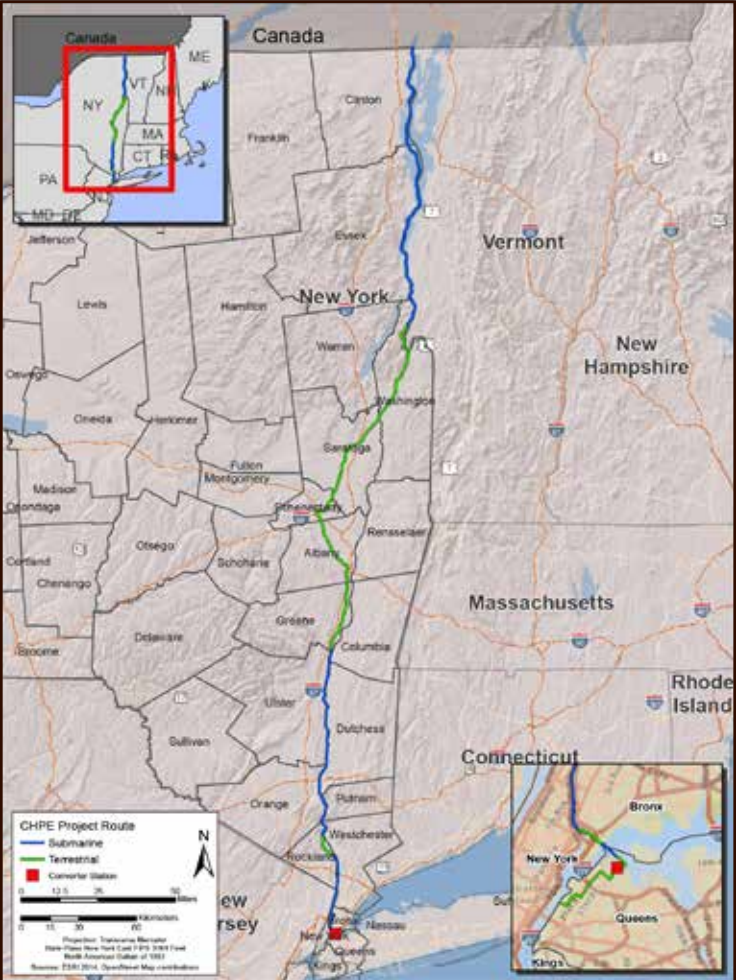
The two projects will help reduce New York City’s reliance

on fossil fuels, lower carbon emissions and significantly improve air quality and public health in disadvantaged communities while accelerating progress to exceed New York’s

goal for 70% of the state’s electricity to come from renewable sources by 2030 on the path to a zero-emission grid as outlined in the Climate Leadership and Community Protection Act (Climate Act).

“New York’s communities are repeatedly facing serious consequences as a result of the devastation caused by the global climate crisis, and the stakes have never been higher as we deal with the economic and environmental destruction that these extreme weather events leave behind,” Gov. Hochul said. “These transformative projects are a win-win—delivering thousands of new, good-paying jobs throughout the state and

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A map of the proposed Champlain Hudson Power Express route from the Canadian border through the Hudson Valley region into New York City.

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# Infrastructure Investment and Jobs Act Will Provide New York State With \$25B in Highway, Bridge Funds

WASHINGTON— Every \$1 increase in federal highway, bridge, and public transit investment under the Infrastructure Investment and Jobs Act (IIJA) will generate as much as \$3.60 in economic activity, according to a new analysis from IHS Markit, a global information leader with expertise spanning numerous industries, including leading positions in finance, energy and transportation.

The American Road and Transportation Builders Association recently released an analysis of the impact the IIJA would have on New York State, estimating the legislation will provide \$24.89 billion in state formula funds for highway, bridge, and transit investment in New York over the next five years, including a 43% funding increase in FY 2022.

The positive impacts from IIJA-related construction activity will be felt quickly as work gets underway. The September 2021 report by global forecasting leader, IHS Markit commissioned by ARTBA, quantifies the initial outcomes:

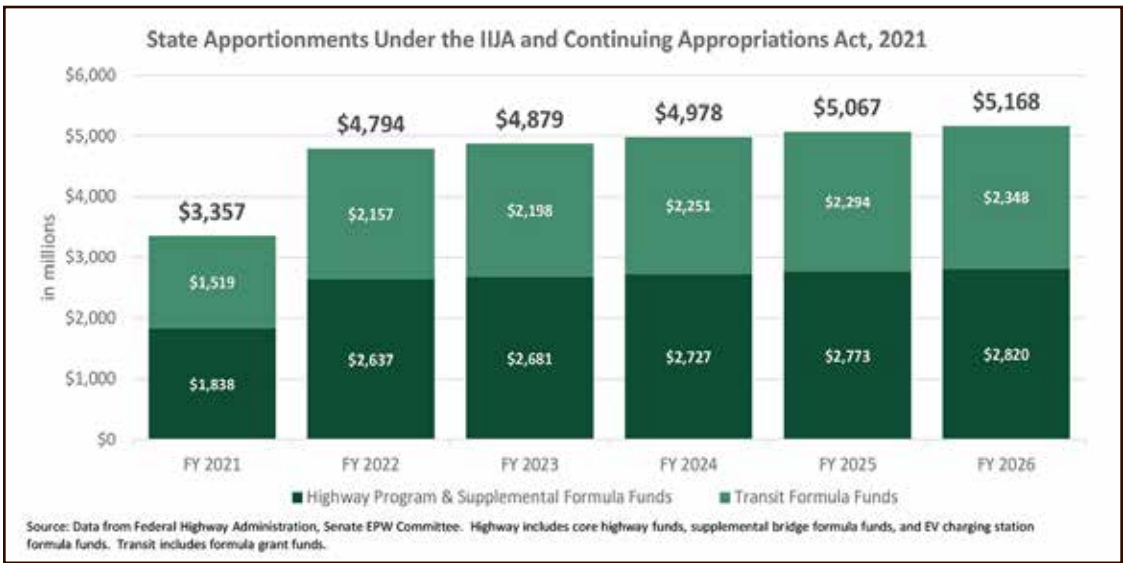
- IIJA investment to fix New York's roads and transit system will add an additional \$6.72 billion in state gross domestic product each year.
- The increased economic activity will benefit New York residents—disposable income will increase by \$2.76 billion each year, an average of \$357 per household.
- State and local tax receipts will increase by an average of \$1.22 billion per year. This is additional income that can be reinvested in the state, without any increase in tax rates.
- Federal investment has supported 45% of state highway

and bridge capital improvements in state over the last decade and 23% of transit capital outlays. Federal transit investments supported 139 urban and rural transit agencies in New York.

Among the major national economic benefits documented in the study: The combined \$153.7 billion in new highway, bridge and public transit investment under the IIJA would add \$488 billion to U.S. GDP by 2027.

As federal highway and public transit investment spurs economic growth, the additional funding from the IIJA supports more than 250,000 new jobs by 2025. Over half of these positions will be outside of the construction sector.

More economic activity means federal, state, and local tax revenues will increase more than \$160 billion. These revenues can be reinvested



throughout local communities.

New jobs and higher wages benefit American households—with personal disposable income increasing by \$69 billion by 2027, or more than \$500 per household.

The \$1 trillion IIJA was approved by the Senate 69-30 last

month and is pending in the U.S. House of Representatives, where Democratic leaders have pledged to act on it by Sept. 27.

The report quantifies the state-level increases in GDP, disposable income, consumer spending, and state and local tax receipts from the additional

highway, bridge, and public transit investment.

It also provides a breakdown of benefits by major industry, with more than 15% of the jobs created in the manufacturing, health care, social assistance, real estate, and rental/leasing sectors.

## NYS Economy Added 28K Jobs

ALBANY—According to preliminary figures released today by the New York State Department of Labor, the number of private sector jobs in New York State increased over the month by 28,000, or 0.4%, to 7,519,400 in August 2021. By comparison, the number of private sector jobs in the U.S. increased by 0.2% in August 2021.

New York State's private sector jobs (not seasonally adjusted) increased by 384,300, or 5.4% over the year in August 2021. By comparison, the number of private sector jobs in the U.S. increased by 5.2% over the year. New York State's seasonally adjusted unemployment rate decreased from 7.6% to 7.4% in August 2021.

On a net basis, the total number of nonfarm jobs in the state increased by 23,500 over the month, while private sector jobs rose by 28,000, in August 2021. At the same time, the total number of nonfarm

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COMMENTARY

Paving the Way for Congestion Pricing

By CARLOS CASTELL CROKE

As New York begins to emerge stronger from the pandemic, congestion pricing is needed now more than ever to reduce vehicular pollution and improve public transportation. To achieve this, the NYLCV strives to efficiently work with the new governor in order to confront the transit crisis and address the climate emergency, as we, along with other advocates, stated in a letter to Gov. Kathy Hochul earlier this month.

New York's Climate Leadership and Community Protection Act demands we minimize our emissions from transportation, as air pollution from vehicles presents a danger to the climate and New Yorkers. In just lower Manhattan, about 1 million tons of greenhouse gas emissions, consisting mostly of carbon dioxide, come from automobile and truck traffic every year.

Such traffic has brought congestion and pollution, affecting the safety of driving and the health of citizens. Congestion pricing would thus limit this and encourage commuters to use other safer and cleaner modes to get around the city.

Due to the pandemic, the Metropolitan Transportation Authority's services are facing a fiscal crisis. This includes subways, trains, and buses, all of which collectively account for over 80% of trips to the Manhattan central business district. During pre-COVID times, 33% of transit trips in the United States took place on a subway or a bus in New York City, a city that only encompasses 2.5% of the country's population. It is thus crucial to fix and better the city's public transportation, as people rely on it to be able to travel in the area. Congestion pricing would provide the funds



Before COVID hit, traffic congestion cost businesses and families \$20 billion in wasted time and resources annually.

needed to help address this issue by improving the city's subway, bus, and commuter rail network.

From an economical perspective, this influx of car traffic has brought gridlock to neighborhoods in all of the boroughs. Before COVID-19 hit, traffic congestion cost businesses and families \$20 billion in wasted time and resources annually. Now, with the pandemic causing public transportation to lag, this number may grow. As the city tries to restore public education, housing, health, and the economy in general, this gridlock will delay recovery. People are returning to offices and retail soon, so this is even more important as city life begins to grow again. Thus, congestion pricing can help New York City's economy return to pre-COVID levels of growth.

If we want to minimize the impact of climate change, enable public transportation to be the crux of the city's commuting system, and allow the economy to flourish, congestion pricing is pivotal. In fact, a recent study found that a toll of \$5 would result in a reduction of over 70,000 tons of greenhouse gas emissions every year, and a toll of \$20 would eliminate 40% of midtown traffic per year. With

this in mind, the NYLCV hopes the new governor will help us take this step to implement North America's first congestion pricing program.

We look forward to setting the stage for other cities in the country with congestion pricing, as the Biden administration focuses on tackling climate change alongside us. We urge this to be implemented without further delay, with the Biden administration endorsing the program and U.S. Secretary of Transportation Pete Buttigieg allowing the MTA to proceed with an environmental assessment. The MTA and the state and city DOTs have come to an agreement with the Federal Highway Administration as well. Thus, we have signed onto the letter to Governor Hochul urging her to move forward with the environmental assessment and to implement congestion pricing as soon as possible.

About the author: Carlos Castell Croke is the New York City Program Associate with the New York League of Conservation Voters.



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MTA to Hold Hearings On Congestion Pricing

NEW YORK—What do you think of the congestion pricing plan to reduce traffic in midtown Manhattan? Do you support the plan charge drivers, which could raise \$1 billion a year to unlock \$15 billion in financing to improve the MTA?

Public meetings, in person and virtual, began Thurs., Sept. 23, to gather feedback about the proposal to toll drivers entering Manhattan at or below 60<sup>th</sup> Street.

The Metropolitan Transportation Authority will hold a total 13 virtual meetings through mid-October on “Central Business District Tolling Program (CBDTP),” as it is officially called. The first meeting in the tri-state region, for the outer boroughs was Sept. 23. Others will be held through Oct. 13, and can be seen and heard online and on YouTube.

MTA will hold meetings in areas of the commuter belts in New York, New Jersey, and Connecticut, along with three specifically geared toward so-called environmental justice communities in each state.

**The Proposal:** Congestion pricing would charge almost all drivers heading to all streets below 61<sup>st</sup> Street, except for the FDR Drive, the West Side Highway, and sections of the Battery Park Underpass and Brooklyn-Battery Tunnel that connect to the FDR and the West Side Highway.

**The Pricing:** Price has not been set but it would affect nearly all cars, trucks, and vehicles in the zone. The exceptions are emergency vehicles, vehicles transporting people with disabilities. Relief is also being considered for families living in the zone with a household income of \$60,000 a year or less.

The proposal promises to rake in \$1 billion a year in tolls and would allow the MTA to unlock \$15 billion in debt financing to fund much-needed upgrades and repairs for its aging public transit system, according to the MTA. The agency also pointed to the environmental benefits resulting from reduced air and noise pollution by cars, less congestion, and better mobility for drivers who continue to use the roads.

The proposal dates back to the Bloomberg Administration in the early 2000s, and, more recently, was already approved by the state legis-

lature in 2019. It was held up for two years under the previous White House administration. Public feedback is now required as part of the federally mandated review known as an Environmental Assessment by the MTA and its two partners, the State Department of Transportation and the City Department of Transportation, have to collect public feedback for the project.

**How You Can Tune In and Comment**

The meetings are all being held via Zoom and will be live-streamed on MTA's YouTube channel and the new project website at new.mta.info/project/CBDTP.

Those who wish to speak and give a comment of up to two minutes, or require language services, must sign up at 5:30 pm the night before at the website or by calling the dedicated hotline at (646) 252-6777.

Meetings are scheduled to last two hours, but may run over time.

Can't attend? You can provide comment online at the website, send an email to CBDTP@mtabt.org, call (646) 252-7440, or send a letter to:

CBD Tolling Program  
2 Broadway, 23rd Floor  
New York, NY 10004

**Schedule for the 10 regional meetings:**

Thurs., Sept. 23, 10 a.m. to noon:  
The Bronx, Brooklyn, Queens, and Staten Island

Thurs., Sept. 23, 6-8 p.m.: Manhattan Central Business District (60<sup>th</sup> Street and below)

Fri., Sept. 24, 10 a.m. to noon: New Jersey

Wed., Sept. 29, 10 a.m. to noon:  
Northern New York City Suburbs

Wed., Sept. 29, 6-8 p.m.: Long Island

Thurs., Sept. 30, 6-8 p.m.:  
The Bronx, Brooklyn, Queens, and Staten Island

Fri., Oct. 1, 1-3 p.m.: Connecticut

Mon., Oct. 4, 6-8 p.m.: New Jersey

Tues., Oct. 5, 6-8 p.m.:  
Northern New York City suburbs

Wed., Oct. 6, 6-8 p.m.: Manhattan outside the Central Business District (61<sup>st</sup> Street and above)

**Environmental justice community meetings:**

Thurs., Oct. 7, 6-8 p.m.: New York

Tues., Oct. 12, 6-8 p.m.: New Jersey

Wed., Oct. 13, 6-8 p.m.: Connecticut.





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## Gov. to Add \$1 Billion to Bond Act

# \$600 Million in State Grants Available For Water Infrastructure, Resiliency Projects

ALBANY—Governor Kathy Hochul announced on Sept. 21, the availability of \$600 million to communities statewide through the Water Infrastructure Improvement Act (WIIA), Water Quality Improvement Project (WQIP) Program, and Intermunicipal Grant (IMG) programs to fund projects to upgrade infrastructure and make communities more resilient to flooding and other impacts of climate-driven severe storms and weather events.

The governor also announced that she will propose a \$1-billion increase to the “Clean Water, Clean Air and Green Jobs Environmental Bond Act,” which will round out its total to \$4 billion. The bond act would go before voters for approval in November 2022.

The water grants will provide funding for water infrastructure projects that increase community resilience to flooding and are critical to protecting public health and the environment. In addition, the Publicly Owned Treatment Works Asset Management Program will make \$10



Gov. Kathy Hochul has announced that she is planning on increasing the proposed “Clean Water, Clean Air, Green Jobs Environmental Bond Act” by \$1 billion to \$4 billion.

million available to establish asset management programs that will help municipalities monitor, protect, and responsibly plan upgrades for wastewater infrastructure systems, at no cost. An additional \$5 million in Green Innovation Grant Program funding will be available to communities for green infrastructure to address stormwater, and water and energy efficiency. It is anticipated that jobs in the

manufacturing, engineering, construction, plant operations and related industry sectors will be created as a result of this massive infusion of public funding.

Gov. Hochul is directing state agencies to work together to expedite the state’s ability to invest in vital green infrastructure projects, and proposing to rename the “Clean Water, Clean Air and Green Jobs Environmental Bond Act,”

to recognize the urgency of the bond act investments, and work with the legislature to ensure this proposal, and the Environmental Protection Fund, Clean Water Infrastructure Act and Environmental Agency spending are appropriately structured to advance the state’s resiliency agenda to protect New Yorkers and the environment.

“It is critical that communities have the financial resources to advance shovel-ready projects that put people to work. These efforts will upgrade our infrastructure to make our communities more resilient to flooding and other climate impacts,” Gov. Hochul said. “The funding announced today will create jobs and advance essential water quality improvement projects across the state that will ensure that our public water systems are protected and we are better prepared for our changing climate. Assuring the delivery of safe drinking water is critical to the health and wellbeing of all New Yorkers and updating water infrastructure is a key component to achieving this.”

New York State Department of Environmental Conservation (DEC) Commissioner and Environmental Facilities Corporation (EFC) Board Chair Basil Seggos said, “Recent storms Henri and Ida challenged municipal wastewater infrastructure like never before, underscoring the urgent need to strengthen New York’s aging infrastructure.”

The Water Quality Improvement Project (WQIP) program is a DEC grant program that funds projects that directly address documented water quality impairments or protect a drinking water source. As part of the State’s Environmental Protection Fund (EPF), WQIP projects improve water quality, reduce the potential for harmful algal blooms (HABs), and protect public drinking water across the state. Initiatives include land acquisition projects for source water protection, municipal wastewater treatment upgrades, nonagricultural nonpoint source abatement and control, salt storage, and aquatic habitat restoration, among others.

The Environmental Facilities Corporation (EFC) will administer the WIIA and IMG programs to provide grants for wastewater and drinking water projects, working closely with the Departments of Health and Environmental Conservation. The programs prioritize sewage treatment projects that improve water quality and drinking water projects that address public health priorities, emerging contaminants and encourage local governments to work together on regional solutions.

Since the inception of the WIIA program in 2015, the state has released more than \$1 billion in clean and drinking water grants through EFC, which includes more than \$300 million in grants in 2019.

Local units of government are eligible to apply for funding for:

- WIIA grant awards that will fund up to 25% of an eligible wastewater project’s total cost, up to \$25 million.

- WIIA grant awards will fund up to 60% of an eligible drinking water project’s total cost, up to \$3 million.

- IMG awards will fund up to 40% of an eligible wastewater or drinking water project for communities that share services, up to \$30 million.

- EC awards for projects addressing emerging contaminants above the state determined Maximum Contaminant Level (MCL) will fund 60% of net eligible project costs.

- WQIP grant awards that will protect drinking water sources.

### Publicly Owned Treatment Works Asset Management Program

\$10 million will be available for asset management programs that will help municipalities monitor, protect and responsibly plan upgrades for their wastewater infrastructure facilities, free of charge. The statewide program will take a proactive approach to managing wastewater treatment facilities by providing engineering consultant services for software and technical training to local governments to map their sewer and wastewater systems using modern digital tools. Consulting services will also assist municipalities to inventory their wastewater assets and identify weaknesses in their current systems to promote repairs before a system failure occurs. The ability to minimize costly emergency repairs and prevent service disruptions will help protect public health and the environment by reducing the threat of pollution. The New York State Environmental Facilities Corporation (EFC) will administer the program in partnership with DEC, which has regulatory oversight of wastewater facilities.

The asset management program builds upon a successful \$3-million pilot administered by DEC and EFC and completed in 2021 that helped 10 local governments throughout the state to inventory their wastewater assets, identify risks to their wastewater infrastructure and determine cost-effective, tangible solutions to address issues. Up to an estimated 50 communities will be served under the next phase of this program.

A Request for Qualifications  
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## ALBANY UPDATE

### Construction Completed on Seven-Bridge NYS DOT Project in Orange County

ALBANY—State officials announced on Sept. 10 that construction was completed on a \$23.6-million project to replace four bridges and rehabilitate three others along State Route 9W in the towns of New Windsor, Cornwall and Highlands in Orange County.

The project enhanced safety and improved travel along a key route that’s vital for the flow of people and commerce in the Hudson Valley and also provides access to attractions like Storm King Mountain and the United States Military Academy at West Point. Extensive recycling techniques were also employed during construction to reduce the demand for new materials and reduce the project’s environmental impact, NYS DOT officials stated.

D.A. Collins Construction Co. of Wilton, NY was the lowest bidder in the spring of 2019 for the project.

“New York State remains committed to building a 21<sup>st</sup> century infrastructure that improves quality of life, promotes economic growth and helps to safeguard our environment,” Gov. Kathy Hochul said. “Renewing the bridges along the Route 9W corridor will help countless commuters who travel this vital corridor every day, and help keep people and goods moving throughout Orange County for years into the future.”

Improvements made as part of the project include new road surfaces, increased vertical clearances, concrete arch and substructure repairs, and new parapets, railings and sidewalks. New, weather resistant steel girders were installed to significantly lengthen the life span of the bridges and lessen the need for frequent painting.

During construction, concrete debris was taken from the bridge sites and transported to a local facility, where it was reduced and processed for use as backfill, subbase and gravel. Additionally, embankment materials were excavated, stockpiled and utilized as backfill on



The River Road bridge over Route 9W in the Town of New Windsor, NY.

the new bridges, slopes and roadways.

Bioretention elements were added to create a natural filtration system, which protects wildlife and prevents adverse impacts from stormwater runoff. Stone armoring, also known as heavy stone fill, was added at the Black Forest Creek location to fix scour and erosion at inlets and outlets, which will allow for the free flow of water.

Replaced bridges included: the River Road bridge over Route 9W, Town of New Windsor; the Route 9W bridge over Quaker Avenue, Town of Cornwall; the Willow Avenue bridge over Route 9W, Town of Cornwall and the Angola Road bridge over Route 9W bridge, Town of Cornwall.

Refurbished bridges were: the Route 9W bridge over Route 218, Town of Cornwall; the Route 9W bridge over Black Forest Creek, Town of Cornwall and the Route 9W bridge Route 218, Town of Highlands.

Department of Transportation Commissioner Marie Therese Dominguez said, “All across New York, we are building a sustainable and resilient transportation infrastructure that will strengthen communities and promote growth. This project along the Route 9W corridor is no exception and demonstrates the Department of Transportation’s commitment to giving New Yorkers the transportation system they deserve and utilizing sound and environmentally conscious methods and materials.”

More ALBANY UPDATE on page 18



## Attorney's Column

# Court Dismisses Delay Claim Against Non-Party to Contract

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

In this column, we have often addressed delay claims—typically in the context of when, if ever, a contractor can assert such a claim in the face of a no-damages-for-delay clause. However, the recent case of *Dworkin Construction Corp. v Consolidated Edison Co. of NY*, an appellate court reminds us that fundamentally, delay claims are creatures of contract and, therefore, a contract between both the proponent and the target of the delay claim is absolutely necessary to proceed.

### Background

Dworkin Construction Corp. was retained by Lush Cosmetics, a makeup retailer and lessee of a property on East 14<sup>th</sup> Street in Manhattan, to renovate a commercial space and build out a store that would suit Lush's particular needs. Lush's needs included the installation of an additional electrical shunt to supply more power for the store. As a part and parcel of this scope of work, Dworkin applied to Con Ed for required approvals, to which Con Ed responded very slowly, resulting in a delay of the completion of the project. As a result of this delay, Dworkin incurred \$82,805 in damages—and lost Lush's business.

Dworkin sued Con Ed for negligence and breach of contract to recover the out of pocket expenses, as well as the claimed \$1,068,405 in lost profits resulting from its loss of Lush's business. In its complaint, it alleged that Con Ed was negligent by failing to exercise reasonable care in the processing of Dworkin's application. Dworkin, alternatively, alleged that it entered into a contract with Con Ed for Con Ed to reasonably and diligently process its application for the service upgrade, and that Con



Ed breached the contract by failing to do so. Con Ed moved to dismiss the lawsuit.

### Decision

The motion court granted Con Ed's motion, holding that even if Con Ed took an extraordinarily long time to process the application, Dworkin could not assert such a claim in the absence of a contract. Dworkin appealed, and the appellate court affirmed. As to the negligence claim, the appellate court held that in addition to Con Ed not having any common-law duty to Dworkin, the negligence claim failed because it sought only economic damages—which, under well settled case law, are limited to breach of contract claims.

As to that breach of contract claim, the appellate court found that even though Con Ed provided invoices and a "service determination" listing Dworkin as the customer, Dworkin was not doing the work for its own service but, rather, that of its customer, Lush, for which it was acting as agent. Further, and specifically as to Con Ed, the appellate court also referenced its tariff (its operating authority granted by the Public Service Commission), under which Con Ed has the obligation to provide utility services to all customers equally, and held that Con Ed does not have the legal authority to enter into any agreement which guarantees service within a particular time frame.

### Comment

Dealing with utilities can

be as frustrating and bureaucratic as dealing with government agencies themselves. On top of this, the frustration of delays and their financial impact on a project only add to the madness—particularly when they are not caused through any fault of the contractor

or the subcontractors working under it. However, because the damages relating to a delay are purely economic, courts require an existing contractual relationship between the parties that deal with the issue, which is usually either in the form of setting deadlines with a time-of-the-essence clause (thus putting parties on notice that there could be the assessment of damages if that crucial date passes), or a liquidated damages clause which specifies damages to be awarded in the case of a delay, or a no-damages-for-delay clause. In the absence of such a contractual relationship, courts will not award such damages.

Of course, contractors should be diligent in keeping up with developments on the

*Dealing with utilities can be as frustrating and bureaucratic as dealing with government agencies themselves. On top of this, the frustration of delays and their financial impact on a project only add to the madness—particularly when they are not caused through any fault of the contractor or the subcontractors working under it.*

project—and trying to keep the project moving when it appears that one aspect has stalled. Contractors would also be well advised that where the work will necessarily involve third-parties who can influence the project without liability themselves, they should ask their counsel about what other contractual protections may be available, such as the right to extensions of time, or other exculpations from liability for delay upon the happening of certain events.

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

## \$600 Million in State Grants Available For Water Infrastructure, Resiliency

Continued from page 6

(RFQ) will be released in the coming weeks to solicit professional engineering services that will allow EFC and DEC to hire the consultant engineers. The engineers will work with the communities to develop site specific asset management programs, and the communities will also receive the software and training to maintain the programs on their own. It is expected that communities will be able to apply for the program in early 2022.

### \$20 million Green Infrastructure Grant Program

This program includes an

additional \$5 million more to be awarded from the submitted applications currently under review by EFC. The Green Innovation Grant Program (GIGP) supports projects across New York State that utilize unique stormwater infrastructure design and create cutting-edge green technologies. Competitive grants are awarded annually to projects that improve water quality and mitigate the effects of climate change through the implementation of one or more of the following green practices including effects green stormwater infrastructure, energy efficiency, and water efficiency.

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Giovanni Altomare



Nicola Mario Altomare



Jake Badlick



Valeriy Borkun



Anthony Cappello

# Construction Advancement Institute Awards \$65,000 in College Scholarship Grants

## 13 Scholars from the Hudson Valley Region Named Recipients

TARRYTOWN, NY—As part of its mission to enhance the professionalism of the building and construction industries in the Lower Hudson Valley, the Construction Advancement Institute (CAI) this month awarded \$65,000 in grants to 13 regional undergraduate students who are enrolled in engineering, architecture, construction technology, construction management or other related programs this fall. CAI is the educational and advocacy organization aligned with the Building Contractors Association of Westchester & The Mid-Hudson Region, Inc.

The CAI Scholarship Committee reviewed more than two dozen scholarship applications, school transcripts and essays in August, explained CAI Chairman Mark Fante of Darante Construction Ltd. of Elmsford, NY. The awards to the 13 recipients are \$5,000 grants for use in the current 2021-22 academic year.

“The money our industry raises and disburses for college scholarships is one of several annual charity efforts performed by members of organized labor and the construction contracting community benefitting families and schools both in the Hudson Valley region and nationwide,” Mr. Fante added. “Our goal is to strengthen the ranks of engineers and technologists employed at the companies

that are members of our association. It’s one more way the association works to keep our member companies competitive and keep our local economies growing.”

Since its inception, the CAI Scholarship Program has awarded 84 grants to 46 students at more than 35 colleges and universities throughout the U.S. This year’s grant award of \$65,000 also lifts the total scholarship awarded by

CAI to more than \$350,000 since its first year in 2009 when six grants were bestowed.

The following scholars were chosen from more than two dozen applicants who applied for and were carefully considered by the CAI Scholarship Committee. They are:

**Giovanni Altomare**, 19, of Yonkers, N.Y., freshman, who will be attending Marist College in Poughkeepsie, NY, pursuing a degree in Business/

Construction Management. He is the grandson of a member of the Bricklayers & Allied Craftworkers Local 1 New York.

**Nicola Mario Altomare**, 20, of Yonkers, N.Y., is a sophomore who attends Rensselaer Polytechnic Institute in Troy, N.Y., pursuing a degree in electrical engineering. He is the grandson of a member of the Bricklayers & Allied Craftworkers Local 1 New York.

**Jake Badick**, 21, of Congers, N.Y., is a senior who attends the University of Rhode Island, Kingston, RI. He is the son of an employee of BCA member company Peter Gisondi & Co., Inc.

**Valeriy Borkun**, 19, of White Plains, N.Y., is a freshman, who will be attending CUNY Queens College, NY, pursuing a degree in Economics and Construction Management. He is an employee of BCA member company LeChase Construction.

Please turn to page 12



Massimo Fante



Jamie Fortunate



Andrew J. Griffin



Mark J. Griffin



Timothy Kohany



Giuliana Piazza



Joseph Piazza



Anthony Sanseverino

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Tim Rice rounding first in the sixth after losing one.

# Construction NEWS PHOTO GALLERY



## If You Stage It, They Will Play

TARRYTOWN, NY—It was a crisp, sunny afternoon on the Hudson River shoreline where the Inaugural CIC Softball Game was contested on Sept. 10. The competition was collegial, as “**The Pavers**,” captained by Manny Foto from ECCO III, defeated “**The Builders**” skippered by Matthew Fante of Darante Construction in a tight 28-27 ballgame where everyone hit and scored.

The game featured a walk-off homerun by Chris McCracken of Advance Testing. McCracken’s seventh inning dinger was also matched by his defensive skills, as he made several game-saving catches in left field, likely earning him the MVP slot if there ever was one. (Sorry, Chris, no

trip to Disney World this year.)

The winning pitcher was the Heavy Highway Laborers Local 60’s Jay Fregoso. Keith Newkirk from Montesano Brothers took the loss.

The game, started at 2:00 pm at Pier-son Park, was too early in the afternoon for the long shadows the Gov. Mario M. Cuomo Bridge that would later be cast from the south. It was a fitting backdrop, however, as many of the players had worked on the project and which CIC had lobbied for since 1983.

Helping to stage the outing were CIC’s George Drapeau, who performed The National Anthem on violin; BCA’s Executive Director Matthew Pepe who threw out

the first pitch; and CIC Executive Director John Cooney Jr. who announced the lineups and served as the official scorer.

The umpires were led by crew chief Henry Milano of HPM Management. M & T Bank sponsored Walter’s Hot Dogs Truck for the picnic during and after the game.

The game brought together all segments of the Hudson Valley construction industry—contractors, suppliers, financial companies and professionals. “We are all on the same team,” said CIC’s Commissioner of Baseball, Peter Fiore. “Here to promote safe roads and bridges and clean water for the Hudson Valley region.”



Chris McCracken with a circus catch in the sixth.



Winning Pavers Team: l to r. Gil Torres, Capital Plus; Derek Lederer, Transit Construction; Jay Fregoso, Laborers Local 60; Shane Riccio, The Graham Company; Pete Alongi, Arben Group; Chris Montesano, Montesano Brothers; Chris McCracken, Advance Testing; team captain Manny Foto, ECCO III; Elaine Pappas, Liberty Grove Real Estate.



Shane Riccio rounding first in the third.



Chris Kadner waits to hit Jay Fregoso’s pitch out by the Canadian Geese.



Manny Foto waits for a relay from Left Fielder Chris McCracken.



From left, The Builders: Chris Kadner, Transit Construction; Pete Mazzari, Danella Construction; Tim Rice, The Graham Company; Team Captain Matthew Fante, Darante Construction; Keith Newkirk, Montesano Brothers; Greg Cellino, Site-Safety Services; Joel Kestenbaum, Clarity Testing; Carlos Gonzalez, Laborers Local 60.

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## Construction Advancement Institute Awards \$65,000 in College Scholarship Grants

Continued from page 8

**Anthony Cappello**, 22, of Mohegan Lake, N.Y., is a senior who attends the University of Florida, Gainesville, FL, pursuing a degree in construction management. He is an employee of Calgi Construction Company, Inc. located in White Plains.

**Massimo Fante**, 19, of Sleepy Hollow, N.Y., is a sophomore attending Cornell University, Ithaca, N.Y., pursuing a degree in Biological Sciences. He is the son of BCA member company Darante Construction, Ltd.

**Jamie Fortunato**, 20, is a junior attending the University of Wisconsin, Madison, WI, pursuing a degree in Biology/Pre-Medicine. She is the granddaughter of a member of the International Union of Operating Engineers Local 137.

**Andrew J. Griffin**, 22, of Yonkers, N.Y., attends New York State University at Buffalo (Graduate school), and is pursuing a Master of Architect degree. He is the son of an associate of the BCA member company Yonkers Contracting.

**Mark J. Griffin**, 19, of Yonkers, N.Y., is a sophomore who attends the New York State University of Buffalo, pursuing a degree in Aerospace Engineering Mechan-

ical Drawing. He is the son of an associate of the BCA member company Yonkers Contracting.

**Timothy Kohany**, 36, of Thornwood, N.Y., is a senior who attends Manhattan College, Riverdale, N.Y., pursuing a degree in Civil Engineering. He is the son of a member of Carpenters Local 279.

**Giuliana Piazza**, 19, of Valhalla, N.Y., is a sophomore who attends Ohio State University in Columbus, and is pursuing a degree in Chemical Engineering. She is the daughter of an executive of a BCA-member company John Piazza, Inc.

**Joseph Piazza**, 18, of Valhalla, N.Y., is freshman who will be attending the University of Miami, Coral Gables, FL, pursuing a degree in Engineering. He is the son of an executive of a BCA-member company John Piazza, Inc.

**Anthony Sanseverino**, 20, of LaGrangeville, N.Y., freshman, who will be attending Georgia Institute of Technology, Atlanta, GA, pursuing a degree in Civil engineering. He is the son of a member of the International Union of Operating Engineers Local 137.

For additional information and to request an application for next year's grants opportunities, please contact Laurel Brunelle at 914-631-1033 or laurel@bcany.org.

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## Safety Watch

# Using Near-Miss Reporting To Prevent Future Accidents

By GEOFFREYS. POPE, ESQ.

It's important to fully exploit every accident-prevention strategy at your company's disposal. Unfortunately, some construction employers have no near-miss reporting system in place, or neglect to put the necessary energy into convincing employees to faithfully report near-miss occurrences (or to follow-up with training, when near-misses are reported).

A near-miss, narrowly defined, is an occurrence that could have produced an injury (or property damage or other loss) but did not. If reported to management and investigated, often a near-miss will lead to changes in procedures, greater training emphasis, or stricter enforcement of company safety



rules, and prevent a recurrence that could result in serious injury or other harm. In investigations of fatalities or other cases involving serious bodily harm, it is frequently found that the occurrence was preceded by prior incidents in which safety rules

were ignored, and a near-miss occurred, but through dumb luck, usually, with no injuries.

Since effective harm prevention, although involving the rank and file, requires leadership usually from the top down, if you are an owner, officer, safety manager or field supervisor in a construction enterprise, you want every near-miss to be reported. The point must not be to identify and punish offenders—persons reporting near-misses should be allowed to do so anonymously. Instead, the point is to identify the weak spots in your procedures, or equipment, or training, or

supervision, so that today's near-miss doesn't become tomorrow's fatality, mass casualty

***The point must not be to identify and punish offenders—persons reporting near-misses should be allowed to do so anonymously. Instead, the point is to identify the weak spots in your procedures, or equipment, or training, or supervision, so that today's near-miss doesn't become tomorrow's fatality, mass casualty event, or life-changing injury.***

event, or life-changing injury.

Of course, every report of a near-miss should bring about an

appropriate level of investigation, and an analysis of what you can do to improve safety systems, better control hazards, reduce risks and reduce risk-taking among employees.

Company-wide, in addition to a top-down commitment from ownership and management, effective safety policy requires the company hire, train and retain sober, safety-conscious workers, but especially field supervisors who know all of the applicable rules, don't cut corners and won't

overlook violations when seen occurring. Frankly, it is challenging indeed to train every construction worker in the full range of standards that apply to their jobs. Conscientious, thoroughly trained field supervisors are probably your best bet to minimize both OSHA citations and injuries to employees.

In addition, of course, time and money must be devoted to training and the provision of adequate and well-maintained equipment.

At the individual level, once a construction worker has developed the necessary adult attitude about risk-taking, safety is in large measure a matter of paying attention. Once the individual moves beyond seeing safety (beyond the necessity of avoiding the most obvious and serious risks to life and limb) as primarily a matter of avoiding getting called out by management, he or she can develop the habit of casting vigilant eyes on the workplace environment (and their own and co-workers' conduct).

If your company implements a well-designed program of reporting not only obvious near-misses (e.g., an unsecured object falling from a scaffold, but by good fortune not striking anyone) but hazards or conduct that are nonetheless accidents waiting to happen if continued or repeated, that will be a great benefit. It's been shown that most serious or calamitous events at jobsites are usually preceded by near-misses or situations that, if noted, could have served as a warning. Generally, without encouragement, whether workers will report things that haven't produced a frightening, although harmless incident, is largely a function of whether the situation was observed by others, such that failing to report it would be conspicuous.

Workers, lacking encouragement, are not avid to report as "near misses" those things they may deem to be less than potentially life-threatening hazards, in part because it can be time-

**Please turn to page 18**

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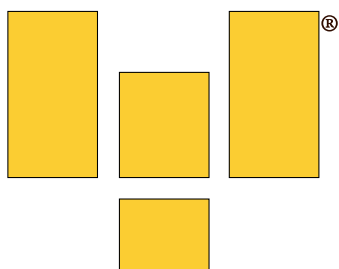


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## NYS Selects Two Green Projects Valued at \$8.2B Continued from page 1

attracting billions of dollars in private investment. They also help us turn the page on New York City's long-standing dependence on fossil fuels and will ensure millions of New Yorkers, especially those living in our most vulnerable communities, can have the promise of cleaner air and a healthier future."

"This is a transformative moment for New York City's fight against climate change," said New York City Mayor Bill de Blasio. "Two new transmission lines connecting New York City to electricity from water, the wind, and solar will create thousands of good union jobs, improve the resilience and reliability of our power supply, and dramatically reduce our reliance on oil and gas electricity that dirties the air in our neighborhoods and endangers our planet."

Combined, the awarded Clean Path NY (CPNY) project, developed by Forward Power (a joint venture of Invenergy and EnergyRe) and the New York Power Authority, and Champlain

Hudson Power Express (CHPE) project, developed by Transmission Developers, Inc. (backed by Blackstone) and Hydro-Québec will: produce approximately 18 million megawatt-hours of upstate and Canadian renewable energy per year; enough to power more than 2.5 million homes; reduce greenhouse gas emissions by 77 million metric tons over the next 15 years, the equivalent of taking one million cars off the road; and provide \$2.9 billion in public health benefits over 15 years that will result from reduced exposure to harmful pollutants.

CPNY and CHPE will invest approximately \$460 million in community benefit funds to create pathways to green energy jobs, support public health, advance capital improvement projects, realize habitat restoration and improve the environmental footprint of buildings in disadvantaged communities.

The projects were selected for contract negotiation as part of the New York State Energy Research and Development Au-

thority's (NYSERDA) Tier 4 renewable energy solicitation issued in January. Once finalized, NYSERDA will submit the negotiated contracts for these awarded projects to New York's Public Service Commission for consideration and approval. If the Tier 4 contract is approved, NYSERDA payments under this award will not commence for each respective project until the project has obtained all required permits and local approvals, is constructed and delivers power to New York City, which is expected to begin in 2025 for CHPE and 2027 for CPNY.

CPNY's 174-mile transmission line will run from the Fraser Substation in Delaware County to the Rainey Substation in Queens, utilizing a buried cable using existing rights-of-way, which will mitigate potential local community impacts, avoid sensitive habitats along the Hudson River, and be more resilient than above-ground alternatives in the face of severe weather and security threats.

CHPE is a permitted 339-mile

buried cable, both underground and underwater, transmission line that runs from Hydro-Québec's wind and hydropower resources in the Province of Quebec to the Astoria Energy Center in Queens, NY and has adopted best management practices to avoid, minimize and mitigate environmental damages, including impacts on sensitive species and habitats.

NYSERDA President and CEO Doreen M. Harris said of the selection of the two projects, "Investing now in these major renewable energy infrastructure projects will bolster the state's economic recovery at a time when New Yorkers truly need it and will accelerate our progress in providing clean, resilient, renewable energy to some of the state's most densely polluted and underserved communities."

Hydro Quebec CEO Sophie Brochu and Transmission Developers CEO Don Jessome said, "We are honored that Quebec hydropower, delivered over our permitted, fully buried, construction-ready transmis-

sion project has been chosen to join other important renewable projects as the state and city work toward achieving their climate mandates. We commend Governor Hochul and NYSERDA for their clean energy leadership and we look forward to quickly delivering the project's immense clean energy benefits and new jobs to the state. We are deeply grateful for the many labor organizations, environmental stewards and municipalities throughout the state that have supported this project."

Clean Path NY leaders Jeff Blau of energyRe, Michael Polsky of Invenergy, and Gil C. Quiniones of the New York Power Authority said, "Clean Path NY is the most significant U.S. renewable energy infrastructure investment in this century and a defining project for the advancement of clean energy in New York—one that will dramatically reduce carbon emissions, catalyze green jobs across the state, provide crucial environmental justice benefits and fundamentally change the way our state is powered. Pairing innovative wind, solar, and storage projects with state-of-the-art transmission to bring clean energy directly to New York City, Clean Path NY will be a truly transformative renewable energy project."

If approved, the CPNY and CHPE projects will add to New York's existing pipeline of large-scale renewable energy, comprised of nearly 100 solar, land-based wind and offshore wind projects totaling 11,000 megawatts of clean power—enough to power over five million New York homes when completed. The state's commitment to building out new green energy transmission, led by 250 miles of new major upgrades already underway throughout the state and reinforced by this award, will allow the current pipeline of renewables to power nearly 60% of New York's electricity from renewable energy once operational.

A host of business and environmental advocacy groups praised the project awards. The International Brotherhood of Electrical Workers (IBEW) International Representative Edwin Hill, Jr. said, "The International Brotherhood of Electrical Workers (IBEW) of New York applaud New York State and NYSERDA's efforts to combat climate change and to protect existing worker standards and to ensure impacted and disadvantaged community engagement with the Tier 4 - New York City Renewables Energy RFP. The Tier 4 will play a critical role in meeting the state's climate legislation, the Climate Leadership and Community Protection Act, which requires NY's energy supply to be 70% carbon-free by 2030. The ensuing project(s) will provide thousands of good paying, career level jobs for NY's residents across the state and inject billions of dollars into NY state's economy while greatly improving the environment for its citizens. The IBEW looks forward to playing a vital

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Industry Must Tackle Workforce Challenges Continued from page 1

**Development Seminar**” to offer key insights into the current state of the construction industry’s labor and the issues it will face in the next few years.

An expert panel of guest speakers—namely company owners and educators—will participate in the one-hour program, which begins at 5:00 p.m. on Wed., Oct. 13, at the Westchester Marriott Hotel in Tarrytown, N.Y. The panel will feature: Erin Vitale, CPC, chair of Civil Engineering Technology at Alfred State College; Craig R. Clark, vice president of economic development at Alfred State College and executive director of the Allegany County Industrial Development Agency; James Smith, president and founder of Advance Testing Co.; and Gary Hill, president of Union Concrete Construction Co.

Reached by CONSTRUCTION NEWS this month, all panelists agreed that the projected major infrastructure funding promising to flow to New York State from the federal government—either in the form of a multi-year reauthorization of the federal transportation bill or the \$3.5 trillion once-in-a-generation infrastructure bill, or both—will put pressure on the industry to supply qualified workers. They also concur that the industry and other stakeholders will have to make a better case to the region and nation’s youth about the tremendous opportunities that exist in the construction and building industries now and for years to come.

“We probably have three job

offers per graduate,” Alfred State College’s Ms. Vitale said. “We don’t have enough graduates to give the employers who are coming looking.”

She added the industry needs to expand its recruitment efforts to help satisfy the labor needs of the future. Ms. Vitale said that most of the students at Alfred State, particularly those that are pursuing careers in construction management, have some sort of family connection to the construction industry.

“If we are going to grow the number of people entering our industry, we have to grow past just family members of people who already work there,” she continued. “We as an industry have to find a way to break through to the general public about what the opportunities are.”

The New York Building Congress released a Workforce Snapshot report in February of this year that of the 281,400 construction workers employed in 2019, 18.9% were above the

age of 55; nearly 75% were between the ages of 25 and 54 and 6.5% were 24 or younger. The survey also found that 82.8% of the New York City construction industry workforce had a high school diploma or higher and 39.3% had some college education or higher.

Other key data points from the report included:

- 45.8% of all NYC construction industry workers reported incomes of less than \$50,000 per year, 28% reported between \$50,000 and \$100,000, and 26.2% reported more than \$100,000. Compared to 2018, the number of workers earning more than \$100,000 increased 61%.
- Nearly 76% of all workers engaged in the construction industry were blue-collar workers, including construction, installation, material moving and production workers.
- A total of 82.7% of New York City’s construction industry workers were employed in the private sector.
- The accounting firm Grassi Advisors & Accountants re-

cently released its “2021 Conditions and Future Outlook” for the construction industry. The survey of 105 general contractors, subcontractors and construction professionals found that ongoing labor challenges in 2020 were exacerbated by the COVID-19 pandemic, with the primary concern shifting from finding skilled workers to keeping those workers safe. The three most common responses were:

- 51% reported COVID-19 outbreaks among workforce;
- 39% had difficulty factoring costs of COVID-19 into projects;
- 33% reduced labor productivity.

The most difficult job categories to fill, according to respondents, were project managers (25%), skilled laborers (19%), foreman (19%) and cost estimators (15%).

The industry’s biggest challenges by far in 2020 were delayed, closed or cancelled projects (81%), followed by decreased overall revenues (53%),

challenges in the competitive bidding landscape (46%), decreased profits (44%) and volatility in material pricing (44%).

Of the labor challenges in 2020, only 11% cited insufficient staffing to accomplish critical work.

In terms of the industry’s future prospects, 50% of respondents felt that the construction industry’s recovery will take hold in 2022, while 20% felt it would occur by the end of 2021. Approximately 25% believe the recovery won’t occur until 2023.

For more information to attend the Workforce Development Seminar on Oct. 13, visit [www.cicnys.org/events](http://www.cicnys.org/events) or call 914-631-6070. Also see page 25 in this edition of CONSTRUCTION NEWS for additional information. Westchester Marriott Hotel is located at 670 White Plains Road in Tarrytown, N.Y. Following the seminar, the associations will host their 2021 Annual Fall Membership meeting, beginning with a reception at 6:00 pm. See page 28

Green Projects

**Continued from page 16**

role in ensuring success of this world class initiative.”

Building & Construction Trades Council of Greater New York President Gary LaBarbera said, “This is a crucial step forward in bringing necessary clean and renewable energy to the City of New York, while ensuring that good union jobs that lead to middle-class careers with benefits remain central to the way New York generates and delivers its power. We thank Governor Hochul for her focus and commitment to creating family-sustaining jobs as part of the state’s comprehensive and ambitious plan to meet its clean energy goals.”

New York State Laborers Organizing Fund Director John Hutchings said, “We applaud Governor Kathy Hochul and NYSEERDA for continuing to advance critical infrastructure projects. These projects will accelerate the state’s shift to renewable energy and lead to hundreds of construction jobs that pay workers a prevailing wage. The New York State Laborers are encouraged by Governor Hochul’s continued commitment to ensuring a just transition for our members while the state transitions to an economy wide goal of net-zero carbon emissions by 2050.”

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## ALBANY UPDATE

## Four Labor, Workplace Safety Bills Signed into Law

ALBANY—On Labor Day, New York Gov. Kathy Hochul signed four pieces of legislation into law that will help boost workplace safety and put more money in the pockets of working New Yorkers.

The bills establish a demonstration program to implement speed violation monitoring systems in work zones to keep workers safe and make construction contractors liable for the wages owed to their subcontractors. They also require the payment of prevailing wage to building service employees at high-end co-ops and condos and extend Shared Work Benefits.

“On Labor Day every year, we’re reminded of the vital contributions of organized labor to building New York, and that’s why I’m signing four pieces of legislation to help workers thrive across our state,” Gov. Hochul said. “These bills will make sure workers are paid fair wages, receive good benefits and stay safe on their worksites. Our state is home to a long and proud legacy of supporting working New Yorkers, and we’re working to bolster that for the future.”

### Keeping Workers Safe

This legislation (S.4682-B/A.485-B) establishes a demonstration program implementing speed violation monitoring systems in work

zones by means of photo devices and relates to notices of liability and the adjudication of certain traffic infractions involving the use of photo monitoring devices.

### Making Contractors Liable for Wages Paid to Their Subcontractors

The legislation (A.3350-A/S.2766-C) makes contractors on construction projects jointly liable for wages owed to employees of their subcontractors. Construction contractors are not currently liable for wages of their subcontractors’ employees unless there is an employment relationship between the contractor and the employee of the subcontractor. This bill applies prospectively to contracts entered 120 days after the bill becomes law. It also allows contractors to demand payroll information from subcontractors and withhold payment if the information is not provided.

### Paying Prevailing Wage to Building Service Employees In Buildings Receiving the 467-A Tax Abatement

The legislation (S.6350-A/A.7434-A) requires the payment of prevailing wage to building service employees at co-ops and condos that receive tax abatements under section 467a of

Please turn to page 37

## Safety Watch

Continued from page 14

consuming, but also because the perception is often that reporting will get the reporter, or one or more other employees, in trouble.

It’s important, therefore, to give assurances that prevention, and not punishment, is the objective in urging the reporting of all “near misses” (broadly defined) and not just those that came really close to producing real harm. You might stress, also, that not only are employees answerable to the company, but the company is responsible to employees (as well as to OSHA) and employees are answerable to one another, too.

Workers, studies have found, are more inclined to speak with management about near misses than about incidents actually resulting in injuries. Employers should provide incentives to report near misses (although quotas are usually counter-productive) and allow occurrences to be reported anonymously. Discretion is called for in determining the level of investigation and docu-

mentation required. Reporting is something employees don’t want to spend a lot of time doing, and reporting could be deterred by an inquisition not commensurate with the situation. Selected near miss reports should become the subjects of periodic near-miss training sessions.

Examples of what should be seen as near-miss situations are where equipment remains in use despite damage or excessive wear, or there exist hazards such as holes in the floor, crumbling stairs, or nonconforming scaffolds, or whenever employees take risks, such as disconnecting one’s harness to retrieve a dropped tool on a roof, entering an un-shored trench “for just a few minutes,” or operating equipment while impaired. Especially given that jobsites often involve vehicles, multiple employers, heavy equipment, temporary structures, a dizzying variety of activities (many of them inherently dangerous), and abrupt changes in the environment as the job progresses, it’s unrealistic to think that detecting and correcting hazards can be effective, without the participation of everyone onsite.

At training sessions, employees should be invited to bring up additional near misses they know of or have seen, and if a hazard in a particular work area or operation has been mentioned, to imagine what else might go wrong in that environment.

If you gain employees’ cooperation, the benefits of individual workers having paid attention can be spread company-wide, reducing significantly the possibility that the recurrence or continuation of hazards seen, but not reported, will result in serious physical harm. Near miss reporting, and the use of information obtained for training, is a proven method of reducing both near misses and actual incidents.

*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.*

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# Construction NEWS



## Route 17 Third Lane Project Could Cost as Much as \$1 Billion

By JOHN JORDAN

POUGHKEEPSIE, NY—The cost of adding a third lane on a 47-mile stretch of Route 17 from Harriman to Monticello in each direction is now being estimated at anywhere from \$525 million to as high as \$1.04 billion, depending on the scope of the improvements to be undertaken. The latest project cost estimates were revealed at the third public workshop of the New York State Department of Transportation's Route 17 Planning and Environmental Linkage (PEL) Study Group held virtually on Sept. 14. A final report that will include recommendations to move forward is expected to be released at the end of next month.

NYSDOT officials and study consultants who authored the Route 17 Draft PEL Study have initially recommended moving forward with four alternatives: No Build, which is required for any future project-level National Environmental Policy Act (NEPA) review within the Route 17 corridor; General Use Third Lane Alternatives; Interchange (Improvement) Alternatives and Alternatives to Improve Connectivity to Mass Transit. The PEL Study Group did not recommend moving forward on a High Occupancy Vehicle Lane, Light Rail and Bus Rapid Transit alternatives. The report included in-depth traffic analysis that



The long-awaited NYS DOT PEL report, which will include recommended capital improvements to Route 17, is expected to be released at the end of October 2021.

identified current and projected traffic choke points as well as environmental impacts. Mark Tiano, PE, NYSDOT Project Manager for the Route 17 PEL study, acknowledged that if the Route 17 project were to advance as a "mega project" that the cost could run as high as \$1 billion. In the question and answer session of the hearing, Mr. Tiano said that the PEL Study Group has looked at the entire corridor and has not considered any limit or reduction in the length of the project. Consultant Rebecca Novak, civil department manager at WSP USA's office in Valhalla, NY, said, "If the entire thing (adding a third lane) was set as a major project to go out tomorrow based on our estimate, which of course it is not, then the total would be about \$1 billion. But,

we are just trying to identify the range of costs for the range of alternatives and it is going to be progressed in smaller pieces to meet the demand of future traffic and as the budget allows." She noted that the final PEL report that is expected to be released at the end of October will look to prioritize projects to be included in future NYSDOT capital plans. The PEL Study offered two alternatives for the General Use Third Lane, a less expensive Option 1 that would cost between \$12 million to \$16 million per mile and cost \$310 million to \$420 million for work on the roadway's length in Orange County and \$215 million to \$290 million from the Sullivan County line to Monticello—putting the total



A list of interchange improvements proposed for Route 17 in Orange County.

## Westchester IDA Approves Incentives For Projects Valued at \$755 Million

By JOHN JORDAN

WHITE PLAINS—The Westchester County Industrial Development Agency on Aug. 26 in a session that lasted less than 12 minutes, voted to grant incentives totaling \$14.7 million to two major projects in Greenburgh and White Plains valued at a combined total of \$755 million. The IDA Board unanimously (5-0) approved granting \$7.7 million in sales tax incentives for the \$480-million expansion project by Regeneron Pharmaceuticals in the Town of Green-

burgh. In another unanimous vote, the IDA Board approved a final resolution granting the developers of the Gateway II mixed-use project in White Plains \$5.36 million in sales tax exemptions and \$1.65 million in mortgage recording tax exemptions in connection with their \$275-million project to be developed at 25 Lexington Ave. in Downtown White Plains. The only discussion during the IDA session centered around the Gateway II project and the contention by the developer—GS White Plains Owner,

LLC, which is led by Greystar Real Estate Partners and the Alaska Permanent Fund, and its general contractor that it could not fully abide by the IDA's recent local workforce hiring policy. IDA Chairperson Joan McDonald said that after the IDA approved the preliminary inducement of the project at its June 24 session, the county and the IDA worked with the developer to hire more local labor. The county held a Construction Career Fair on Aug. 23 at the New York Power Authority building in Downtown White Plains where approximately 200 potential job applicants attended the three-hour event. General contractor LRC Construction and a number of subcontractors were on hand looking to fill positions for two major projects: Gateway II, which will involve the development of 500 housing units and The Mitchell—a mixed use luxury development on the corner of



A rendering of the proposed \$275-million Gateway II project in Downtown White Plains.

Mamaroneck Avenue and East Post Road currently under construction. Both developments are located in Downtown White Plains. Available job positions included: Laborers, carpenters, plumbers, drivers, electricians, sheet rockers, building maintenance, security, masonry, and more, the county stated in its announcement. Ms. McDonald said at the IDA

session that in June she committed that the county and the IDA would work with the developer, the general contractor and others "to help promote the project and encourage as much local labor as we could to increase the numbers that were in the resolution." She added that based on the interest at the Construction



A map of the proposed expansion by Regeneron Pharmaceuticals in the Town of Greenburgh.

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ALBANY UPDATE



The memorial honoring fallen New York State highway workers is located at the New York State Fairgrounds property in Syracuse, NY.

Highway Workers Memorial Dedicated At the 2021 Great New York State Fair

SYRACUSE—On Aug. 28, New York Gov. Kathy Hochul unveiled a new memorial honoring New York’s fallen highway workers at the 2021 Great New York State Fair. The memorial, located near the midway entrance and west of the Horticulture Building on the fairgrounds, honors all transportation workers killed while performing their job duties on or near New York’s thousands of miles of highways, including State Department of Transportation and Thruway Authority employees, municipal highway workers, contractors, consultants and towing service employees.

“This memorial honors the hardworking New Yorkers who put their personal safety on the line to build our bridges, pave our roads and maintain our infrastructure so the rest of us can reach our destinations safely,” Gov. Hochul said. “This will serve as a lasting tribute to all those who lost their lives while performing their duties, and as a reminder that these dedicated workers are out there every day making our roads and bridges safer. We owe them all a debt of gratitude.”

According to the federal Bureau of Labor Statistics, from 2003-2017, 1,844 workers lost their lives at road construction sites across the United States, averaging 123 per year. The State Department of Transportation alone has lost 56 workers during its existence.

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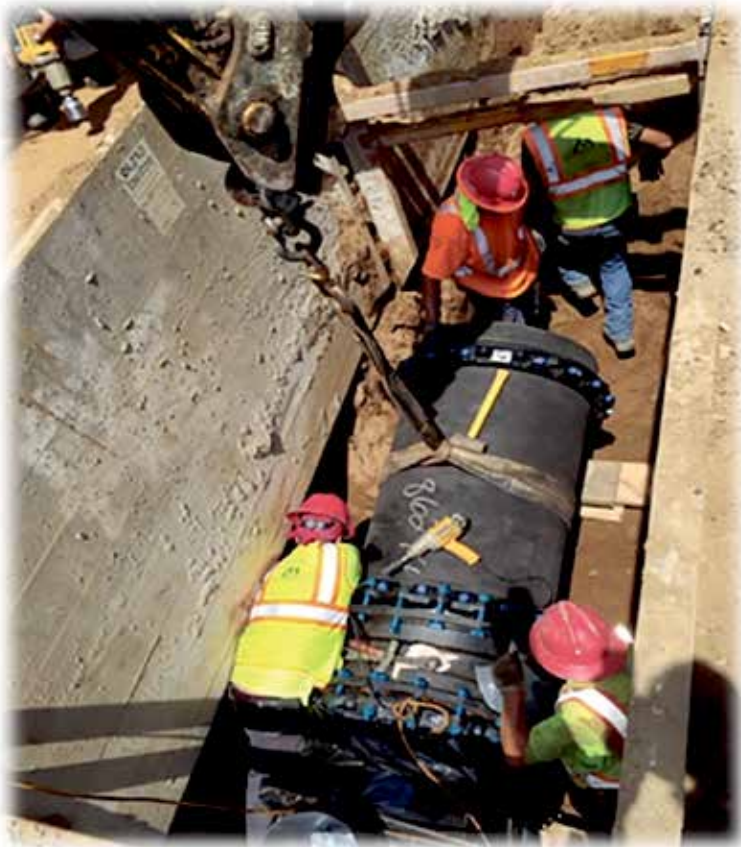
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## Route 17 Third Lane Project Could Cost as Much as \$1 Billion

**Continued from page 21**  
The project cost range between \$525 million to \$710 million.

The more-costly Third Lane Option 2 would cost between \$16 million to \$20 million per mile to complete and would cost \$420 million to \$720 million in Orange County and \$290 million to \$320 million in Sullivan County, putting the total cost range between \$710 million to \$1.04 billion.

The NYSDOT PEL Study also lays out a host of interchange improvements in both Orange and Sullivan counties that run the gamut in cost from approximately \$1 million to as high as \$43 million each. The cost ranges for all of the interchange improvements in Orange County are between \$120 million to \$150 million, while the projects outlined in Sullivan County came in between \$40 million to \$70 million.

The need for a third lane on Route 17 has been fueled by development all along the corridor. The report noted, "It is projected that traffic congestion on Route 17 will worsen over the near-term and long-term planning horizons as a consequence of projected population growth and development within the corridor."

While growth rates have declined from their peak in recent years, it is estimated that the population of Orange County will reach 521,000 by the end of 2050, an increase of roughly 145,000 over current levels. "Congestion is also

anticipated to worsen in the future as a consequence of new development in both Orange and Sullivan counties, including the Center for Discovery expansion, the Amy's Kitchen factory and warehouse, the Yidel Weiss warehouse, the Presidential Container Group manufacturing expansion, the Medline warehouse relocation and expansion, the Woodbury Common Premium Outlets expansion, and several other potential retail, hotel, and warehouse projects in various stages of development," the report stated.

A coalition of business and civic organizations called 17-Forward-86 has been advocating for NYSDOT to approve and secure funding for a third lane on Route 17 in both directions in Orange and Sullivan counties to accommodate the significant economic growth in the region.

The group has lobbied federal and state lawmakers to include funding for the Route

17 expansion in the massive infrastructure bill now being debated in Congress with the belief that the Route 17 third project would come in at approximately \$500 million.

John T. Cooney, Jr., executive Director of the Construction Industry Council of Westchester & Hudson Valley, Inc., said, in reaction to the higher cost estimates for the Route 17 expansion, "As with all major regional infrastructure initiatives to improve our public facilities, total project cost is based on many factors and always subject to the construction market at hand. All price estimates to date for the Route 17 improvement project have come from federal and state research reports and not the 17-Forward-86 coalition." CIC is a Founding Member of the 17-Forward-86 Coalition.

He continued, "The PEL Study (planning and environment linkages) is updating cost estimates from NYSDOT's 2013 corridor study, using

revised traffic and economic data—including supply-chain shortages and material cost increases—and other measures to address the corridor's needs. It's also important to note that the updated costs indicate the third lane 'could' be built through Orange and Sullivan counties for a little over \$500 million."

Mr. Cooney said that while major cost increases are never easily palatable, the concept of adding a third lane is a project that has lingered since 1998. "We cannot ignore all the benefits this project will bring to the Hudson Valley. Beyond safety, enhanced mobility, less congestion and air-quality improvements—there is the powerful economic multiplier effect that shows the entire region benefiting from the project by as much as five times the project's actual price tag," he said.

The PEL process is being initiated by the NYSDOT in cooperation with the Federal

Highway Administration. The DOT last year began a scoping and preliminary review process as part of the \$5-million PEL Study, whose funding was secured through the 2018-2019 state budget.

The PEL Study is a follow-up to a NYSDOT study released in May 2013 that examined the corridor between Monticello, Exit 103 (Rapp Road) and Harriman, Exit 131 (New York State Thruway) to help accommodate transportation demands brought about by economic growth in the region and to help accommodate future growth.

The final report recommends: adding a general use third lane, in each direction, from Interstate 87 in Harriman to just west of Middletown, Orange County; improve key interchanges in Orange and Sullivan counties; provide new and expanded park and ride lots at strategic locations in Orange and Sullivan counties and recommend some provisions for future transit.

## NYS Economy Added 28K Jobs

**Continued from page 3**

jobs in the nation increased by 235,000, while private sector jobs increased by 243,000.

Private sector jobs in the Hudson Valley increased by 41,300 or 5.7%, to 759,800 in the 12 months ending August 2021. Gains were greatest in leisure and hospitality (+21,100), trade, transportation and utilities (+7,200), professional and business services (+6,900), educational and health services (+6,500), other services (+1,400), manufacturing (+1,200) and information (+600). Losses were centered in financial activities (-2,400) and natural resources, mining and construction (-1,200).

Private sector job growth continued to be broad-based, with seven of nine sectors adding jobs for the 12-months through August 2021. Four sectors posted year-over-year job gains of at least 4.5%. Leisure and hospitality remained the region's fastest growing sector, up 29.9% over the period.

Within the region, Sullivan County's private employment sector grew the fastest year-over-year, up 11.2%. The second fastest growth was recorded in the Orange-Rockland-Westchester labor market area (+6.3%), followed by the Kingston MSA (+5.7%), and the Dutchess-Putnam MSA (+2.0%).

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**NYSDOT - Region 8**  
**Bid Letting Date: Oct. 7, 2021**

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

Contract# D264576  
PIN# 856431

Project Description: Orange Co., asphalt milling and paving on Route 17M in the Village and Town of Goshen and Town of Wawayanda, Night Time Work No Plans.

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

Goals: MBE: 9.00%, WBE: 13.00%, SDVOB: 6.00%

**NYSDOT - Region 10**  
**Bid Letting Date: Oct. 7, 2021**

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

Contract# D264584  
PIN# 005423  
FA Proj. # Z0E1-0054-233

Project Description: Suffolk Co., safety and mobility improvements on Route 347 in the Towns of Smithtown and Brookhaven, PLA Candidate.

Bid Deposit: 5% of Bid (~ \$4,250,000.00)

Goals: DBE: 10.00%

**NYSDOT - Region 11**  
**Bid Letting Date: Oct. 7, 2021**

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

Contract# D264410  
PIN# X73127

Project Description: Bronx Co., ramp re-configuration at the I-95/Pelham Parkway interchange and construct new exit ramp from Hutchinson River Parkway to Bartow Avenue in New York City, Prebid Meeting.

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

Goals: DBE: 10.00%

**NYS Dormitory Authority**  
**Bid Letting Date: Oct. 7, 2021**

Title: Governor's Office of Storm Recovery, JCC of Coney Island, Storm Hardening and Associated Asbestos Abatement

Contract: CR52 General Construction

Project# 3339309999

Sealed bids for the above Work located at 3001 West 37th Street, Brooklyn, New York 11224 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.

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

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

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

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on October 7, 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: Norberto Dolores, Field Representative III, 2900 Bedford Avenue, DASNY Field Office, Brooklyn, New York 11210, 718-421-2621, [ndolores@dasny.org](mailto:ndolores@dasny.org) (the Owner's Representative) and DASNY at [contracts@dasny.org](mailto:contracts@dasny.org). Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting was scheduled on Tuesday, September 14, 2021 at 10:00 AM at 3001 West 37th Street, Brooklyn, New York 11224. Contact Norberto Dolores at 718-421-2621. All prospective bidders are strongly encouraged to attend.

Prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated 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>.

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

**Bid Letting Date: Oct. 13, 2021**

Title: City University of New York, Baruch College, Newman Vertical Campus Terrazzo Flooring Replacement

Contract: CR9 – General Construction

Project# 3575609999

Sealed bids for the above Work located at Baruch College, 55 Lexington Avenue, New York, New York 10010 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED" and "ATTENTION: CONSTRUCTION CONTRACTS – DOMINICK DONADIO." DASNY will not be responsible for receipt of bids which do not comply with these instructions.

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

All individuals who plan to attend pre-bid meetings or bid openings in person will be required to complete and present a DASNY Visitor Covid-19 Screening Questionnaire, present government-issued picture identification to building security

officials and obtain a visitors pass prior to attending the bid opening. The questionnaire and all instructions are located after Section 19.0 of the Information for Bidders.

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

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

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on October 13, 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: Alexandros Ladias, Project Manager, Baruch College, 17 Lexington Avenue, Suite 213, Room 212, New York, New York 10010, 646-210-1571, [aladias@dasny.org](mailto:aladias@dasny.org) (the Owner's Representative) and DASNY at [contracts@dasny.org](mailto:contracts@dasny.org). Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting is scheduled on Wednesday, September 29, 2021 at 10:30 AM at 55 Lexington Avenue, New York, New York 10010. Contact Alexandros Ladias at 646-210-1571. 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>.

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

**Bid Letting Date: Oct. 19, 2021**

Title: City University of New York, Hunter College, Kaye Playhouse Rooftop AHU Replacement and Asbestos Abatement

Contract: CR 15 General Construction

Project# 3364809999

Sealed bids for the above work located at Hunter College, Kaye Playhouse, 695 Park Avenue, New York, New York 10065 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED" and "ATTENTION: CONSTRUCTION CONTRACTS – DOMINICK DONADIO." DASNY will not be responsible for receipt of

bids which do not comply with these instructions. The Dormitory Authority of the State of New York ("DASNY") has determined that its interest in obtaining the best work at the lowest possible price, preventing favoritism, fraud and corruption, and other considerations such as the impact of delay, the possibility of cost savings advantages and any local history of labor unrest are best met by use of a Project Labor Agreement ("PLA") on this Project. The successful low bidder, as a condition of being awarded this Contract, will be required to execute the PLA described in the Information for Bidders and included in the Contract Documents. See Section 18.0 of the Information for Bidders of the Contract Documents for additional information. All subcontractors of every tier will be required to agree to be bound by the PLA.

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

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

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

Only those bids in the hands of DASNY, available to be read at 2:00 PM local time on October 19, 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: Yunjung Lee, Project Manager, 695 Park Avenue, North Building C001, New York, New York 10065, 212-439-7958, [ylee@dasny.org](mailto:ylee@dasny.org) (the Owner's Representative) and DASNY at [contracts@dasny.org](mailto:contracts@dasny.org). Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting is scheduled on Wednesday, September 22, 2021 at 10:00 AM at 920 Lexington Avenue Lobby, West Building, New York, New York, 10065. Contact Yunjung Lee at 212-439-7958. 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>.

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

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# 9/11 Reflections After 20 Years

On that fateful day, so many CIC members instinctively knew to show up the moment they heard the devastating news. They knew it was not only the right thing to do, it was the only thing they could do—to assist and support our great city and nation at this most dire and tragic period.

**President George W. Bush  
at the Flight 93  
National Memorial  
in Shanksville, PA**

Twenty years ago, we all found—in different ways, in different places, but all at the same moment—that our lives would be changed forever. The world was loud with carnage and sirens, and then quiet with missing voices that would never be heard again. These lives remain precious to our country, and infinitely precious to many of you. Today we remember your loss, we share your sorrow, and we honor the men and women you have loved so long and so well.

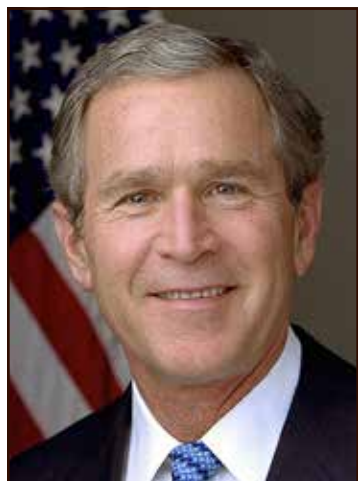
It is hard to describe the mix of feelings we experienced. There was horror at the scale of destruction, and awe at the bravery and kindness that rose to meet it. There was shock at the audacity of evil, and gratitude for the heroism and decency that opposed it. In the sacrifice of the first responders, in the mutual aid of strangers, in the solidarity of grief and grace, the actions of an enemy revealed the spirit of a people. And we were proud of our wounded nation.

In these memories, the passengers and crew of Flight 93 must always have an honored place. Here the intended targets became the instruments of rescue. And many who are now alive owe a vast, unconscious debt to the defiance displayed in the skies above this field.

In those fateful hours, we learned other lessons as well. We saw that Americans were vulnerable, but not fragile—that they possess a core of strength that survives the worst that life can bring. We learned that bravery is more common than we imagined, emerging with sudden splendor in the face of death. We vividly felt how every hour with our loved ones is a temporary and holy gift. And we found that even the longest days end.

Many of us have tried to make spiritual sense of these events. There is no simple explanation for the mix of Providence and human will that sets the direction of our lives. But comfort can come from a different sort of knowledge. After wandering long and lost in the dark, many have found they were actually walking, step by step, toward grace.

As a nation, our adjustments have been profound. Many Americans struggled to understand why an enemy would hate us with such zeal. The security measures



incorporated into our lives are both sources of comfort and reminders of our vulnerability. And we have seen growing evidence that the dangers to our country can

come not only across borders, but from violence that gathers within. There is little cultural overlap between violent extremists abroad and violent extremists at home. But in their disdain for pluralism, in their disregard for human life, in their determination to defile national symbols, they are children of the same foul spirit. And it is our continuing duty to confront them.

On America's day of trial and grief, I saw millions of people instinctively grab for a neighbor's hand and rally to the cause of one another. That is the America I know. At a time when religious bigotry might have flowed freely, I saw Americans reject prejudice and embrace people of Muslim faith. That is the nation I know. At a time when nativism could have stirred hatred and violence against people perceived as outsiders, I saw Americans reaffirm their welcome of immigrants

**Statement from Ross J. Pepe  
President of the Construction Industry Council  
of Westchester & Hudson Valley, Inc.**

"New York's construction industry has always been prepared to respond to unanticipated crises and 9/11 was no different. Within hours of the terrorist attacks at the World Trade Center, equipment and manpower were mobilized and headed to Ground Zero for rescue and recovery operations. Some would remain there for months and even years. Let's pray we never see another catastrophic event like 9/11. But if one occurs, citizens can be assured New York State's construction industry is prepared to respond and rebuild."



and refugees. That is the nation I know. At a time when some viewed the rising generation as individualistic and decadent, I saw young people embrace an ethic of service and rise to selfless action. That is the nation I know.

This is not mere nostalgia; it is the truest version of ourselves. It is what we have been—and what we can be again."

**Editor's Note.** For the complete speech by President Bush, including the video of the observance ceremony, go to the Flight 93 National Memorial Facebook page, or visit <https://www.bushcenter.org/about-the-center/newsroom/press-releases/2021/09/remarks-president-bush-shanksville-9-11.html>.

Please turn to page 28

## 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](mailto:karen@cicnys.org).





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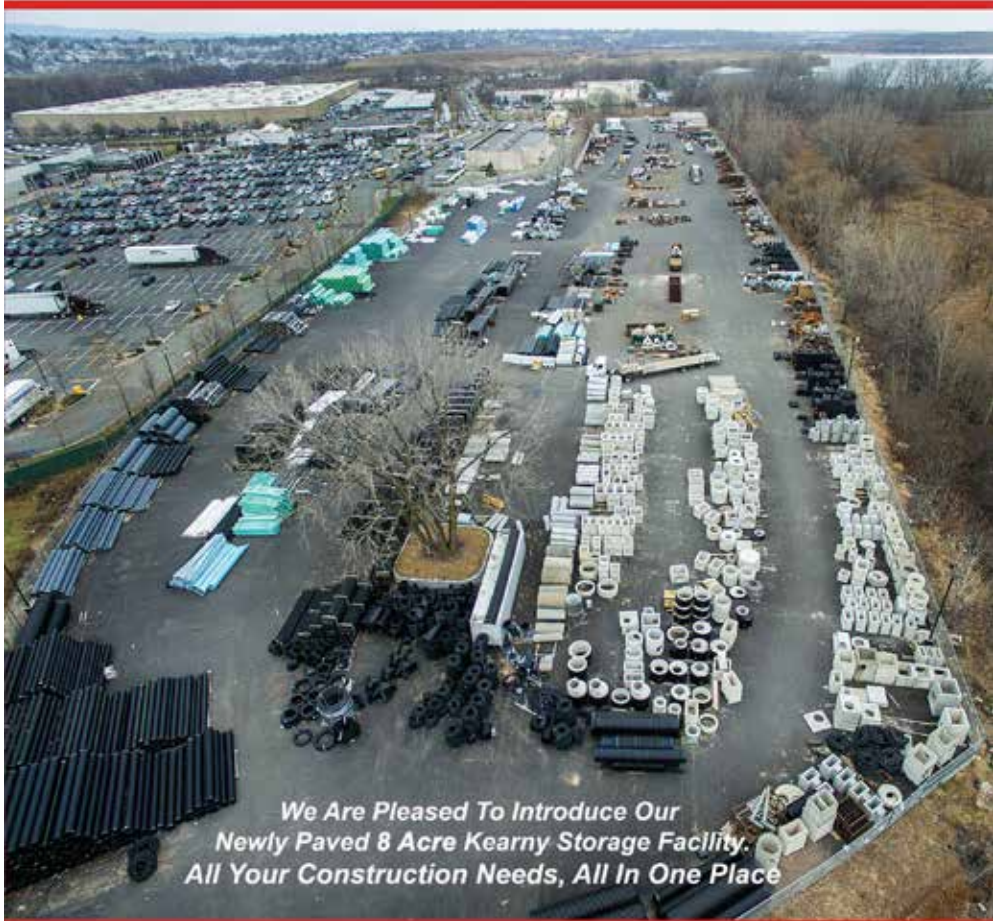
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## Westchester IDA Approves Incentives For Projects Valued at \$755 Million

Continued from page 21

Career Fair, which was attended by Westchester County Executive George Latimer, the event “shows how the IDA and the county can work with our developer community, with the building trades, with our local governments to get as many people in Westchester County and the immediately surrounding communities employed in good paying jobs.”

It should be noted that labor representative on the IDA Board, Richard McSpedon voted against the Gateway II incentives back in June due in part to the workforce modifications, but voted in favor of the incentives at this morning’s session.

The proposed Gateway II project seeks to redevelop an existing surface parking at 25 North Lexington Ave. into a 500-unit, 25-story residential apartment building. The project includes 19,000 square feet of ground floor retail and 755 parking spaces (626 serving the project and 129 spaces dedicated to the adjacent Gateway One office building, which is owned by the Alaska Permanent Fund.

The mix of apartment units includes 167 studio units, 208 one-bedroom units, 117 two-bedroom units, and eight three-bedroom units. A total of 15 on-site units will be classified as affordable in compliance with the city’s Affordable Rental Housing Program Regulations in addition to a \$3.8-million contribution to the City of White Plains’ affordable housing contribution fund.

The Regeneron project is an expansion of its “Parcel D” project originally proposed in

2015 as a building not to exceed 192,000 square feet that secured Westchester IDA approval, but never moved forward.

The amended incentives application with the IDA approved by the agency calls for the construction of a new two-story, 207,940-square-foot building, along with a parking structure and other infrastructure that will increase the development cost of the original project (including equipment) by approximately \$331 million to \$480 million.

Regeneron estimates that construction costs will total \$310 million, design costs \$21.7 million and FF&E (furniture, fixtures and equipment) \$148.9 million. The cost of the original project in 2015 was estimated at \$150 million.

The new building will primarily house Regeneron’s pre-clinical manufacturing and process development operations.

At the Westchester County IDA’s July 22 meeting, Regeneron Pharmaceuticals representatives told agency members that it expects to come before the agency “very shortly” with another major new development project in the Town of Greenburgh.

Although Regeneron representatives did not provide any details on the new project at that session or again at the Aug. 26 meeting, its representations at the July session pointed 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.

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## 9/11 Reflections after 20 Years

Continued from page 27

### Ode to America from Overseas

Why are Americans so united? They would not resemble one another even if you painted them all one color! They speak all the languages of the world and form an astonishing mixture of civilizations and religious beliefs.

On 9/11, the American tragedy turned 300 million people into a hand put on the heart. Nobody rushed to accuse the White House, the Army, or the Secret Service that they are only a bunch of losers. Nobody rushed to empty their bank accounts. Nobody rushed out onto the streets nearby to gape about.

Instead, Americans volunteered to donate blood and to give a helping hand.

After the first moments of panic, they raised their flag over the smoking ruins, putting on T-shirts, caps and ties in the colors of the national flag. They placed flags on buildings and cars as if in every place and on every car a government official or the president was passing. One every occasion, they started singing “God Bless America!”

I watched the live broadcast and rerun after rerun for hours

listening to the story of the guy who went down 100 floors with a woman in a wheelchair without knowing who she was, or of the Californian hockey player, who gave his life fighting with the terrorists and prevented the plane from hitting a target that could have killed other hundreds or thousands of people.

How on earth were they able to respond united as one human being? Imperceptibly, with every word and musical note, the memory of some turned into a modern myth of tragic heroes. And with every phone call, millions and millions of dollars were put into collection aimed at rewarding not a man or a family, but a spirit, which no money can buy. What on earth unites the Americans in such a way? Their land? Their history? Their economic power? Money? I tried for hours to find an answer, humming songs and murmuring phrases with the risk of sounding commonplace, I thought things over, I reached but only one conclusion: only freedom can work such miracles.

*About the author: Cornel Nistorescu is a writer for the Romanian newspaper Evenimentul zilei (News of the Day).*



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Return to Live Meetings

A look back at old times, at a previous CAI Seminar for Professional Engineers, in 2019, from left: Matthew Cichetti, P.E., of Earth Construction Services; CAI Executive Director and moderator Ross J. Pepe; Thomas H. Welby, Esq., P.E., of Welby, Brady Greenblatt, LLP; Alfred H. Brand, P.E., of Mueser Rutledge Consulting Engineers; Michael J. Squarzini, P.E., of Thornton Tomasetti; CAI Program Director Laurel A. Brunelle; Anthony Carlucci, Esq., of WBG; and William J. Lyons, III, FACI, of The Euclid Chemical Company.

11<sup>th</sup> Annual CAI Seminar To Award Six Credits for Professional Engineers

TARRYTOWN, NY—The 11<sup>th</sup> annual program entitled “Construction Solutions for Engineering Designs” for professional engineers will be held Wed., Oct. 6, at Abigail Kirsch/Tappan Hill Mansion here. The program earns P.E.s a total of six professional continuing-education credits from the Construction Advancement Institute of Westchester & The Mid-Hudson Region, Inc., (CAI). The announcement of the seminar was made by CAI Chairman Mark Fante, vice president of Darante Construction Inc.

Attendees will earn six professional development/HSW hours from the American Institute of Architects (AIA). The health safety welfare credits are also recognized by the New York State Department of Education.

Please turn to page 32

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## 11<sup>th</sup> Annual CAI Seminar To Award Six Credits for Professional Engineers

Continued from page 31

ment of Education for P.E.s, Mr. Fante explained.

The six topics at “Construction Solutions for Engineering Designs” are: Modern Concrete Repair Technology; Reducing Engineering Liabilities; BIM, 3-D modeling and Steel Design; Subsurface Exploration for Foundation Design & Construction; Construction Dewatering; and Building Compartmentalization Utilizing Fire-Resistive Materials.

The six guest speakers at the seminar will be: William Lyons III, F.A.C.I., who is National Business Development Manager, North East of The Euclid Chemical Company; Thomas H. Welby, Esq., P.E., of the law firm Welby, Brady & Greenblatt, LLP; Michael J. Squarzini, P.E., who is Managing Principal of the engineering firm Thornton Tomasetti; Alfred H. Brand, P.E., D.G.E., who is Technical Specialist at Mueser Rutledge Consulting Engineers; Matthew Cichetti, P.E., Principal, Cichetti Engineering/Earth Construction Services; and Jonathan B. Wohl, principal of Wohl Diversified Services.

“Registration will be limited to 40 professional engineers of any discipline,” Mr. Fante said. The non-refundable registration fee of \$125 includes all activities and lectures for the daylong program, which include a business luncheon. CAI officials strongly recommend engineers to register early. Space is limited and available on a first-come basis. The CAI is affiliated with the Building Contractors Association of Westchester & Mid-Hudson Region, Inc.

“Construction Solutions for Engineering Designs” on Oct. 6 will be held at Abigail Kirsch/Tappan Hill Mansion, located at 81 Highland Avenue in Tarrytown, NY. Registration and Continental breakfast will begin at 7:30 a.m. and is scheduled to conclude at 3:30 p.m.

For more information and registration, contact CAI Program Manager Laurel Brunelle at (914) 631-1033 or laurel@bcany.org.

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Highway Workers Memorial Dedicated

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The new memorial includes a centerpiece featuring a bronze sculpture of shovels, hard hats and boots on a platform surrounded by four bronze traffic cones and a dedication plaque. It features paved walkways and seating for respectful reflection. Shrubs and trees have also been planted around the centerpiece and along the outside of the memorial.

State Department of Transportation Commissioner Marie Therese Dominguez said, “This memorial is a lasting tribute to the many highway and transportation workers who have made the ultimate sacrifice in service to the public. We are forever grateful to the women and men who construct, operate and maintain our roadways and this new memorial will serve as a lasting reminder to all New Yorkers of the work they do and the dangers they face to keep all of us safe. Our thanks to Governor Hochul and the Great New York State Fair for their help making this memorial a reality. And please, when you’re driving through a highway work zone, put down your phone, keep your eyes on the road, slow down and above all, pay attention - lives depend on it. “

Thruway Authority Executive Director Matthew J. Driscoll added, “We must never forget the men and women who have lost their lives while working to make our roads safer. I would like to thank Governor Hochul, DOT and the New York State Fair for their support and for making this touching tribute a reality. Highway workers risk their lives each day to maintain and improve our roadways, and this memorial is a true reminder of their dedication and sacrifices. Help to make our highways safer by staying alert and slowing down when you see emergency lights.”

DOT works year-round to enhance safety for its workforce. Portable rumble strips that precede work zones and prevent distracted driving are now being utilized in every region of the state for maintenance and contractor project work zones to better protect flaggers and transportation workers. Work zone cameras are also being implemented in DOT maintenance work zones and contractor project work zones across New York to better protect transportation workers.

This year, the Thruway Authority is deploying more than a dozen new trucks throughout its four maintenance divisions across the state featuring enhanced technology focused directly on improving work zone safety. The vehicles include large radar board displays that alert motorists of the work zone speed limit compared to their approach speed, directional arrows, traffic attenuators, and wider reinforced man buckets with swing gates to allow for easier and safer deployment or removal of cones and barrels.

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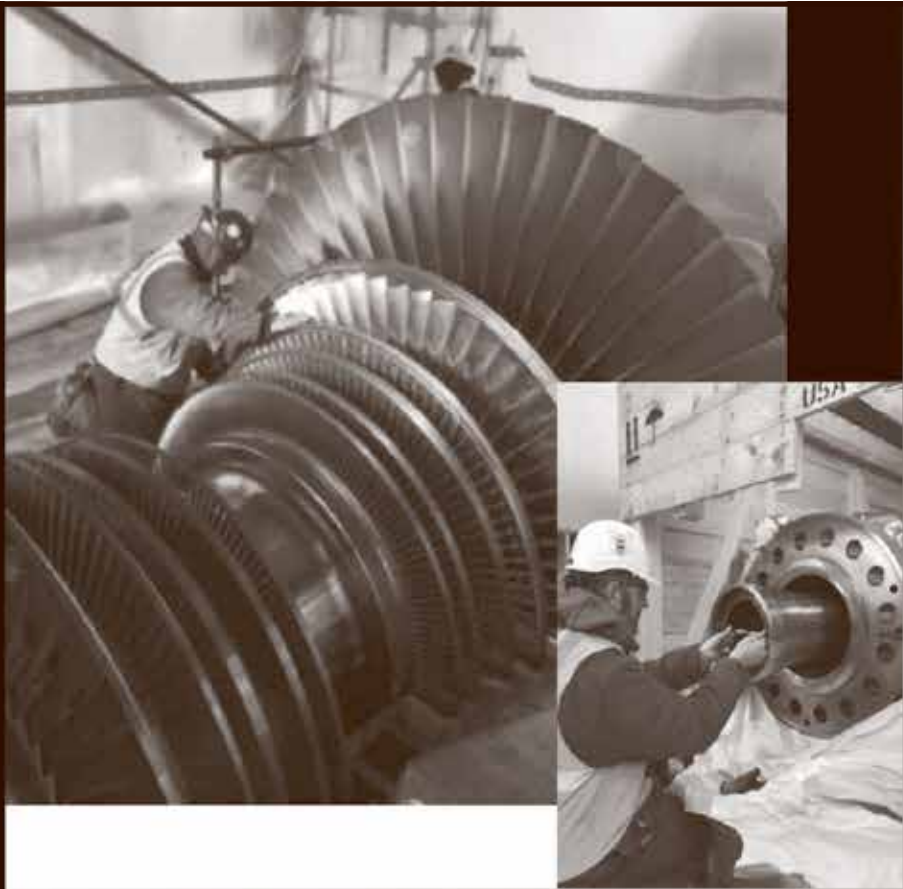


Alicia Cabouli  
*pays tribute to*  
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## WHAT'S NEW &amp; WHO'S NEWS

## Dominican College Honors IBEW's Sam Fratto As 'Person of the Year' Oct. 17 in Old Tappan

ORANGETOWN, NY— Dominican College will honor two local business leaders— Sam Fratto, Business Manager of IBEW Local 363, and Larry Weiss, president and CEO of Atlantic Tomorrow's Office as Persons of the Year— at the 48<sup>th</sup> Annual Grand Reception. The gala will be held on Sunday, Oct. 17, 2021, at 12:30 p.m. at the Old Tappan Manor in Old Tappan, NJ.

"We are so pleased to announce that this year we have two outstanding honorees who were chosen for their professional leadership, community involvement, and philanthropic works," said Dominican College President Sr. Mary Eileen O'Brien, O.P., Ph.D.

Mr. Fratto was appointed Business Manager of Local 363 by the Executive Board in 2011. He has since been

elected by the membership three times, twice without opposition. His appointment as Business Manager of Local 363 came 33 years after he first joined the electrical trade as an apprentice with IBEW Local 631, one of three local unions that later merged into a bigger and stronger IBEW Local 363 that covers the entire Hudson Valley.

Under Mr. Fratto's leadership, Local 363 has supported many community organizations, including the Boy Scouts, United Way, United Hospice, Child Care Resources of Rockland, Helen Hayes Hospital and Jawonio. He has been recognized nationally by the IBEW for his work within his local union and the Hudson Valley. In addition, he has been honored by the Rockland Business Association,



**Sam Fratto**

Good Samaritan Hospital, and the Hudson Valley Labor Federation.

In 1982, Mr. Weiss rescued Atlantic Photocopy from bankruptcy and what was a staff of five is now more than 400 strong. Atlantic Tomorrow's Office is an Office



**Larry Weiss**

Technology and IT Solutions company providing services to small and mid-sized businesses in New York, New Jersey, and Connecticut, as well as the Greater Philadelphia area and the Delaware Valley.

Mr. Weiss has fostered a spirit of philanthropy at the

company and donated his time to many organizations. He is a board member of the National Kidney Foundation and St. Christopher's Inc. He sits on the Advisory Board of Bridges of Rockland County and is an enthusiastic supporter of the Jillian Fund, Englewood Hospital, the Fresh Air Fund, Cooley's Anemia Foundation, the New Jewish Home and United Hospice of Rockland County, in addition to other organizations.

Proceeds from the Grand Reception will go toward student scholarships, academic programs, and campus improvements. Tickets can be purchased online at: <https://www.dc.edu/events/grandreception2021/>. For additional information, please contact Mary Lichtman at 845-848-7406 or [marylichtman@dc.edu](mailto:marylichtman@dc.edu).

### Workplace Safety Bills

Continued from page 18

the tax law. The law applies to buildings with an average unit assessed value of more than \$60,000, with the exception of buildings that have an average unit assessed value of \$60,000 to \$100,000 and have fewer than 30 units. The legislation makes affidavits certifying the payment of prevailing wages to building service workers public records that may be produced before a court or administrative tribunal. The New York State Department of Labor has the power to conduct an investigation and hold a hearing and file a final determination to enforce the law and make sure employees are properly paid.

#### Extending Shared Work Benefits

The legislation (S.4049/A.5678) changes the cap on Shared Work Benefits from 26 straight weeks to an amount of time equal to 26 weeks' worth of benefits. The shared work program allows employers to keep employees and avoid layoffs by allowing staff members to receive partial Unemployment Insurance benefits while working reduced hours. Under current law, claimants can only receive 26 weeks of benefits, regardless of what the claimant's maximum benefit entitlement is under UI. This bill will allow claimants to collect the reduced UI benefit under a Shared Work Program until they have hit their maximum benefit amount under traditional UI.

Gary LaBarbera, president of the New York State Building and Construction Trades Council, said, "We thank Governor Hochul for signing this critical legislation into law, which will provide New York's construction workers with a new remedy to fight back against wage theft violations that deprive hard-working men and women of their dignity and livelihoods."

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LOW BIDS

Harrison & Burrowes, Elderlee,  
Paleen Land NYSDOT Projects

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

**Harrison & Burrowes Bridge Constructors, Inc.** of Glenmont, NY was the lowest of five bidders at \$16,323,323.61 for bridge maintenance contract in the towns of Woodstock, Philipstown, Poughkeepsie, Taghkanic and Wappinger in Columbia, Dutchess, Putnam and Ulster counties.

**Elderlee Inc. of Oaks Corners, NY** was the lowest of three bidders at \$348,543.00 for install or replace missing or noncompliant, groundmounted and bridge mounted signs in Broome, Otsego, Schoharie, Sullivan and Tioga counties.

**Paleen Construction Corp.** of Somers, NY was the lowest of nine bidders at \$5,755,480.82 for intersection improvements Route 376 at All Angels Hill Road, New Hackensack Road, Town of Wappinger, Dutchess County.

Montesano Brothers Wins  
DPW Sewer Rehab Work

WHITE PLAINS—The Westchester County Department of Public Works recently reported the selection of one apparent low bidder for work at its facilities in the county.

**Montesano Brothers Inc.** of New Rochelle, NY was the lowest of six bidders at \$1,143,530.00 for Hutchinson Valley Trunk Sewer Rehabilitation, Hutchinson Valley Sewer District in the Town of Eastchester, NY.



Laura Entre, managing member of Laura Li Industries, LLC and her husband Marc Entre. The company is a registered MWBE with Westchester County and has been awarded three County projects.

MWBE Nabs \$6M  
In County Work

WHITE PLAINS, NY—Westchester County accepted bids from Laura Li Industries, LLC totaling \$5.91 million dollars, awarding the West Harrison based company three county projects. Designated as a Minority/Women-owned Business Enterprise (MWBE), the construction company is spearheaded by Laura Entre, and the designation allows for eligibility for developmental benefits. More than 300 MWBE's registered with Westchester County in 2020.

Westchester County Executive George Latimer said: “We want to empower women entrepreneurs to participate in County projects. We’ve laid out a goals for registered MWBE’s in order for them to be successful, including purchasing plans in construction, professional and non-professional services and goods. We hope a large contract like this will hopefully encourage other businesses like Laura Li Industries, LLC to aspire to work with Westchester County and know the goals we set up for these businesses to succeed can be accomplished.”

Established in 2015, Laura Li Industries, LLC will be responsible for resurfacing and improving Theodore Fremd Avenue, from 300 feet east of North Avenue to Purchase Street in the City of Rye, NY. Work begins Sept. 15, with a target completion date on May 15, 2022.

Resurfacing work will also be done along Willets Avenue from King Street to Putnam Avenue in the Village of Port Chester, NY. Work is scheduled to begin Oct. 1, with a target date of completion in May 2022.

The company will also work to improve Westchester County parkland at the Blue Mountain Reservation addressing utilities for the trail lodge including sewer, water and electrical work. Construction crews will also replace a wood bridge and pave pathways that extend into the Town of Cortland and the City of Peekskill, NY. Work is scheduled to begin November 21, with a scheduled date of completion in December 2022.

Laura Li Industries, LLC has worked with Westchester County before on various school fields, rehabbing the Elm Street Bridge in the Village of Tuckahoe and site work on the south concourse of the Westchester County Airport.



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LOCAL 60, WESTCHESTER, Anthony Ascencao, Business Manager

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