

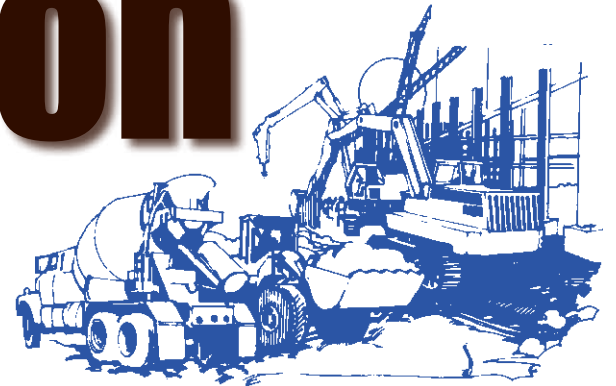
**Report Calculates Poor Roads  
Cost Nearly \$37 Billion**  
Page 3

**Coalition Demands More Funding  
To Repair Crumbling Roads**  
Page 4

**Relying on Drawings Alone  
Failed to Show On-site Conditions**  
Page 6



# Construction NEWS



Vol. 40 No. 2

FEBRUARY 2024

\$1.50



## Mid-Winter Meeting of Industry Execs Convenes at the Ritz-Carlton, Naples, FL

The celebrated icon, the newly transformed Ritz-Carlton, Naples will host more than 175 delegates and guests of the Hudson Valley Construction Industry Partnership's (HVCIP) 14th Annual Mid-Winter Convention to be held on Feb. 25 - 29. See pages 9 -13.

## Building Trades Confident Road, Energy, Sewer Work Will Lead to Busy 2024

By JOHN JORDAN

TARRYTOWN—Union building-trades officials in the Lower Hudson Valley express confidence that despite the economic headwinds and challenges of last year, several of the main economic engines that power the construction industry should be significantly fueled this year.

Emerging from a choppy construction season in 2023, when pesky inflation, pricier material costs and supply challenges caused disappointing balance sheets results, the funding from President Biden's \$1.2-trillion Infrastructure Investment and Jobs Act is fueling more hope this year.

CONSTRUCTION NEWS spoke with several labor leaders on the prospects for project work in 2024 in the region, and all agreed that the trades should be very busy as the weather gets warmer and large infrastructure projects get under way in the Hudson Valley.

**Westchester, Putnam Counties**

Jeff Loughlin, president of the Building & Construction Trades Council of Westchester &

Putnam Counties, offered a bright forecast for 2024: "There are a couple of big projects coming out this year. I think we will be flush (with work)," he said.

Among the significant projects set to go this year in Westchester County is the \$1.2-billion Hillview Reservoir project in Yonkers, NY. In addition to that project, ECCO III Enterprises of Yonkers announced on Feb. 8 that the ECCO III Skanska JV Team was the apparent low bidder on "Contract HVR-210 Hillview Reservoir Chemical Addition Facilities." The ECCO/Skanska team was the lower of two bidders at \$847.72 million, according to the New York City Department of Environmental Protection's website.

The project involves updating and modernizing the reservoir's facilities to comply with new regulatory requirements, while ensuring the safety of the reservoir's nearby residential communities. Planned enhancements include improvements to flow control, increased chemical storage capacity, the establishment of new chemical addition facilities and monitoring

Please turn to page 22

## NYSDOT Lists 42 Projects, Valued at \$376M, For Mid-Hudson Anticipated Lettings in 2024

By JOHN JORDAN

POUGHKEEPSIE, NY—The New York State Department of Transportation recently released its anticipated project list for the 2024 letting season for the seven counties in the lower and Mid-Hudson Valley.

A review of the list reveals that at present NYSDOT Region 8 plans to put out to bid a total of 42 projects with an estimated construction cost of more than \$376 million this letting season.

Region 8 Director Lance MacMillan stated, "NYSDOT is committed to enhancing transportation infrastructure across



NYSDOT Region 8 Director  
Lance MacMillan

the state. As we look ahead, next year's program will continue

our efforts to preserve, repair, and update the state's highway and bridge infrastructure. We look forward to delivering these projects to better serve the communities of the Hudson Valley."

The largest project to be let this spring is a flood mitigation project on U.S. Route 6 at the Annsville Circle-Camp Smith in the Town of Cortlandt in Westchester County, with an estimated construction cost of \$20.5 million.

Other large projects to be let this spring are bridge rehabilitation work at various locations. These include Route 52/I-84 Route 304/87IX and Ilington/Road/TSP in the Town of Newburgh in Orange County; in the Town of Clarkstown in Rockland County; and in the Town of Yorktown in Westchester County. The estimated construction cost on that project is \$16.6 million.

The largest project anticipated to be let in Region 8 this

summer will involve paving on Interstate 287 in Westchester County, from Westchester Av-

### See NYSDOT Project List On Page 25

enue to Route 1 in the towns of Harrison and Rye, the villages of Harrison, Rye Brook and Port Chester, and the cities of White Plains and Rye, with an estimated construction cost of \$23 million.

There are two large projects expected to be let this fall in Orange County. The largest project by far this construction season will be the Route 17 at Exit 122 Stage II Interchange Reconstruction in the Town of Wallkill in Orange County, with an estimated construction cost of \$83.3 million. This project is

a precursor to what could be \$1 billion in road improvements and possible expansion of Route 17 in Orange and Sullivan counties that would begin in 2026.

The other large job expected to be put out to bid this fall is paving improvements on Route 94 and 17A in the towns of Warwick and Goshen and the villages of Warwick and Florida that has an estimated construction cost of \$25 million.

## Inside

Safety Watch .....	14
Photo Gallery .....	16
Financial Management .....	17
Albany Update .....	18, 28
Washington Update .....	8, 18
Viewpoint .....	29
Economic Outlook .....	30
What's New & Who's News ..	32, 33
Low Bids .....	8

PERMIT NO. 146  
WHITE PLAINS, NY 10610  
U.S. POSTAGE PAID  
STANDARD  
PRESORTED

Address Service Requested  
629 Old White Plains Road, Tarrytown, NY 10591



# ELMSFORD

## VIRTUAL QUARRY™

DISPOSAL OF CLEAN ROCK, CONCRETE, ASPHALT



- Custom Blend Aggregate
- Tracking Pad Stone
- Select Granular Fill
- Analytically Clean Fill
- Recycled Sub-base
- Manufactured Sand
- Pipe Backfill Sand
- Clean Recycled 3/4



50 S. Warehouse Ln  
Elmsford, NY 10523

Thalle Industries'  
**ROCKSTAR SERVICE**  
keeps your project moving™

**Joe Perrone 919 201-1111**

[jperrone@thalleindustries.com](mailto:jperrone@thalleindustries.com)  
[thalleindustries.com](http://thalleindustries.com)

## Is your construction company benefiting from a reliable, effective advisor?

For a century, we've worked closely with construction firms like yours, providing specialized guidance in many areas including tax-saving strategies, cash flow projections and financing, key employee retention and attraction, succession planning, and bonding.



Scan here to learn more at [anchin.com](http://anchin.com)

# TRIP Report Calculates Poor Roads, Bridges Cost New York City Area Motorists Nearly \$37 Billion

NEW YORK—Roads and bridges that are deteriorated, congested or lack some desirable safety features cost New York motorists a total of \$36.7 billion statewide annually—\$3,697 per driver in the New York-Newark-Jersey City urban area—due to higher vehicle operating costs, traffic crashes and congestion-related delays.

The cost for motorists in the Poughkeepsie-Newburgh-Middletown region is \$2,037 per year.

Increased investment in transportation improvements could relieve traffic congestion, improve road, bridge and transit conditions, boost safety, and support long-term economic growth in New York, according to a new report released recently by TRIP, a Washington, DC based national transportation research nonprofit.

The TRIP report, “New York Transportation by the Numbers: Meeting the State’s Need for Safe, Smooth and Efficient Mobility,” found that throughout New York, nearly half of major locally and state-maintained roads are in poor or mediocre condition, 9% of locally and state-maintained bridges (20 feet or more in length) are rated poor/structurally deficient, and the state’s traffic fatality rate has increased significantly since 2019. New York’s major urban roads are congested, causing significant delays and choking commuting and commerce.

The TRIP report includes statewide and regional pavement and bridge conditions, congestion data, highway safety data, and cost breakdowns for the Albany-Schenectady-Troy, Binghamton, Buffalo-Niagara Falls, New York-Newark-Jersey City, Poughkeepsie-Newburgh-Middletown, Rochester, Syracuse and Utica urban areas.

“Long-term, sustained transportation funding is needed to allow New York to move forward with necessary improvements to its transportation network that will make the state’s roads and bridges smoother, safer and more efficient while boosting the economy and creating jobs,” said Dave Kearby, TRIP’s executive director. “In addition to the federal investment, it will be critical that New York continues to increase its level of transportation investment.”

Driving on roads in the New York-Newark-Jersey City urban area costs the average driver \$1,894 per year in the form of extra vehicle operating costs (VOC) as a result of driving on roads in need of repair, lost time and fuel due to congestion-related delays, and the costs of traffic crashes in which the lack of adequate roadway safety features, while not the primary factor, likely were a contributing factor.

The TRIP report found that 44% of major locally and state-

maintained roads in the New York-Newark-Jersey City urban area are in poor condition and another 24% are in mediocre condition, costing the average motorist an additional \$880 each year in extra vehicle operating costs, including accelerated vehicle depreciation, additional repair costs, and increased fuel consumption and tire wear. Statewide, 25% of New York’s major roads are in poor condition and 18% are in mediocre condition.

In the New York-Newark-Jersey City urban area, 6% of bridges are rated poor/structurally deficient, with significant deterioration to the bridge deck, supports or other major components. In that region, 68% of the area’s bridges were rated fair and only 26% of the metro area’s total number of bridges (6,660) were rated good. Statewide, 9%

**Please turn to page 18**

Bridge conditions statewide in New York’s largest urban areas

	POOR/STRUCTURALLY DEFICIENT		FAIR		GOOD		TOTAL BRIDGES
	Number	Share	Number	Share	Number	Share	
Albany-Schenectady-Troy	67	8%	487	58%	284	34%	838
Binghamton	27	4%	384	56%	274	40%	685
Buffalo - Niagara Falls	94	8%	591	51%	470	41%	1,155
New York -Newark-Jersey City	416	6%	4,504	68%	1,740	26%	6,660
Poughkeepsie-Newburgh-Middletown	115	14%	495	61%	196	24%	806
Rochester	114	9%	618	50%	507	41%	1,239
Syracuse	85	10%	533	61%	262	30%	880
Utica	59	12%	212	43%	223	45%	494
<b>NEW YORK STATEWIDE</b>	<b>1,578</b>	<b>9%</b>	<b>9,701</b>	<b>55%</b>	<b>6,294</b>	<b>36%</b>	<b>17,573</b>

Source: TRIP

Pavement conditions on major roads in New York’s largest urban areas and statewide (2022)

Location	Poor	Mediocre	Fair	Good
Albany-Schenectady-Troy	15%	21%	20%	44%
Binghamton	7%	9%	21%	63%
Buffalo-Niagara Falls	14%	25%	22%	40%
New York-Newark-Jersey City	44%	24%	10%	22%
Poughkeepsie-Newburgh-Middletown	17%	38%	18%	27%
Rochester	13%	22%	31%	34%
Syracuse	29%	15%	8%	48%
Utica	7%	20%	29%	43%
<b>New York Statewide</b>	<b>25%</b>	<b>18%</b>	<b>18%</b>	<b>38%</b>

Source: TRIP analysis of NYSDOT and Federal Highway Administration data.

**ELEC825**  
THE OPERATING ENGINEERS & CONTRACTORS TRUST

**READY ON DAY 1**

*ELEC825 ensures that Local 825 Operating Engineers are the most highly skilled, most expertly trained and most credentialed heavy equipment operators.*

@ELEC825  
[www.ELEC825.org](http://www.ELEC825.org)

ELEC825 is the labor management fund of Operating Engineers Local 825

# Coalition Demands More State Funding To Repair Hudson Valley's Crumbling Roads

By **GEORGE DRAPEAU III**

ELMSFORD, NY—A major coalition led by the Construction Industry Council of Westchester & Hudson Valley and construction trade unions is demanding that state lawmakers allocate more funds for the repair and maintenance of the Hudson Valley's crumbling and pothole-filled state roadways.

The coalition demanded that funding in this year's New York State Budget needs to be increased by \$400 million for core roads and bridges, and aid to local highway departments needs to increase by \$250 million to offset the effects of inflation.

At a press conference to be held at the Teamsters Local 456 Union Hall in Elmsford on Feb. 21, the group will charge that NYSDOT Region 8 has had the worst road and bridge conditions in New York State for over

10 years. It also will note that Region 8 has the most lane miles and the most bridges of any DOT region, yet on average Region 8

**Region 8 ranks third in terms of funding. Region 8 includes 13 cities, 75 villages and 107 towns in Westchester, Ulster, Rockland, Putnam, Orange, Dutchess and Columbia counties.**

ranks third in terms of funding. Region 8 includes 13 cities, 75 villages and 107 towns in Westchester, Ulster, Rockland, Putnam, Orange, Dutchess and Columbia counties.

"We are here today to send a message loud and clear to our lawmakers in Albany. This crisis must be addressed immediately, and it is not a political issue; the disgraceful condi-

tions affect anyone who drives on our state roads. Enough is enough. It's time for action, not talk," said CIC Executive Direc-

tor John Cooney, Jr.

Mr. Cooney in an interview with CONSTRUCTION NEWS noted a recent report that crumbling roads and potholes cost the state's drivers \$8.7 billion—an average of \$715 per driver—last year in repairs, fuel and wear and tear. In addition to the wear and tear on cars, the crumbling roads also pose a serious safety risk for drivers who swerve to avoid hitting potholes.

Expected to attend the rally with Mr. Cooney are representatives from Teamsters Local

456, Laborers Local 60, Laborers Local 235, Operating Engineers Local 137, Operating Engineers Local 825, Laborers Local 754, Laborers Local 17 and Carpenters Local 279.



To illustrate how roads in Region 8 have deteriorated over the years, a chart produced by the American Road & Transportation Builders Association will show that in 2002 some 78% of Region 8 roads were in good to excellent condition. By 2021, that number dropped to 44%. Roads in fair to poor condition rose from 22% in 2002 to 56% in 2021.

Operating Engineers Local 137 Business Manager Jeff Loughlin said, "The roads we drive on in the Hudson Valley were designed for Land Rovers, not Moon Rovers. We have too many state and county roads here that are pock-marked with potholes the size of craters resembling a moonscape. We can build big bridges and fix airports. Let's not forget the roads that people use every day."


Teamsters Local 456 President Louis Picani, said, "The state's current proposal does not match our region's infrastructure needs. The restoration and repair of our roads and bridges directly connects to a strong local and state economy."

Building & Construction Trades Council Vice President Ed Cooke said, "It's time for Albany's 'free ride' to end. The transportation system in the Hudson Valley does 'double duty' as an overworked tool of mobility for the state. Its complex networks of roadways and bridges serve millions of residents and businesses each day, and it is overused as a pass-through to make efficient commerce in other parts of New York State possible. It's time for Albany to pay up for decades of underfunding the Hudson Valley system."

The group has produced a video of deteriorated and dangerous road conditions in Westchester and Putnam counties along State Routes 134, 9, 9A, 6, and 118.

## Construction NEWS



---

Vol. 40 No. 2
FEBRUARY 2024

---

**PUBLISHER**  
John T. Cooney, Jr.

---

**EXECUTIVE EDITOR**  
George Drapeau III

---

**MANAGING EDITOR**  
John Jordan

---

**ASSOCIATE EDITOR**  
Sheila Smith Drapeau

---

**ADVERTISING MANAGER**  
Sharon Regan Masciovecchio

---

**BUSINESS/OFFICE MANAGER**  
Karen Zedda

---

**FOUNDING PUBLISHER**  
Ross J. Pepe

---

**ADVERTISING SALES OFFICE**  
629 Old White Plains Road  
Tarrytown, NY 10591  
(914) 631-6070

---

**TYPOGRAPHY/DESIGN/PRINTING**  
Westmore News, Inc.

---

**Construction Industry Council of Westchester & Hudson Valley, Inc.**  
**Chairman:** George Pacchiana  
**Executive Director:** John T. Cooney, Jr.

---

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

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

**Please make checks out to the Construction Industry Council.**

**Advertising rates:** Available upon request.

Please send address changes to the Construction Industry Council of Westchester & Hudson Valley, Inc., 629 Old White Plains Road, Tarrytown, NY 10591.

---

**BUSINESS & EDITORIAL OFFICE**  
Construction Industry Council of Westchester & Hudson Valley, Inc.  
629 Old White Plains Road, Tarrytown, NY 10591  
(914) 631-6070 • FAX # (914) 631-5172  
www.cicbca.org  
e-mail: info@cicnys.org

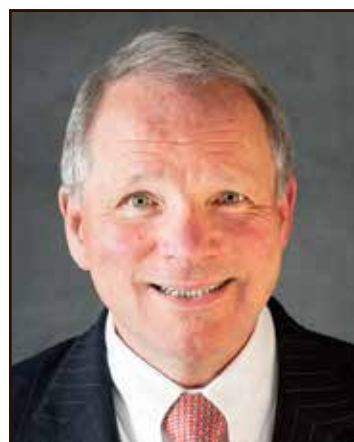
***"We are here today to send a message loud and clear to our lawmakers in Albany. This crisis must be addressed immediately, and it is not a political issue; the disgraceful conditions affect anyone who drives on our state roads. Enough is enough. It's time for action, not talk."***

—CIC Executive Director John Cooney, Jr.



***"It's time for Albany's 'free ride' to end. The transportation system in the Hudson Valley does 'double duty' as an overworked tool of mobility for the state. Its complex networks of roadways and bridges serve millions of residents and businesses each day, and it is overused as a pass-through to make efficient commerce in other parts of New York State possible. It's time for Albany to pay up for decades of underfunding the Hudson Valley system."***

—Building & Construction Trades Council Vice President Ed Cooke



***"The roads we drive on in the Hudson Valley were designed for Land Rovers, not Moon Rovers. We have too many state and county roads here that are pock-marked with potholes the size of craters resembling a moonscape. We can build big bridges and fix airports. Let's not forget the roads that people use every day."***

—Operating Engineers Local 137 Business Manager Jeff Loughlin



***"The State's current proposal does not match our region's infrastructure needs.. The restoration and repair of our roads and bridges directly connects to a strong local and state economy."***

—Teamsters Local 456 President Louis Picani



# **International Brotherhood of Teamsters**

## **Local 456**

---



**Louis A. Picani, President**

**Joseph Sansone, Secretary Treasurer**

**Dominick Cassanelli Jr, Vice President**

**Roger Taranto, Recording Secretary**

**James McGrath, Trustee**

**Mike Martinez, Trustee**

**Robert Richardson, Trustee**

**Al Liberatore, Business Agent**

**Anthony Tortora, Business Agent/Organizer**

**Denise June, Training Director**

---

*160 South Central Avenue, Elmsford, New York 10523*

*(914) 592-9500*

*Fax (914) 592-4266*

## Attorney's Column

# Relying on Drawings Alone for Calculating Bid Failed to Show a Project's True On-site Conditions

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

When first deciding to undertake a construction project, be it public or private work, contractors often start by reviewing the drawings—the graphic representation of what is to be built. But to cite the old adage, a picture is worth a thousand



words, a court in the case of *Maric Mechanical, Inc. v New York City Housing Authority* reminds us that where that picture itself is accompanied by words—in this case, a disclaimer—those words can destroy a

thousand pictures. **Background** In September of 2021, the New York City Housing Authority solicited bids to replace the boilers at the Ravenswood Housing project in Queens, NY.

As is typical, drawings were provided with this bid solicitation showing, amongst other items, 40 shoring towers supporting the temporary boilers that would be needed during the project. The drawings con-

tain a disclaimer providing that the record drawings “may or may not truly reflect existing conditions” and that “such information is included on the assumption that it may be of interest to the contractor, but

that all shoring was to be included in the lump sum. Maric Mechanical was awarded the contract on June 21, 2022, and it promptly discovered that more than 160 towers would be required—a fourfold

**Surely, as found by the court, if Maric were to have visited the site it could have seen for itself the inaccuracies in the drawings, and then submitted a bid that would have accounted for a sufficient number of shoring towers.**

increase from the 40 depicted on the drawings. Maric submitted a change order for more than \$600,000 in additional costs for the extra towers, and such was promptly denied. Maric then commenced a lawsuit to

recover for this claimed extra work. NYCHA moved to dismiss the lawsuit, citing both the disclaimer as to the accuracy of the drawings, and the specifications requiring that Maric take responsibility for “all shoring,” and not just the shoring shown on the drawings. Maric opposed, arguing that the drawings were inaccurate and, therefore, the requirement for additional towers was a change after the contract bid. Therefore, Maric argued, it was entitled to an equitable adjustment under the contract.

**Decision** The court granted the motion to dismiss, holding that the need for the additional towers was not a change in the scope of the work where the contract required Maric to provide “all shoring.” Further, the court, citing well-settled case law, held that although recovery may be had where a contract contains affirmative representations amounting to a warranty as to existing conditions, the contract at issue not only contained no affirmative representations, it contained a specific disclaimer as to the accuracy of the drawings. In that regard, the court held that Maric was precluded from seeking an equitable adjustment for work that was included in the original scope, and of which Maric should have been aware.

**Maric Mechanical was awarded the contract on June 21, 2022, and it promptly discovered that more than 160 towers would be required—a fourfold increase from the 40 depicted on the drawings.**

tors welcome any efficiency, and digital scalable plans have generally contributed to that efficiency. However, often lost in the proverbial sauce are the details of what the drawings actually stand for. Here, with the disclaimer, the drawings were little more than basic guidelines for the more complete specifications. Absent the existence of “positive representations as to conditions, substantially amounting to a warranty” referenced by the court, contractors would be well advised to not only review the specifications and other contract documents in detail, but to also investigate the site for themselves to verify what true on-site conditions are. In fact, this requirement is often specifically found in the specifications—which, unfortunately, often gets dismissed as “boilerplate,” although it is as enforceable as any other substantive provision. Surely, as found by the court, if Maric were to have visited the site it could have seen for itself the inaccuracies in the drawings, and then submitted a bid that would have accounted for a sufficient number of shoring towers. Failing that, a contractor is essentially gambling that the drawings are accurate, and taking the entirety of the risk that they may not be.

**Comment** It is quite tempting when bidding a project to rely heavily on the project's drawings—particularly where those drawings can be imported into a CAD program and take offs can be so easily done. The bidding process is literally that which sparks everything else, and without the submission of bids or pricing all else grinds to a halt. Accordingly, in order to “feed the machine,” estimators are in a constant state of reviewing project plans and specifications, and putting dollar values to the work set forth. Accordingly, contrac-

tors welcome any efficiency, and digital scalable plans have generally contributed to that efficiency. However, often lost in the proverbial sauce are the details of what the drawings actually stand for. Here, with the disclaimer, the drawings were little more than basic guidelines for the more complete specifications. Absent the existence of “positive representations as to conditions, substantially amounting to a warranty” referenced by the court, contractors would be well advised to not only review the specifications and other contract documents in detail, but to also investigate the site for themselves to verify what true on-site conditions are. In fact, this requirement is often specifically found in the specifications—which, unfortunately, often gets dismissed as “boilerplate,” although it is as enforceable as any other substantive provision. Surely, as found by the court, if Maric were to have visited the site it could have seen for itself the inaccuracies in the drawings, and then submitted a bid that would have accounted for a sufficient number of shoring towers. Failing that, a contractor is essentially gambling that the drawings are accurate, and taking the entirety of the risk that they may not be.

**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 the Building Contractors Association, 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.



Asset Management L.P.

Michael J. Paton  
mpaton@tocqueville.com

212-698-0812

40 West 57<sup>th</sup> Street, 19<sup>th</sup> Floor  
New York, New York 10019

**Read Safety Watch  
Every Month in  
Construction NEWS**

# ON THE RECORD

The leading candidates for President – Joe Biden and Donald Trump – have vastly different records when it comes to policies that affect the jobs and wages of Operating Engineers. Take a look:

## JOE BIDEN



## DONALD TRUMP



### INFRASTRUCTURE

**Passed the Bipartisan Infrastructure Act:** A \$1.5 trillion investment in highway, bridge, water, and broadband infrastructure – the largest in American history.

Proposed a \$200 billion bill: Relied heavily on privatization. **No action taken.**

### JOBS & WAGES

**14.1 million jobs created:** 670,000 new construction jobs; Wage increases of 18% over three years for production and nonsupervisory workers.

**3.2 million jobs lost:** 515,000 new construction jobs; Wage increases of 12% over four years for production and nonsupervisory workers.

### DAVIS-BACON PREVAILING WAGE

**Issued new rules to improve and modernize Davis-Bacon:** First improvements made in over 40 years; Expanded prevailing wage coverage to Energy Tax Credits.

**Eliminated surveyors from prevailing wage coverage;** Repealed Davis-Bacon on Housing and Urban Development Program (RAD II).

### PROJECT LABOR AGREEMENTS

**Issued Executive Order requiring PLAs on federal projects over \$35 million.**

**No PLAs used on federal projects during Trump's term. No change in policy.**

### ENERGY DEVELOPMENT

**Most domestic oil and gas production in American history:** Most oil & gas produced on Federal lands equal to 3 million barrels per day; Approved biggest project in decades – the Willow Project in Alaska.

Average daily production from Federal lands equal to 2.75 million barrels per day; Failed to move the Willow Project out of litigation.

### LABOR LAW

**Fired the anti-union General Counsel at National Labor Relations Board.** Supports the PRO Act, comprehensive labor law reform bill endorsed by IUOE.

**Appointed anti-union General Counsel to National Labor Relations Board.** Expanded the definition of Independent Contractor, increasing cases of wage theft.

### APPRENTICESHIP & TRAINING

**Eliminated the Industry-Recognized Apprenticeship Program (I-RAP),** which would weaken training standards.

**Created the Industry-Recognized Apprenticeship Program (I-RAP),** weakening training standards.

### MINIMUM WAGE

**Joe Biden supports increasing the Federal minimum wage to \$15/hour.** He has required Federal contractors to pay at least \$15/hour to employees.

**Donald Trump opposes increasing the minimum wage to \$15/hour.**



**International Union of Operating Engineers**



For more information, please visit [www.iuoe.org/biden](http://www.iuoe.org/biden)

# Poughkeepsie Firm Named Apparent Low Bidder On Mid-Hudson Forensic Hospital Asbestos Job

By JOHN JORDAN

ALBANY—The New York State Dormitory Authority has reported on its website that an apparent low bidder has been named for the first project in what could be a \$300-million to \$450-million redevelopment of the Mid-Hudson Forensic Psychiatric Center in New Hampton, NY in Orange County.

OCS Industries, Inc., of Poughkeepsie, NY was the lowest of six bidders at \$5,869,950 for site work including HAZMAT Abatement at the project site at 2 River Road. Bids were due on the contract (CR76 Site Work, Project Number 3590009999) on Jan. 30 at 2 p.m.

CONSTRUCTION NEWS has previously reported that The New York State Dormitory Authority released the first bid in connection with a planned major expansion at a psychiatric facility in Orange County that a decade ago was slated for closure.

The Dormitory Authority issued the bid entitled “New Forensic Replacement Hospital and HAZMAT Abatement at the Mid-Hudson Forensic Psychiatric Center on Dec. 12, 2023. The facility was slated for closure by the State Department of Health under a consolidation plan released



Work is expected to begin soon on a major redevelopment of the Mid-Hudson Psychiatric Center in New Hampton in Orange County.

in 2013, but the DOH later reversed itself and announced it would remain open.

The expansion project, a partnership between the Office of Mental Health and the Dormitory Authority of the State of New York, involves the design and construction of a new state of the art facility and will replace the existing outdated buildings located at 2834 NYS Route 17M that will later be redeveloped. The new building will feature 300 state-of-the-art forensic in-patient beds.

The bid for Phase One of the project includes building demolition, hazardous waste abatement, site preparation and site clearing utility work. It is anticipated that work on the first phase could begin in the spring of 2024.

The proposed approximately 340,000 gross square foot replacement forensic residential inpatient facility would be constructed on a mostly undeveloped, approximately 39-acre portion of MHFPC's existing, approximately 69-acre main campus. The proposed replace-

ment facility would accommodate approximately 272 active patient beds with an additional 28 “swing” beds available when needed for a total of 300 beds,

a 15-bed net increase over the existing facility.

The project would also include the construction of new municipal water and sewer connections to the City of Middletown's existing infrastructure, along Route 17M.

The Dormitory Authority has hired TDX Construction, which is headquartered in Purchase, NY, as the Construction Manager for the project. The development will be constructed by local labor.

Todd Diorio, president of the Hudson Valley Building & Construction Trades Council, confirmed to CONSTRUCTION NEWS that the project sponsors had finalized a Project Labor Agreement with the building trades on the project. He said that while no firm cost estimates for the entire project have been released, he believed the overall cost will range somewhere between \$300 million to \$450 million.

## LOW BIDS

### Rover, AARCO Env., Creamer, Triumph Win NYSDOT Projects

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

**Rover Contracting Inc.** of Highland, NY was the lowest of four bidders at \$7,344,700.00 for bridge painting at various locations in Columbia, Dutchess, Orange, Ulster and Westchester counties.

**AARCO Environmental Services Corp.** of Lindenhurst, NY was the lowest of three bidders at \$1,275,102.40 for biennial geotech subsurface explorations at various locations in Columbia, Dutchess, Orange, Putnam, Rockland, Ulster and Westchester counties.

**Triumph Construction Corp.** of the Bronx, NY was the lowest of six bidders at \$25,379,764.00 for highway—non-structure maintenance—where & when at various locations in the boroughs of the Bronx, Kings, New York, Queens and Richmond.

**Creamer Ruberton, a Joint Venture**, of Hackensack, NJ was the lower of two bidders at \$27,958,174.00 for rustic rail replacement—various locations in Westchester County.

### Moy, Clean Air, H.I. Stone Nab Westchester DPW Jobs

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

**Moy Contracting Corp.** of Bedford, NY was the lowest of nine bidders at \$2,373,863.00 for rehabilitation of the Grant Avenue Bridge over Central Westchester Parkway in the City of White Plains.

**Clean Air Quality Service Inc.** of Hawthorne, NY was the lower of two bidders at \$1,571,000.00 for replacement of HVAC systems and associated work at the Bee Line Central Maintenance Facility (DOT-CMF) in Yonkers, NY.

**H.I. Stone & Son Inc. of Southbury, CT** was the lowest of three bidders at \$10,521,600.00 for the removal and disposal of dewatered sewage sludge from the New Rochelle Water Resource Recovery Facility in New Rochelle, NY.

## WASHINGTON UPDATE

### OSHA Raises Civil Penalties

WASHINGTON—The U.S. Department of Labor announced on Jan. 11 changes to Occupational Safety and Health Administration civil penalty amounts based on cost-of-living adjustments for 2024.

OSHA's maximum penalties for serious and other-than-serious violations will increase from \$15,625 per violation to \$16,131 per violation. The maximum penalty for willful or repeated violations will increase from \$156,259 per violation to \$161,323 per violation.

# Tectonic

PRACTICAL SOLUTIONS. EXCEPTIONAL SERVICE.

WWW.TECTONICENGINEERING.COM  
TEL. 800-829-6531

- SITE PLANNING & DESIGN
- GEOTECHNICAL ENGINEERING
- ENVIRONMENTAL ENGINEERING
- SURVEYING & MAPPING
- STRUCTURAL ANALYSIS & DESIGN
- CONSTRUCTION MANAGEMENT
- SPECIAL INSPECTIONS
- LABORATORY MATERIALS TESTING

Mountainville  
Latham  
Newburgh  
White Plains  
Rochester  
Forest Hills  
Astoria





**2024 Hudson Valley  
Construction Industry Partnership**

**14<sup>TH</sup> ANNUAL  
MID-WINTER  
MEETING**

*Ritz Carlton  
Naples, Florida*

**Sunday, February 25—Thursday, February 29, 2024**



**HUDSON VALLEY CONSTRUCTION INDUSTRY PARTNERSHIP**

**Labor and Management Working Together**

***Building Contractors Association  
of Westchester & Mid-Hudson Region***  
629 Old White Plains Road, Tarrytown, NY 10591  
(914) 631-6070 • Fax: (914) 631-5172  
Ross J. Pepe, President

***Building & Construction Trades Council  
of Rockland County, Inc.***  
8 Taylor Lane, New City, NY 10956  
(845) 634-4633 • Fax: (845) 634-4924  
John A. Maraia, Jr., President

***Construction Contractors  
Association, Inc.***  
330 Meadow Avenue, Newburgh, NY 12550  
(845) 562-4280 • Fax: (914) 562-1448  
Alan Seidman, Executive Director

***Building & Construction Trades Council  
of Westchester & Putnam Counties, Inc.***  
1360 Pleasantville Road, Briarcliff Manor, NY 10510  
(914) 762-2492 • Fax (914) 762-2542  
Jeff Loughlin, President

***Construction Industry Council  
of Westchester & Hudson Valley, Inc.***  
629 Old White Plains Road, Tarrytown, NY 10591  
(914) 631-6070 • Fax: (914) 631-5172  
John T. Cooney, Jr., Executive Director

***Hudson Valley Building  
& Construction Trades Council***  
451A Little Britain Road, Newburgh, NY 12550  
(845) 565-2737 • Fax: (845) 565-3099  
L. Todd Diorio, President



## 2024 Hudson Valley Construction Industry Partnership ANNUAL MID-WINTER MEETING

# MEET OUR STRATEGIC PARTNERS



### JOHN COONEY, JR.

*Executive Director, CIC*

John T. Cooney, Jr., was appointed CIC Executive Director in June 2019. For more than 25 years, John served on the CIC Board of Directors, and for much of his life has been mindful of the CIC from its nascence in 1978 when it was established and first domiciled at his family's construction enterprise, County Asphalt, Inc., in Tarrytown, NY.

Following the pathway of his grandfather who founded County Asphalt in 1920, John would eventually become its President, and following the sale of the company, joined Tilcon New York Inc., an Oldcastle Materials Company,

where he also served as President. John was promoted to President of Oldcastle Materials New York Region where he was responsible for three operating companies that extended from Downstate New York through Albany to Rochester, upstate.

Mr. Cooney is a graduate of Hartwick College with a B.A. in Economics. He resides in Tarrytown, NY with his wife, Susan.



### L. TODD DIORIO

*President, HVBTC*

L. Todd Diorio is a third-generation Union Leader. On Jan. 1, 2023 he was promoted to International Representative with the Laborers International Union of North America and Business Manager of the Eastern New York Laborers District Council. The Diorio Family, including his grandfather, father, and now brother, have led Laborers Local 17 in the Hudson Valley since 1959. He has a rich tradition of pride, dedication, and loyalty to the Laborers and members of the Hudson Valley Building & Construction and Trades Council. Along with

his labor relation business sense and his political savvy, his responsibilities include pre-job conferences, settling jurisdictional disputes, safeguarding the rights of workers, negotiating collective bargaining agreements for the laborers, promoting the union labor movement, promoting economic development in the Hudson Valley, negotiating PLAs, meeting with developers and working closely with signatory Union contractors.

In addition to his position as Business Manager and International Representative, he is extremely proud of his role as President of the Hudson Valley Building and Construction Trades Council, an organization that represents over 29 trade locals and over 8,000 members for over 30 years. There he has negotiated over 100 Project Labor Agreements. He also serves as Chairman on the Local 17 Trust Funds, President of Laborers Local 17, Chairman of Laborers Local 17 Training Fund, Chairman of New York State Laborers Political Action Committee, Board of Directors for the Orange County Partnerships and Trustee on the NYS Laborers Organizing Fund.

He was born in 1965 at St. Luke's Hospital, Newburgh, NY. He is a lifelong resident of Marlboro, NY. He graduated from Marlboro High School in 1983 and spent two years attending Mansfield University and Marist College. Knowing his career path and wanting to carry on the family tradition, he left college and immediately started his career in the construction industry. He has a 22-year-old son Christian.



### JEFF LOUGHLIN

*President, WPBTC*

Longtime labor leader Jeff Loughlin is the newly elected President of the Building & Construction Trades Council of Westchester & Putnam Counties, Inc., which unites 32 union locals spanning the heavy/highway sectors construction and building trade unions and more than 30,000 union members. During his vice presidency in the Building Trades, Jeff has championed the use of Project Labor Agreements (PLAs) to secure both public works and major private commercial work in the region for organized labor, with construction volume exceeding \$10 billion.

Among the leading projects are the Gov. Mario M. Cuomo Bridge, major commercial shopping malls, municipal buildings, parking garages and courthouses, senior housing projects and a long list of water/sewer infrastructure renewal projects.

Jeff has also negotiated contracts throughout Westchester, Putnam and Dutchess counties with hundreds of private employers as Business Manager of Operating Engineers Local Union 137, a position he was elected to in 2013. He joined the Local in 1970, the third generation of family in the Local, which is headquartered in Briarcliff Manor, NY.

As a rank-and-file member of the Local, Jeff worked on many of the most high-profile projects in the region as an equipment and crane operator. These include the construction of the Indian Point Nuclear Power Plant in Buchanan, the then-corporate headquarters of Texaco, Inc., in Harrison (now Morgan Stanley), and the then-corporate headquarters of General Foods, the postmodern class A office building in Rye Brook, NY.

In 2014, Jeff was appointed by Labor Commissioner Peter M. Rivera to the four-member New York State Crane Examining Board.

A native of Yonkers, Jeff graduated from Mercy College in Dobbs Ferry in 1975 with a B.S. degree in Business Administration, and in 2001 he was named a Business Agent for the Local. That same year he was the recipient of the Eileen M. Hickey Labor Award named in memory of Assemblywoman Hickey who died in 1999.

More recently a fourth generation of the Loughlin family, his two nephews, are now members of Local 137.



### ROSS J. PEPE

*President, BCA*

Ross J. Pepe is the founding president and senior advisor to the Construction Industry Council of Westchester & Hudson Valley, Inc. (CIC). Established in 1978, CIC serves as the New York State Chapter of the American Road and Transportation Builders Association, Inc. (ARTBA).

Since 2001, Ross has served as President of another companion trade association, the Building Contractors Association of Westchester and Mid-Hudson Region, Inc. (BCA), a 150-member building construction trade group founded in 1936. As a representative of the construction industry,

Ross founded and continues to serve as Executive Secretary and Chief Administrator of the Construction Industry Joint Labor/Management Council of the Lower Hudson Valley and Catskill Region. This alliance represents more than 40,000 construction and related industry workers and employers in the Westchester/Hudson Valley/Downstate New York region.

In addition, among his many duties as an officer and board member, he sits as Executive Director of the Construction Advancement Institute of Westchester, Mid-Hudson Region, Inc., as Treasurer and Regional Vice President of the New York Roadway and Infrastructure Coalition, Inc., and as a Trustee of the New York State Laborers Health and Safety Fund. Since 1982 he has served the interest of construction employers as a registered lobbyist in New York State.



### STEPHEN REICH

*Co-Vice President, RCBTC*

Steve Reich is the Business Manager of the Heavy Construction Laborers Local 754 and has served as head of the union's local for more than 12 years, handling daily operations at its office in Chestnut Ridge, NY in Rockland. During his tenure, he has also served as a trustee, managing the Pension, Health and Welfare, and Annuity Fund. Prior to becoming a Business Manager, Steve worked in the construction industry as a laborer, general foreman, and superintendent. He has generously donated his time and money over the years to support many causes in the

community. Steve has helped the Sons of the American Legion and the Lions Club. He has also worked to raise money for Dominican College and was a Youth Basketball Coach and Lacrosse Club volunteer. Steve was chosen as the 2017 Person of the Year by Dominican College. He was honored at the college's 45<sup>th</sup> Annual Grand Reception for his outstanding professional leadership, his community involvement, and his philanthropic works. He also was honored as the Boy Scouts of America Hudson Valley Council 2019 Distinguished Citizen and was recently appointed to the Rockland County Workforce Development Council by Rockland County Executive Ed Day.



### ALAN SEIDMAN

*Executive Director, CCA*

Alan Seidman is the Executive Director of the Construction Contractors Association of the Hudson Valley, Inc. The association has been dedicated to the advancement of the construction industry in the Hudson Valley region for more than 50 years. In working closely with owners, developers, local labor, municipalities and government agencies, the association seeks to promote the continued orderly development of the Hudson Valley.

In December of 2009 Alan retired from the Orange County Legislature after 20 years of service. He has served as Chairman of the Orange County Partnership and as a board member of many community and business organizations, including Pattern for Progress, the New York State Association of Counties Transportation and Public Works Committee, and the Hudson Valley Regional Council.

Alan serves as a trustee on the Benefit Funds of the Empire State Carpenters, Bricklayers, and Allied Craftworkers and Laborers Local 754. Before joining the Construction Contractors Association, Alan was Principal and Regional Manager for Clough, Harbour and Associates, LLP.





## 2024 Hudson Valley Construction Industry Partnership ANNUAL MID-WINTER MEETING

# MEET OUR GUEST SPEAKERS

## JEFFREY ALTHOLZ, MD

*CEO and Chief Medical Officer,  
Clarity Testing Services*

**J**effrey Altholz, M.D., has been practicing Occupational Medicine in the NY metro area since 1991. He graduated from Albert Einstein College of Medicine in Bronx, NY, and completed his Residency and Chief Residency at St. Vincent's Hospital & Medical Center in New York, NY.

Dr. Altholz is a Certified Medical Review Officer (C-MRO) for the DOT drug and alcohol testing as well as a Certified DOT Medical Examiner (NRCME) for the performance of FMCSA Driver Qualification Exams. Dr. Altholz is also the Laboratory Director of a NYS-certified lab performing mobile onsite drug testing. Dr Altholz is a recognized expert in urine, saliva, and hair drug testing for THC and other metabolites as well as the workplace safety challenges of legalized recreational and medical cannabis.

In 1995, Dr Altholz founded Clarity Testing Services, the region's premier provider of onsite safety and compliance services to Labor Management workplaces in the NY metro area, today operating 8 state of the art mobile medical units and two office-based clinics.



## BILL BANFIELD

*Assistant Executive Secretary-Treasurer,  
North Atlantic States Regional Council  
Of Carpenters*

**B**ill is a 38-year dedicated member of the UBC. He began his journey as an apprentice with Local 493 in Mount Vernon, NY, gradually advancing through the ranks. Following his time with the tools, Bill became a Council Representative, working as an organizer for Local 11. He then was Regional Manager, covering the Hudson Valley.

Today, Bill is responsible for New York State, excluding the five boroughs, and recently, he has taken on oversight of the State of Connecticut as well. In conjunction with his responsibilities as Assistant EST, Bill is Vice President of the North Atlantic States Regional Council, represents the carpenters on the New York State Building Trades Council, and is a Trustee for the North Atlantic States Carpenters Trust Fund.

Along with the traditional responsibilities of the role, Bill values the opportunity to mentor the upcoming ranks of the next generation of union leaders.



## DONATO BIANCO, JR.

*Vice President,*

*LIUNA & New England Regional Manager*

**D**onato (Dan) A. Bianco, Jr., was appointed LIUNA Vice President and New England Regional Manager of the Laborers International Union of North America (LIUNA) on May 1, 2023. Mr. Bianco has made his career in the labor movement as a well-respected advocate for workers' rights and opportunities for economic development while fostering strong labor-management partnerships in both the public and private sector.

A second-generation laborer, Mr. Bianco is a proud member of Construction and General Laborers Local Union 271 in Providence, RI. In 1990, Mr. Bianco began his career working as a construction craft laborer before rising through the ranks of Local Union 271, being elected as Secretary-Treasurer of Local Union 271, an office he held for nearly 20 years. Additionally, Mr. Bianco previously served LIUNA as an International Representative assigned to the six New England States and New York for 23 years, until his appointment as New England Assistant Regional Manager.

Mr. Bianco currently serves as the Chairman of the New England Laborers Tri-Funds, Chairman of the Rhode Island Laborers Legal Services Fund and Trustee on the LIUNA Training and Education Fund, the Laborers-Employers Cooperation and Education Trust, and the LIUNA Staff and Affiliates Pension Fund. He serves as a board member of Build RI, Delegate to the Rhode Island Building and Construction Trades Council, and member of the Executive Committee of the Rhode Island AFL-CIO.

In addition to his dedication to LIUNA and the labor movement, Mr. Bianco remains active in the community, serving as a board member of the Boys & Girls Clubs of Providence, the Rhode Island Youth Basketball Association, the East Greenwich Basketball Association, the East Greenwich Lacrosse Association, and the Rhode Island Hospital Board of Governors.

Mr. Bianco earned a BA from Providence College, where he was a two-time captain of the Men's Lacrosse Team. Mr. Bianco is also a graduate of the Harvard University Trade Union Program. A native of Providence, RI, Mr. Bianco resides with his family in East Greenwich, RI.



## DAVID HOOVLER

*Orange County District Attorney*

**D**avid Hoovler has always been a law and order guy. His first job out of college was with a police department outside Washington, DC where crime was high, and Dave developed a reputation as a cop who got things done. He quickly advanced to detective, where a new dream developed as he spent more and more time testifying in court: law school. His goal was to still work with the "good guys" as a prosecutor, and job offers brought him to New



York following law school. After a stint in the Bronx where Dave developed his craft on a number of high-profile cases, the bucolic life of Orange County beckoned. He and his growing family built a home in the Town of Deerpark, and Dave began to put down roots. His heart for justice was fast becoming his heart for Orange County as he began volunteering his time with various local organizations from Little League to Youth Football and eventually, local politics. Dave approached everything he did with a desire to make it better for the people around him. If there was an injustice, Dave would search for a solution that was equitable and fair. People began to take notice as Dave worked to bring justice to Orange County.

In 2014, Dave was elected as Orange County District Attorney running on a platform of community prosecution, a crime prevention tactic that partners prosecutors with law enforcement and residents. Since being elected, Dave has expanded the community prosecution model to many more stakeholders in the community, including partnering with schools for bullying and truancy issues, local business owners for a community camera partnership, the immigrant community for immigrant justice, local unions for fair wage and other labor violations, local colleges for increased awareness about sexual assaults and underage drinking, local advocacy groups for the prevention of domestic violence and healthcare and other partners across Orange County to combat the opioid/heroin epidemic. Dave's commitment to providing safety and justice to the citizens of Orange County is unparalleled.

A graduate and Hall of Fame inductee of Leadership Orange, Dave has continued his involvement in community service by helping young leaders understand the role and impact that government has on their communities. He has been an adjunct professor at SUNY Orange, where he taught Constitutional Law and Criminal Justice.

Dave has recently served as the President of the District Attorneys Association of New York and sits on the Board of Directors. He and Christa, his wife of more than 25 years, reside in Deerpark, where they've raised three children, their daughter Shelby, an adult, their older son, Heath, a graduate assistant football coach at Wilkes University, and their younger son, Jackson, a Junior, college golfer, at Alvernia University, in Pennsylvania. In between community events, Dave and Christa can be found on the golf course, where Dave is chasing his missed dream of being a professional golfer.

## DANIEL ORTEGA

*Community Affairs,  
Engineers Labor-Employer Cooperative  
(ELEC 825)*

**D**aniel Ortega joined ELEC 825 in October of 2014 and oversees the Community Affairs Outreach. Mr. Ortega's primary responsibility is to assist in developing and maintaining contacts with local governmental entities, agencies, authorities, and other relevant organizations. He participates in community meetings such as municipal council/town meetings, public hearings, and Planning/Zoning boards, as well as community organizations such as chambers of commerce, business associations, and economic development agencies. Through these efforts, he continues to pursue and promote ELEC's mission to foster an environment that creates economic development and construction in our territory which includes the State of New Jersey and five counties in the Hudson Valley in New York: Delaware, Orange, Rockland, Sullivan, and Ulster Counties.

Mr. Ortega has testified before New York Legislative Committees advocating for the advancement of transportation projects in the Hudson Valley as well as legislation to improve water systems and sewerage facilities in the state. His efforts on behalf of ELEC and in collaboration with the 17 Forward 86 Coalition members brought in state and federal funding to finally bring NY Route 17 to federal highway standard with \$5 million for a Planning and Engineering Linkage study in 2014, \$34 million for the project Environmental Impact Statement and \$1 billion for construction as part of the 2022-2023 NY State Budget.

On behalf of IUOE Local 825 and ELEC, Daniel was an active participant with New Yorkers for Clean Water and Jobs, a coalition of environmental groups, unions and businesses. The coalition helped pass the New York Bond Act in 2022, which will bring over \$4 billion in environmental investment in New York state over the next 10 years.

Mr. Ortega has been a panelist in forums that involve infrastructure needs including transportation and environmental projects. He co-authored an op-ed on the importance of the Environmental Bond Act. In April of 2023, *Newsday* published his op-ed on the need to be mindful of cost and affordability as energy policy is considered.

Daniel joined the Pattern for Progress as a Board Member in the fall of 2022. At Pattern, he chairs the Education and Outreach Workgroup helping shape future search and advocacy. Since February of 2021, Mr. Ortega serves as the Co-Chair of the Government Affairs Committee for the Orange County Chamber of Commerce and in January 2024 he joined their Board of Directors. He is active with the Rockland Business Association Economic Development and Government Affairs Committee. Since April 2017, Mr. Ortega has served as Chairman of the Housing Authority of Bergen County, devoted to the agency's commitment to creating and preserving affordable housing.

Dan earned his BA in Political Science from William Paterson University in 2006 and an MS in Administrative Science from Fairleigh Dickinson University in 2010. Dan, his awesome wife, and two beautiful daughters are residents of Wyckoff, NJ. He enjoys cooking all kinds of delicious foods including a mean mac and cheese.



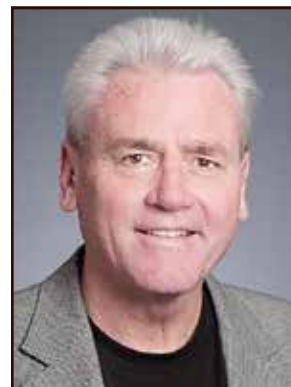
## TERRY O'SULLIVAN

*General President Emeritus LIUNA,  
Chairman of the Board Ullico*

**T**erry O'Sullivan served as the tenth General President of the Laborers International Union of North America (LIUNA) from January 1, 2000, to April 30, 2023, becoming the second-longest serving General President in the union's 121-year history. Unanimously elected General President Emeritus by LIUNA's General Executive Board upon his retirement, O'Sullivan remains actively engaged in the union, often representing LIUNA at trade union gatherings around the world.

Under his leadership as General President, LIUNA:

Continued on page 12





## 2024 Hudson Valley Construction Industry Partnership ANNUAL MID-WINTER MEETING

# MEET OUR GUEST SPEAKERS

### TERRY O'SULLIVAN *Continued from page 11*

• Grew to include 520,000 members across the United States and Canada, the highest number of members in its history.

• Raised more than \$15 million per election cycle for political action, positioning its political action committee as one of the top 10 in the United States.

• Committed 25 cents for every hour worked by a Laborer to the union's organizing efforts, generating more than \$100 million per year.

• Became a recognized leader in the energy, infrastructure, and other large industrial sectors, building strategic alliances with contractors, owners, investors, and industry trade associations.

• Launched the most successful branding campaign ever in its history, featuring a slogan, "Feel the Power!" and adopting a color, construction orange, that has made Laborers instantly recognizable wherever they go.

• Expanded the footprint of its landmark headquarters building two blocks from the White House, and across the street from the AFL-CIO.

Terry currently serves on the board of the Terence J. O'Sullivan LIUNA Charitable Foundation, named for his father, the former General Secretary-Treasurer of LIUNA, which raises money to fund research into the diseases that are the major causes of illness and death among Laborers and their families. General President Emeritus O'Sullivan also is Chairman of the Board of the Union Labor Life Insurance Company (ULLICO) and is the longest-serving board member in the company's history. He also serves as a board member of the AFL-CIO's Housing Investment Trust (HIT), which funds affordable housing projects throughout the United States.

A long-time, vocal supporter of Sinn Fein and its work to secure a peaceful, just, and united Ireland, Terry continues to work closely with the party, its allies, and Irish labor leaders to advocate for full implementation of the historic Good Friday Agreement.

Terry previously served as LIUNA Vice President, Mid Atlantic Regional Manager, and Assistant to the General President. He has served LIUNA in many positions, including Chief of Staff; Staff Assistant to the General President; Administrator of the LIUNA Tri-Funds; Assistant Director of the LIUNA Construction, Maintenance, and Service Trades Department; and Administrator of the West Virginia Laborers Training Center. A proud native of San Francisco, CA, he joined LIUNA in 1974 and is a long-time member of LIUNA Local Union 1353 in Charleston, WV.

## PATRICK PURCELL, JR.

*Executive Director, NYS Laborers LECET*

Patrick Purcell, Jr., is the Executive Director of the New York State Laborers-Employers Cooperation and Education Trust (LECET). This labor-management fund is dedicated to capturing work for the more than 40,000 members of the New York State Laborers Union and LIUNA signatory contractors, increasing union market share, holding nonunion employers accountable for irresponsible and dangerous practices, and amplifying LIUNA's work and membership.

Pat is very proud to have been a part of campaigns to expand the use of prevailing wage, increase safety standards for construction workers, and promote the use of responsible contractor language when the city and state are using public subsidies.

Pat graduated from the University of Maryland in 1988. Following graduation, he took his first job in the labor movement at the AFL-CIO researching and investigating working conditions at Perdue Poultry plants.

In 1989, Pat went to work with United Food and Commercial Workers where he spent 25 years performing many functions including Director of Organizing, Director of Special Projects, Vice President of Political and Legislative Affairs and Assistant to the Presidents. Pat is very proud to have led the campaign to keep Wal-Mart out of New York City. He appeared several times on Fox News Neil Cavuto Show and CNBC's Squawk Box to discuss Walmart and Target's business practices.

As the grandson of a carpenter and son of an electrician, Pat is most proud of the opportunity to work for the amazing brothers and sisters of the Laborers Construction Union. He is most proud of his two children (Brian and Nicholas) and his granddaughter and cherishes his time with them. In his spare time, he loves spoiling his granddaughter and he advocates with groups helping to raise autism awareness.

## GUS SCACCO

*Chief Executive Officer*

*And Chief Investment Officer*

*Of Hudson Valley Investment Advisors*

Gus has been the Chief Executive Officer and Chief Investment Officer of Hudson Valley Investment Advisors (HVIA) since 2015 and Portfolio Manager on HVIA's mutual fund (HVEIX) since inception. Before joining HVIA, Gus was Chief Operating Officer and Senior Equity Analyst at Tiger Shark Management, LLC, a seed fund known as a "Tiger Cub" under Tiger Management Corp. He was previously an Equity Portfolio Manager and Partner of Angelo Gordon Asset Management. Gus has worked at Morgan Stanley, running the firm's Capital Growth Fund. He has over 30 years of experience as a portfolio manager and analyst in both the institutional and high-net-worth markets. Gus has also been an adjunct instructor in Finance at Hofstra University. He holds a Bachelor of Business Administration from Adelphi University and an MBA in Finance from Hofstra University. If you watch Fox Business, you'll often see Gus as a regular guest talking about the markets. When he's not looking after portfolios, Gus is active as a board member for both public and not-for-profit organizations.



## JAMES STEINBERG Esq.

*Brady McGuire & Steinberg, P.C.*

James M. Steinberg is the managing partner of Brady McGuire & Steinberg, P.C., the firm he founded with his current partner and IUOE General Counsel Matthew G. McGuire and retired member Robert D. Brady in February 1998. Jim's practice focuses upon the representation of labor unions and their affiliated ERISA trust funds, including the Building & Construction Trades Council of Westchester & Putnam Counties, New York.

On behalf of his labor union clients, Jim provides a full range of representation including Project Labor Agreement drafting and negotiation, collective bargaining negotiations, evaluation of union member grievances, progressive discipline, arbitrations, drafting bylaws and constitutions, duty of fair representation cases, regulatory audits and investigations, NLRB ULP charges and investigations, NLRB RC & UC petitions and hearings, EEOC complaints and compliance with federal and state subpoenas. On behalf of his pension, annuity, welfare, labor-management cooperation trust and apprenticeship/training fund clients, Jim provides compliance with federal legislation including ERISA, HIPAA, the Pension Protection Act and the Affordable Care Act and provides legal assistance relating to the administration of such plans, compliance with their trust agreements, plan documents and DOL and IRS regulations, as well as subrogation claims and QDRO determinations, fringe benefit collection matters, N.Y.S. Department of Labor Apprentice regulations and compliance, negotiation of vendor contracts and litigated matters.



## MATTHEW STODDARD

*Business Manager, Local 417*

Matthew P. Stoddard has been a member of Ironworkers Local 417 for 43 years. He became Business Manager for the Local in 2022.

He holds positions on the following Boards:

- Recording Secretary of the Hudson Valley Building Trades.
- Vice President of the Rockland County Building Trades.
- Chairs the Dutchess County Building Trades Sub-Committee.
- Treasurer of the Montgomery I.D.A. Council.

In the past years, Matt was extremely active in all Central Labor Councils in the Hudson Valley and the area Labor Federation. He currently keeps in close contact with these organizations.

Before serving as Business Manager of Ironworkers Local 417, Matt served his Local as:

- Executive Board Member and as Recording Secretary and President.
- Serves as a Trustee on the Pension, Annuity, and Health Funds.
- Delegate to Ironworkers District Council.
- Coordinator for the Ironworkers Local 417 Apprenticeship program.
- Political Coordinator.

Matt's goal is to strengthen the Labor Movement in the Hudson Valley by keeping jobs local and being active in the community. Matt has very strong Union loyalty and is very passionate about his work.

Matt lives with his wife, Erin, and his son Matthew in Orange County. He is a Newburgh Free Academy Alumni in 1981 and immediately following graduation he was accepted into the Ironworkers Local 417 Apprenticeship Training Program.



## GINA SULLIVAN

*Business Development at*

*Engineers Labor-Employer Cooperative 825*

Gina Sullivan manages Business Development for the Engineers Labor-Employer Cooperative, the Labor Management Fund of Operating Engineers Local 825. In her current role, she works closely with the more than 1,000 signatory contractors who employ the nearly 8,000 members of Local 825. Her role keeps her active and in tune with economic development going on throughout the state, all while keeping an eye on legislative and regulatory changes that impact opportunities for contractors to pursue and put members to work.

Before joining Engineers Labor-Employer Cooperative, Gina served as the Director of Policy and Legislation for Assemblyman Herb Conaway of NJ's 7<sup>th</sup> Legislative District.

Gina is a member of the Board of Trustees for the Southern New Jersey Development Council. She also serves as Secretary of the Zoning Board for Florence Township.

Gina has her Masters in Labor and Employment Relations and Bachelors in Labor Studies, both from Rutgers University.





***The Ritz-Carlton***  
***Naples, Florida***  
***February 25 - February 29, 2024***

**Thank You Sponsors**

***Platinum Sponsors***

- Armistead Mechanical
- Eastern NY Laborers District Council
- Laborers Local 60
- Lord Abbett
- Operating Engineers Local 137
- Sheet Metal & Roofers Employers' Association of Southeastern NY, Inc.
- Thalle Industries, Inc.
- NYS Laborers Health & Safety Trust and NYS Laborers LECET

***Grand Reception Sponsor***

- Advance Testing Company, Inc.
- Argenio Brothers, Inc.
- Brigade Capital Management
- Key Construction Services LLC
- Laborers Local 754
- Stacey Braun Associates, Inc.

***Breakfast Sponsors***

- Atalanta Sosnoff Capital
- Boston Partners
- Montesano Brothers, Inc.
- North Atlantic States Regional Council of Carpenters
- The Chrys Group of Merrill Lynch

***Welcome Sponsors***

- Intercontinental Real Estate Corporation
- Laborers Local 17 LECET
- Laborers Local 190 LECET
- Perreca Electric Co., Inc.
- Tocqueville Asset Management, LLP
- Welby, Brady & Greenblatt, LLP
- Wells Fargo Advisors - The Optimal Service Group
- The Fischer Group at Graystone Consulting & The Chasin Group

*\* Listing at time of print*

*CIC / BCA serves 30,000 workers in the New York Downstate Region to advance public works and private development priorities affecting the economy and quality of life for the area's residents and businesses.*

*CIC/BCA's mission serves the sectors of transportation, clean water, infrastructure, energy, utilities and major private development projects.*

*At the CIC we "Advocate, Educate and Influence" for a better and more healthy construction industry.*

## Safety Watch

# Tragedy Illustrates Why Contractors Must Coordinate With Engineers to Establish and Update Rigging Plans

By COSTAS CYPRUS, ESQ.

The decision in *Secretary of Labor v. Tower King, II, Inc.* should serve as a reminder to the construction industry, and companies specifically involved in work on telecommunications towers, that rigging plans must be coordinated between the contractor and qualified engineers. Also, if there is a change to that plan it must be updated, accordingly.

This matter arose from a tragic incident in September 2017, in Florida, where three employees of Tower King, II were killed while working on equipment attached to a communications tower that detached and fell 1,000 feet to the ground. Tower King, was a small company engaged in the construction and maintenance of telecommunications towers. The company was founded by Kevin Barber who had over 30 years of experience in the industry. Tower King had been retained to perform work on a television station's tower in Miami.

The tower stood at about 1,000 feet and had a three-armed structure at the top, which was called an arbor. Each arm of the



arbor had a pedestal on which an antenna sits. According to Mr. Barber, the tower was meant to originally hold three antennas for three broadcasters but one broadcaster backed out, so to balance the pedestal a "dummy pole" was installed. Tower King was contracted to remove the dummy pole and pedestal on which it sat and replaced with two-section pedestal and working antennae.

To lower the old equipment and erect the new equipment to the top of the tower, Tower King utilized a "gin pole," which is a lifting device consisting of a latticed or tubular boom that would raise or lower

parts of the tower into the necessary position. The gin pole would be attached to the arbor using a bridle connection at the top and a basket connection at the bottom. The connections would be made using steel slings tightened with chains. The gin pole and the equipment that would attach to the tower comprised the rigging system.

Tower King contracted with Stainless Inc. to perform the engineering review of the project given that Tower King did not employ individuals with an engineering background. Tower King needed to ensure that the tower could ensure that the tower would be able to sustain the loads of the project, inclusive of the rigging system. Stainless was to conduct an engineering review to determine the imposed loads resulting from the rigging system and certify that the structure could withstand them. Mr. Barber chose Stainless for among other reasons, because they had originally designed and manufactured the tower.

Mr. Barber followed the standard practice of providing the rigging plan he developed

out a complete rigging plan and exceeded the capacity of the rigging attachments of a gin pole

that was attached to the tower and used to hoist loads, exposing employees who were tied off to the gin pole to fall hazards..." The citation proposed a feasible abatement method of ensuring "a complete rigging plan was developed and implemented including when appropriate, having a qualified engineer

***Tower King contracted with Stainless Inc. to perform the engineering review of the project given that Tower King did not employ individuals with an engineering background.***

to Stainless, who performed the calculations and certified the plans. Tower King had five employees at the site, and while two remained on the ground, three worked on the tower and were properly secured by a personal fall arrest system for which they were tied off to the gin pole. The gin pole would first be attached to the tower by raising it in place and setting it on a track attached to the arbor. Once the gin pole was set, it would be "tied back" or attached to the tower with the rigging equipment and after this process is complete, the workers would begin the process of removing the dummy pole by first detaching the old equipment and lowering it to the ground, using the gin pole. The new equipment would in turn be raised to the arbor by the gin pole where it would then be attached.

review the pertinent parts of the plan such as the means and methods of rigging attachments of the gin pole. Tower King contested the citation and the on-going litigation ensued.

The parties did not dispute that the accident was caused by the overloading of the rigging components at the bridle connection. However, the Secretary (of Labor) must establish that the "identified deficiencies could have resulted in a miscalculation sufficient to pose an overloading risk." The applicable ANSI standards for communication towers as developed by the American Society of Safety Engineers and the Telecommunications Industry Association were discussed and as further commented by expert engineers testifying for either side. The industry standards do not specify the required contents of a rigging

***The ALJ found it was not the contents of the rigging plan submitted to Stainless that posed the hazard, but the deviation from that plan in the field and the citation here did not address deviations from the plan but the contents of the plan.***

At the time of the incident, Tower King's employees were in the process of completing the work to replace the dummy pole. Three employees were tied to the gin pole while two were working on the ground. As they were moving the old pedestal that had been lowered, the gin pole detached from the arbor and fell to the ground killing the three workers. Authorities reported to the scene and Tower King notified OSHA who investigated, obtained documents and issued a citation against Tower King under the general duty clause, which requires each employer to furnish to each of his employee a place which is free from recognized hazards that are likely to cause death or serious physical harm.

The citation provided that in this instance, the "employees were performing work...with-

plan but rather identify considerations such as operational and non-operation construction loads, construction equipment, supporting structure, required load testing, etc.

Ultimately, the Administrative Law Judge gave more weight to Tower King's expert. The ALJ found that the evidence did not establish that a failure to specify the angle (of the rigging components) at the bridle connections in the rigging plan submitted to Stainless deprived Stainless of information necessary to perform an accurate calculation of the imposed loads and the Secretary failed to establish this omission posed a significant risk.

The parties also did not dispute that Tower King utilized a longer (and heavier) gin pole than in the plan submitted. Please turn to page 19



**AMERICAN SHORING INC.**  
Leader in High Quality Trench Shoring

We can provide you with the world's largest or smallest trench box or shoring system. Get high production numbers while keeping your workers safe. We will show you how with our on-site supervision. Contact us for the world's very best shoring. We will deliver on time, every time.

**RENTALS | SALES | SERVICE REPAIRS**

★ Trench boxes ★ Rock boxes ★ Slide Rail Shoring ★ Road plates ★ Aluminum trench boxes ★ Hydraulic shoring

**MADE IN THE USA**  
FACTORY DIRECT STORES

www.americanshoring.com  
Email us at: sales@americanshoring.com

**FACTORY & CORPORATE OFFICE**  
207 LAKE STREET (Route 32)  
NEWBURGH, NY 12550  
**1.845.562.4477**  
*Call us for local Metropolitan New York, New Jersey, and Connecticut Inquiries*

**BOSTON AREA LOCATION**  
238 E CHERRY STREET  
SHREWSBURY, MA 01545  
**1.508.842.2822**  
*For New England, Maine, Vermont, New Hampshire, and Western NY State*

**BALTIMORE AREA LOCATION**  
506 PULASKI HIGHWAY  
JOPPA, MD 21085  
**1.443.313.3461**  
*For the Mid-Atlantic Region, Eastern PA, So. Jersey, Delaware, Maryland, & Virginia*

800-407-4674





**CAREER & TECHNICAL EDUCATION**

*"The Biggest Party of the Spring"*

*Learn about the Trades*



*Food, Music, Entertainment, and More!*

**SAVE THE DATE 4/17/24**

**CAREER & TECHNICAL EDUCATION Regional Union Information Event**

**April 17, 2024 | 5:30--7:30pm**

Main Tech Center 200 BOCES DRIVE, YORKTOWN HEIGHTS, NY 10598

FOR FURTHER INFORMATION CONTACT:  
[slowery@pnwboces.org](mailto:slowery@pnwboces.org)



**UNION PARTNERS IN 2024**



North Atlantic States Regional COUNCIL of CARPENTERS

- Boilmakers Local 5
- Bricklayers & Allied Craftworkers Local 1
- Carpenters Locals 251 & 279
- Electricians Locals 3 & 363
- Insulators Local 91
- Iron Workers Locals 40, 197 & 580
- Laborers Locals 17,18, 60, 235 & 754
- Plumbers & Steamfitters Locals 21 & 373
- Metallic Lathers Local 46
- Operating Engineers Locals 15, 137 & 825
- Painters and Allied Trades Local 1087
- Painters Local 113
- Roofers Local 8
- Sheetmetal Workers Local 38
- Teamsters Locals 445 & 456
- Carpenters NASRCC
- NYC Council Carpenters

*More Partnerships to Come!*

**EMPLOYER PARTNERS**



**SUPERINTENDENTS**

James M. Ryan, Ed.D.  
DISTRICT SUPERINTENDENT

Lynn Allen, Ed.D.  
ASSISTANT SUPERINTENDENT

Todd Currie  
ASSISTANT SUPERINTENDENT

Louis T. Riolo  
ASSISTANT SUPERINTENDENT

**BOARD MEMBERS**

Richard Kreps  
PRESIDENT

Catherine Lilburne  
VICE PRESIDENT

Tina Mackay  
TRUSTEE

Neal Haber  
TRUSTEE

James Ryan, Ed.D.  
TRUSTEE

Frank Schnecker  
TRUSTEE

Michael Simpkins  
TRUSTEE

**STRONG UNIONS BUILD STRONG COMMUNITIES**

Heavy Construction Laborers Local 60  
Hawthorne, NY

Teamsters Local 456  
Elmsford, NY

Operating Engineers Local 137  
Briarcliff Manor, NY

Operating Engineers Local 15D  
Long Island City, NY

Building Laborers Local 235  
Elmsford, NY

Carpenters Local 279  
Hopewell Junction, NY

Laborers Local 17  
Newburgh, NY

Ironworkers Local 417  
Wallkill, NY

Ironworkers Local 40  
New York, NY

# Construction NEWS

## PHOTO GALLERY



DOT Region 8 Deputy Director Nikhil Natarajan presented a year in review to construction contractors and union agents.



ARTBA's Emmett Russell and the crowd of 150+ go through an interactive instruction on hand signals when flagging and spotting.



From left, ARTBA's Emmert Russell and Robinson Vasquez, who provided instruction on heat hazards and over-exertion.

## Annual CIC NYSDOT Region 8 Construction Safety Seminar

HYDE PARK, NY—The annual CIC/NYS-DOT Region 8 Safety Seminar held at the Culinary Institute of America here on Tues., Jan. 30, drew a record attendance of more than 150 contractors, union officials, and safety experts for the daylong program. The topics covered over the years include silica awareness, excavation safety, confined space hazards, FMCSA regulation and drug testing advancement as well as temporary traffic controls. This year's topics expanded from there to include a particular focus on disaster recovery efforts in the wake of the devastating flooding from torrential rainfalls in September.

This year's program also demonstrated the strong commitment to safety within the Hudson Valley construction community given the record turnout spanning the 30-year history of the program. It was a testament to the growing focus on safety among members of the trade association, organizers said.

The seminar commenced with welcoming remarks from the CIC's Matthew Pepe and his introductions of Nikhil Natarajan, deputy director of NYSDOT Region 8. Mr. Natarajan provided a comprehensive 2023 overview of Region 8's activities, with a particular focus on the disastrous flooding and damage to the region's infrastructure. His insights into the challenges and achievements of the past year

set a reflective and forward-thinking tone for the day's discussions.

The educational portion of the seminar was notably enriched by the expertise of Emmett Russell and Robinson Vasquez from the American Road & Transportation Builders Association (ARTBA). Their presentations covered a range of crucial topics, including Internal and External Traffic Control, Flagging and Spotting, as well as addressing occupational hazards like Heat Hazards and over-exertion. The depth and variety of subjects presented by the ARTBA instructors were both informative and instrumental in broadening the understanding of safety practices within the industry.

Closing remarks by Mr. Pepe urged participants to bring their knowledge back to the job site and use it as a teaching tool in their respective companies. "Both NYSDOT Region 8 and ARTBA made invaluable contributions and their collaborations play a pivotal role in advancing our collective knowledge and commitment to safety," Mr. Pepe added.

Both CIC and ARTBA will survey attendees for comments and suggestions on ways to improve the program for next year in January 2025. "Your feedback is crucial in shaping a seminar that truly reflects the needs and interests of our contracting community," Mr. Pepe concluded.



ARTBA's Emmett Russell discussed resources available to bolster safe worker habits and behavior.



From left, NYSDOT Region 8 Deputy Director Nikhil Natarajan, Moderator Matthew Pepe of the BCA, and NYSDOT Region 8 Construction Engineer Greg Bendell.



**Financial Management**

# Design-Build Procurement to Shape Future Of Construction for City of New York: DDC

By PHILLIP ROSS, CPA, CGMA, PARTNER

In an effort to increase efficiency and reduce complexity in the construction process, the recently appointed Associate Commissioner of Alternative Delivery for New York City's Department of Design and Construction, Alison Landry, has committed to exploring alternatives to the traditional processes for design-bid-build projects for the City.



Ms. Landry has indicated that alternative projects such as the new Design-Build initiative (DB) will modernize the way projects are delivered as one of the foundational steps in the future of construction for NYC DDC.

Numerous agencies in other states have adopted new alternative delivery methods, and Ms. Landry aims to elevate

compared to New York City's more traditional method of awarding separate design and construction contracts to the lowest responsible bidder. In the new process, a single source, which may be one or more firms, will assume responsibility for the execution of

the project, the schedule and contract's monetary value in the early stage of the project. Construction risks for all parties, including both the city and designer-contractor, should hopefully be reduced as a result.

Officials hope that D-B will deliver more efficiently on New York City's increasingly complex and essential public projects. With the competition and complexity of design-bid-build out of the way in terms of looking for the lowest bidder, contractors will be able to move along much more efficiently with fewer hurdles in the way. The goal is a high-quality design created by a team that will coordinate every step of the way throughout the design and

and cost-sensitive.

**D-B Will Result in More-Timely, Cost-Effective Project Completions**  
The first D-B project by

*The hope is that design-build will be able to deliver more efficiently on New York City's increasingly complex and essential public projects.*

the DDC was initiated in Kew Gardens, Queens, where a new garage and community space is being constructed next to the site of a new jail. It has been surmised that the project completion time will be reduced by three years versus the time frame required by older methods in the city's traditional design-bid-build process.

Another clear example demonstrating the success of the new program is in the new Parks Operations Center where it is projected that contractors of this project will also save at least three years in time to completion. Ultimately, the D-B process will encompass multiple projects, including new libraries, fire stations, and maintenance facilities, among others. Acceleration of public works such as water, sewer, and

road projects will also be a product of new construction that is increasingly reliant on D-B as the vehicle for more timely and cost-effective completions for critical public needs.

Adopting new ways of doing things became a priority throughout the pandemic, where the construction industry was forced to rise above the challenges and become more agile. The challenges were many, including everything from labor, materials procure-

ment processes, as well as the integration of technologies with potential to impact every aspect of the building process. Today, embracing new ways of doing things continues to secure overall improvement of project coordination and efficiency. D-B is now here as a new and better way that construction contractors can embrace. FMI projected that design-build will post a 7.6%-annual growth rate from 2021 to 2025. FMI envisions 34% total growth in D-B construction spending over that time frame.

**NYC is Now Poised to Benefit Immensely From New Alternative Project Methods**

D-B today is set to drive change. Today, post-pandemic, the use and growth of new **Please turn to page 19**

*In many cases, collaboration will replace bureaucratic processes and log jams. The construction of public buildings and infrastructure should become more easily executable and cost-sensitive through this new process.*

standards here in Gotham too. Here's why:

**D-B Greatly Reduces the Contract Complexities Of Separate Design, Construction Bid Awards**  
D-B is significantly distinct

the entire project. In this way, the designer and builder will be on the same team vs. fielding multiple other contractors throughout. This ensures there is close-knit teamwork from the beginning that clearly defines

construction process. In many cases, collaboration will replace bureaucratic processes and log jams. Through this process, the construction of public buildings and infrastructure should become more easily executable



## ANNUAL CIC NYS DOT REGION 8 SAFETY SEMINAR

### Thank You To Our Sponsors





## Laborers Local 60 Rallies For Rye Lake Water Filtration Plant

WHITE PLAINS, NY—Members and business agents of Laborers Local 60 of Hawthorne, NY turned out in force to support a plan by the non-profit benefit corporation, the Westchester Joint Water Works, which seeks to build a \$138-million water filtration plant for its Rye Lake water source. The new plant will ensure safe drinking water by treating disinfection byproducts that have been found in WJWW's water distribution system. The facility will protect the safety of water that is delivered to more than 100,000 residents and businesses.

## WASHINGTON UPDATE

### New EPA Air Quality Standard Termed an Overreach by ARTBA

WASHINGTON — The Biden-Harris Administration on Feb. 7 finalized a significantly stronger air quality standard that officials say will better protect America's families, workers, and communities from the dangerous and costly health effects of fine particle pollution, also known as soot.

By strengthening the annual health-based national ambient air quality standard for fine particulate matter (PM<sub>2.5</sub>) from a level of 12 micrograms per cubic meter to 9 micrograms per cubic meter, the U.S. Environmental Protection Agency's updated standard will save lives—preventing up to 4,500 premature deaths and 290,000 lost workdays, yielding up to \$46 billion in net health benefits in 2032. For every \$1 spent from this action, there could be as much as \$77 in human health benefits in 2032.

However, the American Road and Transportation Builders Association (ARTBA) disagrees with the action to modify air quality standard, which it claims will put nearly 600 counties out of step with federal rules and

at risk of losing their federal highway funding. That is a 47% increase in the number of jurisdictions now out of attainment.

ARTBA President and CEO Dave Bauer stated, "Just because a regulation exists does not mean it must be increased. Current standards are working—PM emissions have dropped 37% in the past 20 years. Not only is EPA's final rule unnecessary, it would also make it harder for many state and local transportation agencies to access 2021 bipartisan infrastructure law funds aimed at reducing traffic congestion and greenhouse gas emissions."

In announcing the new standard, EPA Administrator Michael S. Regan said, "This final air quality standard will save lives and make all people healthier, especially within America's most vulnerable and overburdened communities. Cleaner air means that our children have brighter futures, and people can live more productive and active lives, improving our ability to grow and develop as a nation."

### TRIP Report Calculates Poor Roads, Bridges Cost New York City Area Motorists Nearly \$37 Billion

Continued from page 3

of New York's bridges are rated poor/structurally deficient. In the Poughkeepsie-Newburgh-Middletown area, 14% of the region's bridges were rated poor or structurally deficient, with 61% rated fair and only 24% of the total 806 bridges rated good.

Traffic congestion in the New York-Newark-Jersey City urban area causes 91 annual hours of delay for the average motorist and costs the average driver \$2,459 annually in lost time and wasted fuel. New York-Newark-Jersey City drivers waste an average of 37 gallons of fuel per motorist annually due to congestion.

Statewide, drivers lose \$16.8 billion annually as a result of lost time and wasted fuel due to traffic congestion. Due to the COVID-19 pandemic, vehicle travel in New York dropped by as much as 45% in April 2020 (as compared to vehicle travel during the same month the previous year).

By the close of 2022, vehicle miles of travel in New York had rebounded to 9% below 2019's pre-pandemic levels. During the first nine months of 2023, as compared to the first nine months of 2022, New York VMT increased 4%, the third largest increase in the nation during that time.

#### Other Key Findings

- Traffic crashes in New York claimed the lives of 5,207 people between 2018 and 2022. In the New York-Newark-Jersey City urban area, on average, 607 people were killed in traffic crashes each year from 2017 to 2021.

- The number of fatalities in New York increased 23% from 2019 to 2022, from 931 to 1,148, and the state's fatality rate per 100 million VMT increased 39% during that time, from 0.75 to 1.02.

- Improvements to New York's roads, highways and bridges are funded by local, state and federal governments.

The level of federal highway investment is set to increase as a result of the five-year Infrastructure Investment and Jobs Act (IIJA), signed into law by President Biden in November 2021, which resulted in a 50% increase in annual federal funding for New York.

- During 2022 and the first half of 2023 the Federal Highway Administration's national highway construction cost index, which measures labor and materials cost, increased by 36%.

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

## ALBANY UPDATE

### NY State Awards \$215M In Water Quality Funding

ALBANY—In separate announcements on Feb. 15, New York announced awards of more than \$166 million in grants to 187 water quality projects throughout the state. In addition, the Environmental Facilities Corporation Board of Directors had approved over \$49 million in direct financial assistance for water infrastructure improvement projects across New York State.

The grants support projects that will help protect drinking water, update aging water infrastructure, combat contributors to harmful algae blooms, and improve aquatic habitat in communities statewide. More than \$101 million of the funding will support water quality improvements for environmental justice communities, which have been disproportionately impacted by environmental pollution.

More than \$146 million was awarded to 81 projects through the Water Quality Improvement Project grant program administered by the State Department of Environmental Conservation. The WQIP grant program supports projects that will directly improve water quality or aquatic habitat, promote flood risk reduction, restoration, and enhanced flood and climate resiliency, or protect a drinking water source. An additional \$2 million is being awarded to 35 projects through the Non-Agricultural Nonpoint Source Planning and Municipal Separate Storm Sewer System Mapping Grant to fund projects that help pay for the initial planning of non-agricultural nonpoint source water quality improvement projects, such as undersized culvert replacements and green infrastructure technologies, and state permit-required storm sewer mapping in urban areas. These projects will reduce the amount of polluted stormwater runoff entering lakes, rivers, and streams, and improve resiliency against the impacts of climate change.

The state is also awarding \$18 million through the Green Innovation Grant Program and Engineering Planning Grants administered by the Environmental Facilities Corporation. Of that, \$15 million in GIGP will support projects that help mitigate the effects of climate change in environmental justice communities. An additional \$3 million in EPG will help 61 municipalities develop engineering reports to support their efforts to better leverage state and federal funding and advance fiscally sound and well-designed projects to construction. The EFC also announced today that it is removing the 300,000-population threshold as part of the hardship financing eligibility criteria.

The WQIP awards include funding provided by the Long Island Sound Study. More than \$5.8 million in Bipartisan Infrastructure Law funding through the U.S. Environmental Protection Agency will support improvements of the Port Washington Water Pollution Control District's treatment plant in Nassau County. The funding will be used to rehabilitate approximately 16,000 linear feet of gravity sewer main within its collection system to reduce sanitary sewer overflows. These improvements will bolster efforts to improve Manhasset Bay's water quality and support ongoing work to restore the Long Island Sound.

Local projects that secured grant funding included the Dutchess County Soil and Water Conservation District, which was granted \$180,000 under the Municipal Separate Storm Sewer System (MS4) Mapping program for Three Towns MS4 Mapping (Hudson Valley): The Dutchess County Soil and Water Conservation District will work with the towns of LaGrange, Pleasant Valley, and Hyde Park to complete basic MS4 mapping elements. The district will complete field work to locate and inventory the storm sewer conveyance systems and structures which will include pipes, ditches, catch basins, and outfalls. The project will assist the towns in further tracking, inspection, and maintenance of their stormwater conveyance systems.

The City of Mount Vernon and the New York City DEP were awarded funding under the GIPG program, which supports projects across the state that utilize green stormwater infrastructure design and green technologies.

The City of Mount Vernon will receive \$3 million in grants to revitalize the Fourth Street Park with green infrastructure practices including bioretention, rain gardens and porous pavement. This project will alleviate flooding at the Fourth Street Park and help improve the water quality of the Hutchinson River. The award complements New York State's \$150 million commitment to modernize Mount Vernon's aging infrastructure and reverse the effects of decades of disinvestment for this environmental justice community.

The New York City DEP has secured \$3 million in grants to transform multiple streets into green streets in Brooklyn and the Bronx. The city will retrofit the medians with bioretention and stormwater street trees to help reduce runoff and combined sewer overflows to the East River and Jamaica Bay.

The Environmental Facilities Corp.'s recent approval of \$49 million in direct water infrastructure financing, includes more than \$20 million from the federal Bipartisan Infrastructure Law. A \$13-million grant for the Buffalo Sewer Authority will modernize the 1970s-era secondary treatment system at the Bird Island Wastewater Treatment Plant.

Locally, the Village of Mount Kisco secured a \$2.375-million Water Infrastructure Improvement grant for the planning, design, and construction of improvements to the Saw Mill Pump Station and replacement of the Branch Brook Trunk Sewer.

## Financial Management

**Continued from page 17**  
technologies for construction firms, such as construction management software and BIM, are accelerating and will act to undergird the benefits of the collaborative approach to the D-B and other alternative delivery methods have to offer.

In this way, the delivery of complex capital projects in the city will become much more efficient versus the lengthy conception to completion times the city is known for. Whereas New York strictly adhered to older traditional models, the city is now poised to benefit from new alternative project methods. Unique urban challenges and obstacles related to logistics, space constraints and coordination with other

projects have been prohibitive to a degree in an overwhelmingly densely populated city. Overcoming reliance on older methods will be a large step and an improvement on the real estate capital of the world where building and construction are the foundation of the city's prosperity. Overall, the DDC is committed to excellence in prioritizing strategies that value the use of public funds for capital projects.

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

## Safety Watch

**Continued from page 14**

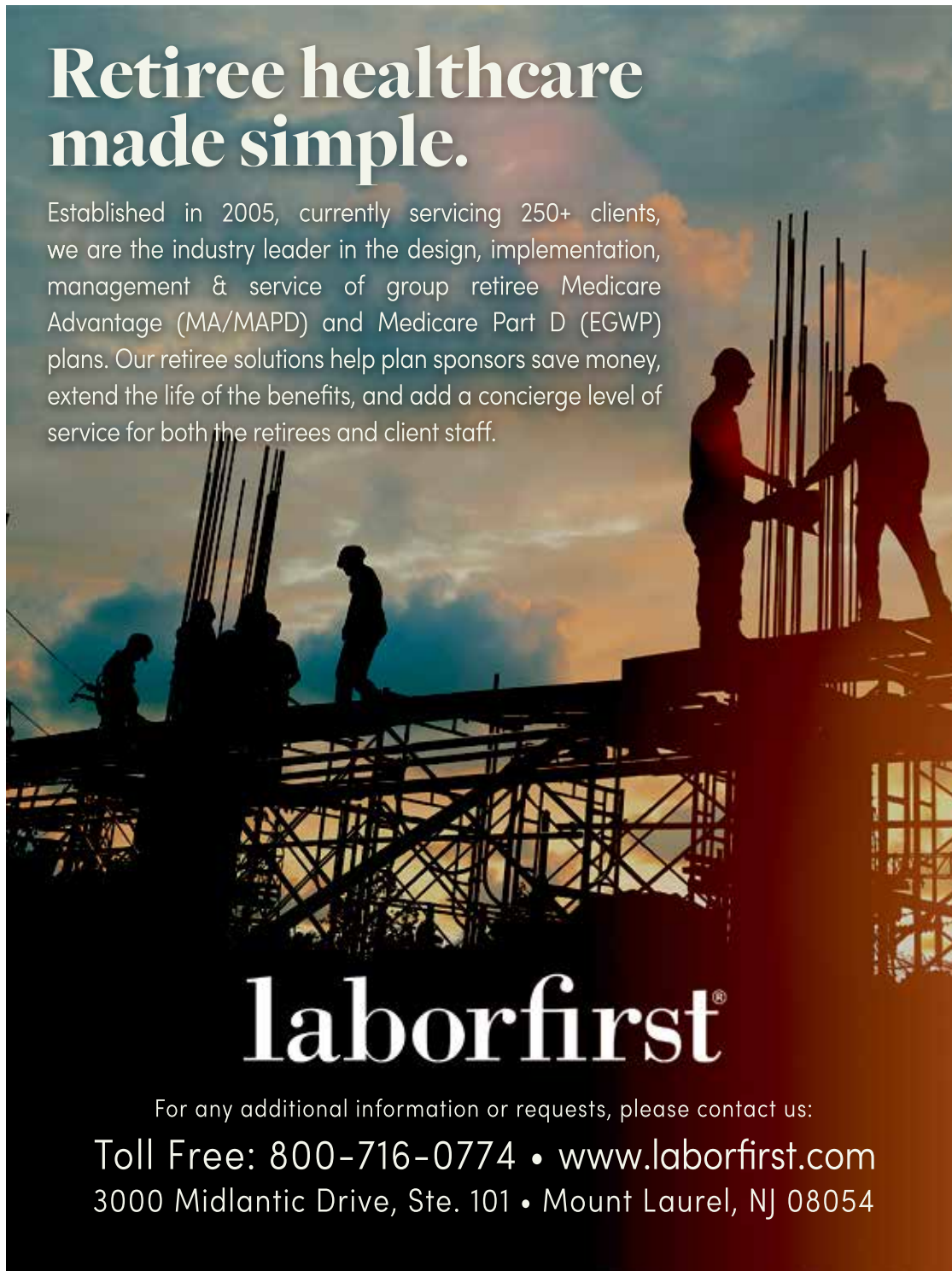
ted to Stainless due to field conditions and requirements. The submitted evidence was unclear as to specific decisions pertaining to the changing of the larger gin pole in the field. However, the ALJ found it was not the contents of the rigging plan submitted to Stainless that posed the hazard, but the deviation from that plan in the field and the citation here did not address deviations from the plan but the contents of the plan. Considering the issues with the citation in respect to the actual conditions in this unfortunate accident, the citation was vacated. Nonetheless, to pre-

vent accidents during rigging operations, contractors must communicate with engineers should there be a deviation of the plans due to field conditions that would impact imposed loads.

*About the author: Costas Cyprus is an attorney practicing construction law and commercial litigation with Welby, Brady & Greenblatt, LLP, in White Plains, NY. He can be reached at 914-428-2100 and at [ccyprus@wbglp.com](mailto:ccyprus@wbglp.com). The articles in this series do not constitute legal advice and are intended for general guidance only.*

# Retiree healthcare made simple.

Established in 2005, currently servicing 250+ clients, we are the industry leader in the design, implementation, management & service of group retiree Medicare Advantage (MA/MAPD) and Medicare Part D (EGWP) plans. Our retiree solutions help plan sponsors save money, extend the life of the benefits, and add a concierge level of service for both the retirees and client staff.



# laborfirst®

For any additional information or requests, please contact us:

Toll Free: 800-716-0774 • [www.laborfirst.com](http://www.laborfirst.com)  
3000 Midlantic Drive, Ste. 101 • Mount Laurel, NJ 08054



## Metallic Lathers and Reinforcing Iron Workers Local 46

**Local 46 can supply you with the manpower or contractors for all your reinforcing needs**

### Superstructure

- \*Walls/Columns
- \*Reinforced Slabs
- \*Post Tension
- \*Curb/Parapets
- \*Wire Mesh

### Foundations

- \*Pile Caps
- \*Retaining Walls
- \*Crane Mats
- \*Slab on Grade
- \*Pressure Mats
- \*Grade Beams

**Let Us Help You Reinforce The Future**

**Local 46 Metallic Lathers Union & Reinforcing Iron Workers**  
1322 Third Avenue, New York, NY 10021  
(212) 737-0500 Fax: 212-249-1226  
[www.ml46.org](http://www.ml46.org)

# International Union of Operating Engineers Local 137



**JEFF LOUGHLIN  
JAMES SASSO  
MIKE MILLER  
JOHN BELARDI  
DAVE RYAN  
JAMES ARNAU**

**BUSINESS MANAGER  
PRESIDENT/BUS. AGENT  
VICE PRESIDENT/BUS. AGENT  
RECORDING CORR. SECRETARY  
TREASURER  
FINANCIAL SECRETARY**

## Executive Board

**Ronald Burgess – Dan Calandro – Rocco Miceli – Trevor Rodney  
Pete Sampogna – Evan Vona**

**1360 Pleasantville Road Briarcliff Manor, NY 10510 (914)762-0600**



# Construction NEWS



## Teamsters L.U. 456 Creates On-the-Job Trainee Program



By **GEORGE DRAPEAU III**

ELMSFORD, NY—Teamsters Local 456 has created an on-the-job training program that enables a CDL-licensed driver/trainee to ride along in construction vehicles with an experienced driver/employee of signatory/CIC-member companies to develop the knowledge and skill to safely and effectively operate equipment used in construction.

“The CDL-licensed trainee will ride along with your employee experienced driver until the experienced driver is confident the CDL-licensed trainee can switch seats and operate the vehicle under the supervision of your employee/driver,” said John Cooney, Jr., executive director of the Construction Industry Council of Westchester & Hudson Valley, Inc.

“This is the best and most practical way for Local 456 to increase the supply of qualified CDL drivers of construction vehicles for our industry,” Mr. Cooney added. “There is a nationwide shortage of qualified truck drivers. Teamsters



**Young drivers benefit from one-on-one learning in the cab with an experienced journeymen driver to accelerate learning to operate actual heavy construction vehicles and equipment used on jobsites.**

Local 456 has also invested in this advanced in-class training program using state-of-the-art technology to create a truck simulator cab in its headquarters in Elmsford.”

There is no cost to CIC employers; the insurance, combined with the “Hold Harmless Agreement” protects contractors and owners from any liability or damage.

“The hold-harmless insur-

ance protection coverage for CIC employers is a great way for young drivers to fast-track their learning and to acquire the skills they need to operate construction dump trucks and other specialty vehicles,” explained Denise June, training director of Teamsters 456. The goal is to help satisfy the strong and growing demand for qualified and fully trained drivers of

**Please turn to page 29**

### Giving Young Drivers Training To Get Them Up and Running

ELMSFORD, NY—As the 2024 construction season picks up, Teamsters 456 Training Director Denise June, above, is again leading a Union program that combines hands-on instruction on construction jobsites and supply yards with in-house use of an advanced cab simulator at the Local’s headquarters in Elmsford, NY. The program fast-tracks the learning and skills new drivers will need to operate construction dump trucks and other specialty vehicles.

## Regeneron’s Expansion Propels Westchester IDA To Banner Year With \$2 Billion of Work in 2023

By **JOHN JORDAN**

WHITE PLAINS—The \$1.8-billion expansion of Regeneron Pharmaceuticals has once again put economic development activity incentivized by the Westchester County Industrial Development Agency in the billions of dollars.

The agency reported that 2023 was another record year as it finished the year with final and preliminary approvals of financial assistance for private investment development projects valued at approximately \$2.2 billion. This follows up the 2022 calendar year, which saw the IDA provide financial incentives for projects with an estimated value of \$1.84 billion.

In 2022, the IDA provided incentives for the first phase of Regeneron’s expansion at its facilities in Greenburgh and Tarrytown. Last year, the agency once again approved incentives for the pharmaceutical firm’s larger expansion of its corporate headquarters



**The \$89.2-million Modera project in White Plains, developed by Mill Creek Residential Trust, calls for adaptive reuse of a vacant light manufacturing facility into a 189-unit multifamily rental building with considerable affordable units.**

complex. Like 2022, the Regeneron project was the IDA’s largest by far in 2023. The expansion

project is expected to create more than 2,700 construction jobs, including 1,867 direct jobs resulting in more than \$273 mil-

lion in worker earnings and \$357 million in economic activity in Westchester County, the IDA reported.

Westchester County Director of Operations Joan McDonald, who chairs the IDA, pointed to many strategic initiatives that are ongoing and successful. These include the Regeneron’s expansion, biotech, advanced manufacturing and clean energy sectors. She noted the wide range of projects that received incentives was “truly impressive.”

She also listed transit-oriented developments, affordable senior housing, research labs, adaptive reuse housing and energy storage facilities.

Ms. McDonald noted that while the \$10-million projects in Ossining and Yorktown will not involve significant job creation, it does “send a message that we are committed to alternative energy.”

“In addition to local developers, we are also seeing national real estate companies that are attracted to the highly educated workforce and excellent quality  
**Please turn to page 26**

## Building Trades Confident Road, Energy, Sewer Work Will Lead to Busy 2024

Continued from page 1

systems (CAF-North and CAF-South), implementation of a SCADA system, upgrades to electrical infrastructure, deployment of innovative flow measurement systems, and renovation of the existing North Entrance at the 90-acre Hillview site.

Mr. Loughlin noted that work will begin in May or June on the MTA's plan to build a parking garage adjacent to the Brewster train station. The joint venture of Civetta-Stonebridge JV LLC was awarded the Design-Build contract on Dec. 30, 2023 with a winning bid of \$149.7 million for the "Brewster Yard Improvements (Phase 1) – Southeast Station Parking" project.

Other projects of note include a new Patient Tower at the Westchester Medical Center valued at \$186 million being built by Turner Construction. The project calls for the construction of a new 162,000-square-foot, five-story building containing 92 new hospital beds. The job is slated for completion in 2026.

Work on the latest expansion at White Plains Hospital is also set to begin this year, Mr. Loughlin noted. He said the plan, which includes the construction of a new facility at the current site of a parking garage, will total more than \$700 million, with construction costs estimated at approximately \$460 million. Mr. Loughlin said that negotiations are continuing to hopefully finalize a Project Labor Agreement with construction manager Suffolk Construction.

Work is also continuing on the \$1.8-billion expansion of Regeneron Pharmaceutical's facilities in Greenburgh and Tarrytown.

Mr. Loughlin said, "I am very optimistic for a very robust work program for this year. While it might start a little late, by May or June we are going to be very busy."

### Rockland County

Stephen Reich, co-vice president of the Rockland County Building & Construction Trades Council, was upbeat on the health of the construction and building sectors in Rockland County in 2024, although several large projects, specifically the Jehovah Witness facility in Ramapo and a planned expansion by Pfizer in Pearl River are both in doubt.

He noted after some site work and road work performed by union contractors, the building trades have learned that the Jehovah Witness organization plans to do the work in-house. Mr. Reich noted that there was a union site contractor in place, but that firm was recently told by a representative of the Jehovah Witnesses that it planned to self-perform the work. The overall plan calls for the development of a 1.5-million-square-foot audio-video production facility to be built in the Town of Ramapo, approximately two miles away from its 1.6-million-square-foot World Headquarters complex in Warwick.

"That job is up in the air right now in terms of how it gets done and who is going to do it," he noted. "It is going to be tough to get it union because they have a tendency to bring in people from all over the country to do their own work as part of their tithing." Mr. Reich said he is hopeful that, since the development is complicated, union tradesmen will work on the project going forward.

He also said word is that Pfizer, which was planning a \$470-million expansion of its vaccine laboratory operations in Pearl River, has put those plans on hold due to lower vaccine sales. The plan is still before the Town of Orangetown for approval, Mr. Reich added.

On the plus side of the ledger, the building trades in Rockland are getting significant work from the data center sector. He noted the first phase of a data center for Databank is underway. Footings have been put in and steel erection will take place shortly on the planned 200,000-square-foot building. Phase two involving another 145,000-square-foot data center is in the approval process.

He added there is a planned expansion at the Sycamore Data Center in Orangeburg that is expected to be filed soon with the town. That project is expected to be valued at approximately \$50 million. It is hoped the project could begin construction in the latter part of 2024.

An addition is also planned at the data center on Ramland Road, which is currently in the late stages of the approval process.

Regeneron is in the approval process for its planned \$70-million renovation of the former Avon complex in Suffern.

Rockland County BOCES' plan for a nearly \$48-million expansion of its campus in West Nyack will go before the voters on March 6. However, construction on that project, if it secures all necessary approvals, likely won't begin until 2026.

Some work on the redevelopment of the former Novartis site in Suffern into the Rockland Logistics Center has begun with demolition and some site work being performed by union contractors. The next phase of site work has been let, but at press time the winning bidder has not been announced. Brookfield is developing the project, which calls for three industrial buildings to be built totaling 1.2 million square feet.

Major work is also expected to commence soon on 7.2 miles of pipeline in Rockland County for the 339-mile Champlain Hudson Power Express project. The civil contractor on the power line project is J. Fletcher Creamer & Son.

Rockland County capital projects under construction or slated to begin sometime this year include: the more than \$18-million Union Hill and Tallman Station Upgrade, which will be performed by ECCO III Enterprises of Yonkers under a Project Labor Agreement. The \$8-million Pascack Brook



**ECCO III Enterprises of Yonkers reported recently that the ECCO III Skanska JV Team was the apparent low bidder for work at the Hillview Reservoir complex in Yonkers. The ECCO/Skanska team was the lower of two bidders at \$847.72 million**

Bridge replacement project, which will also be performed under a PLA, along with the Suffern Lane road improvements, a \$7-million project, are a go for this year. In addition, three county sewer projects (all PLA jobs) are expected to go out to bid soon, he noted.

In addition, the trades have a number of significant NYSDOT projects expected to go out to bid and begin this year.

Mr. Reich said that losing the Pfizer and possibly the Jehovah Witness development has hurt prospects for this year. In addition, a number of projects have been delayed.

"I anticipate an average to an above average year still," he predicted. "I am always a little conservative."

### Mid-Hudson Region

L. Todd Diorio, president of the Hudson Valley Building & Construction Trades Council, said that 2023 was a good year for most of the building trades in the Mid-Hudson region. He noted that the market share of work has shifted in recent years to more heavy-highway (infrastructure) work. He noted that the Building Trades' nine-year average (man-hours) has been 48% work in the building sector and 52% in heavy highway work. However, last year heavy highway project work accounted for 66% of man-hours and 34% in the building sector. Heavy highway/infrastructure work involves roads, bridges, water and sewer treatment plants, etc.

"The trades that are involved in the heavy highway industry—the Laborers, the Operating Engineers, the Iron Workers and the Carpenters, have seen pretty good numbers as far as man-hours," Mr. Diorio said. "Some of the other trades have been a little bit slower just because the building industry slowed down, so the trades like the Sheet Metal Workers, the Plumbers and the Electricians may have been a bit slower than what we call the 'Dirt Trades' or the heavy highway trades."

When asked how this year looks for the Mid-Hudson region's union tradesmen, Mr. Diorio said, "2024 looks good. There is a lot of work planned. We are starting to see some of the infrastructure money. Even some of the towns and the cities, such as Middletown and Kingston, have monies coming in, and you are starting to see some of that money go to sewer and water projects."

He added, "Definitely during the peak in the summer we should be at full employment. I know the Laborers will be at full employment and the trades should have another good year."

Mr. Diorio noted that this year the trades will see the first project in connection with the planned improvements to Route 17, which could eventually involve \$1 billion in work, go out to bid. In the fall NYSDOT expects to put out to bid phase two of the Exit 122 improvement program,

which has been estimated at \$83.3 million.

According to the NYSDOT timeline, other Route 17 improvement work, which could involve adding a third lane in each direction on portions of Route 17 in Orange and Sullivan counties, will likely commence in 2026.

The building trades will also see a significant amount of sports stadium work. For example, Michie Stadium at West Point is slated for \$200 million in upgrades, Dutchess Stadium will undergo approximately \$25 million in improvements (PLA), while Dietz Stadium in Kingston is also slated for upgrades (PLA).

Other work at West Point includes the \$45-million Lincoln Hall project.

The City of Middletown will undertake improvements to the former O&W Station under a Project Labor Agreement. The project is expected to cost approximately \$20 million to complete.

The first phase of the redevelopment of the Mid-Hudson Forensic Psychiatric Center went out to bid recently. The apparent low bid for that work was more than \$5.8 million. The second phase is expected to go out to bid in the next few months, Mr. Diorio said. That project could be worth approximately \$300 million. A PLA is in place on the project. Mr. Diorio expects work could begin in earnest on the project this summer.

There will also be significant school capital construction work this year. Mr. Diorio noted that combined work for the Cornwall, Middletown, Monroe-Woodbury and Newburgh school districts will amount to approximately \$350 million. In addition, approximately \$180 million in renovation work and some additions will be performed at Orange-Ulster BOCES facilities this year.

Work is also expected to start this summer on the final phase of the Delaware-Aqueduct Rondout Bypass Tunnel project, which will employ approximately 100 Laborers. Work on the bypass tunnel began seven years ago.

Work will also get underway in the Catskills region on the Champlain-Hudson Power Express project.

Ulster County will build a \$20-million Operations Center under a PLA in the Town of New Paltz. Also in Ulster County, work is continuing on the Wurts Street Bridge in Kingston, performed under a PLA with A. Servidone/B. /Anthony.

Negotiations are in the final stages on a PLA with the New York City DEP on \$85 million in roadway improvements at its upstate facilities.

A significant amount of union workers will be employed in the Town of Newburgh building Matrix Development Group's latest warehouse project, which will total approximately 500,000 square feet.

Orange County is also building a new \$24-million Medical Examiner's building in Goshen.



**A rendering of the new Patient Care Tower to be built on the campus of Westchester Medical Center.**

RENDERING COURTESY OF WMC HEALTH

# Local Sales Taxes Grew 4.2% in NY State To \$23 Billion in 2023, Comptroller Reports

ALBANY—Local government sales tax collections in New York State, fueled by growth in New York City sales taxes, totaled \$23 billion in calendar year 2023, up 4.2%, or \$919 million, from 2022, according to a report released Feb. 5 by New York State Comptroller Thomas P. DiNapoli.

“Growth in local sales tax collections statewide moderated in 2023, following two years of double-digit increases,” Mr. DiNapoli said. “The fluctuations in sales tax collections that characterized the pandemic period have subsided. Local officials should plan for sales tax revenue with more stable and modest growth rates.”

Local sales tax collections in the fourth quarter of 2023 increased by 3.1% compared to the same quarter of 2022, similar to the 3% and 3.6% year-over-year growth experienced in the second and third

quarters, respectively, and not nearly as robust as the 7.1% growth in the first quarter.

New York City’s sales tax growth of 5.9% in 2023 exceeded the aggregate results for the counties and cities in the rest of the state (2.4%). Growth in the city’s collections, which typically account for approximately two-fifths of the statewide total, was boosted by increases in domestic and international tourism, which approached pre-pandemic levels this past holiday season.

County collections, in total, grew by 2.4%, or \$259 million, in 2023 compared to the previous year. Most (50 of 57) counties outside of New York City experienced a year-over-year increase in sales tax collections, with many smaller counties seeing the strongest growth.

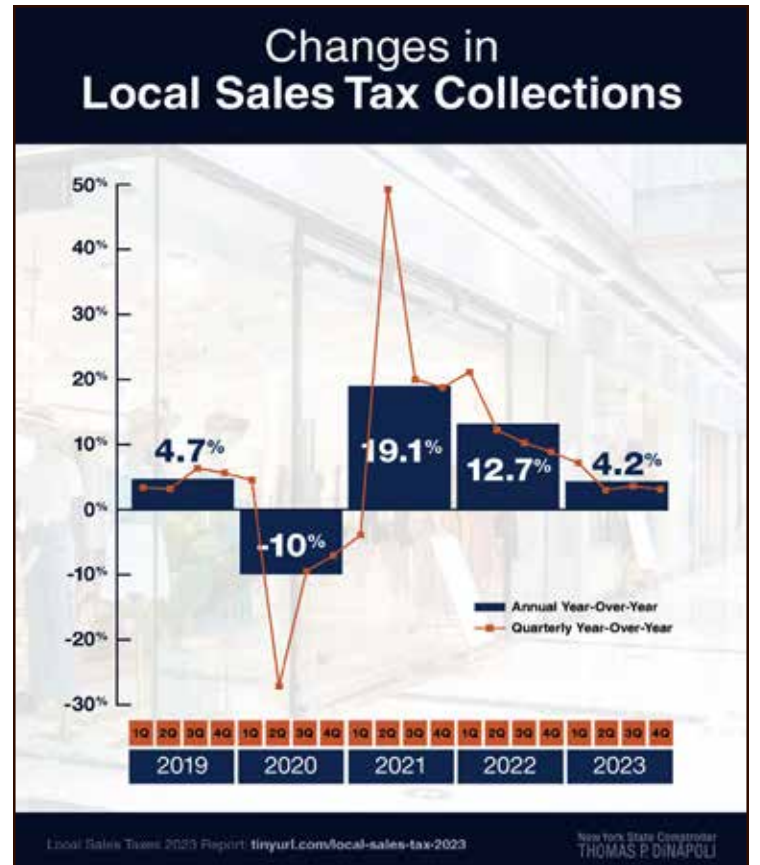
Sullivan County had the largest increase at 11.6%, followed by the counties of Scho-

harie (10.9%), Chenango (7.9%) and Schuyler (7.8%).

Yates County experienced the steepest decline in collections (-5.6%), followed by the counties of Cayuga (-2.5%), Steuben (-1.5%) and Rockland (-1.4%).

Of the 18 cities outside of New York City that impose their own sales tax, 15 saw year-over-year increases in 2023. Oswego had the strongest growth at 16%, followed by Glens Falls (9.6%), Norwich, and Oneida (8.9% each). Three cities experienced modest decreases in collections, with Auburn and Ithaca seeing a decline of 0.2% each, followed by Yonkers at less than 0.1%.

**For the Record:** The State Budget for FY2024 is \$229 billion through March 31, 2024. The proposed budget for FY2025 beginning April 1, which is now being decided, was introduced at \$233 billion.



SOURCE: NEW YORK STATE COMPTROLLER'S OFFICE



## Community Scholarship Programs



Construction Advancement Institute

**APPLY NOW**

[HTTPS://CICBCA.ORG/COMMUNITY/](https://cicbca.org/community/)

### LOUIS G. NAPPI CONSTRUCTION INDUSTRY LABOR-MANAGEMENT SCHOLARSHIP

- ✔ The Louis G. Nappi Construction Industry Labor-Management Scholarship Program grants up to fifteen \$5,000 College scholarships each year to students majoring in Applied Sciences, Technology, Engineering, Mathematics, Architecture or any other major as deemed acceptable by the Scholarship Committee.

### CONSTRUCTION ADVANCEMENT INSTITUTE LABOR MANAGEMENT SCHOLARSHIP

- ✔ The Construction Advancement Institute (courtesy of the BCA, a sister organization of the CIC) grants up to ten \$5,000 College scholarships each year to students majoring in Engineering, Architecture, Construction Management, Construction Technology or any other major as deemed acceptable by the Scholarship Committee.



**DEADLINE TO APPLY - JUNE 1, 2024**

914-631-6070

[www.cicbca.org](http://www.cicbca.org)



# Real Estate Broker's Forecast Sounds Alarm on Office Sector

By JOHN JORDAN

WHITE PLAINS—A panel of real estate brokers and developers offered a candid and unvarnished assessment of Westchester County's multifamily, industrial, medical and office markets heading into 2024.

BOMA Westchester held its Annual State of the Market luncheon at 360 Hamilton Ave. last month in White Plains where a panel offered mostly positive insights and projections for a number of commercial real estate sectors this year—with the one exception being the office market, which was described as “in crisis.”

The panel featured Ian Ceppos, executive vice president of JLL; Kevin Plunkett, director of Strategic Initiatives at Simone Development Companies; Mark Stagg, CEO and founder of the Stagg Group and Kevin McCarthy, managing director of Brokerage Services with Cushman & Wakefield. The panel's moderator was JLL Senior Vice President Betsy Buckley.

## Office Market ‘in Crisis’

Mr. McCarthy of Cushman described the current difficult conditions in the office market by noting that the Westchester County office market now consists of approximately 23 million square feet, down from about 30 million square feet a decade ago as some outdated office buildings have been repurposed for other uses. Of the total 23 million square feet of available space in the county, approximately 6.0 million square feet is vacant, which calculates to about a 26% countywide office vacancy rate.

Since the end of the pandemic, Mr. McCarthy said that typical tenants now need approximately 20% less space than they had in the past. He said that trend over time could mean another 4.5 million square feet of vacant space in the future. Mr. McCarthy said of the prospect of about 10 million square feet of vacant space: “It is daunting and it is a crisis.” Part of the office market woes is the continued struggle with return to the office efforts by



Tenant demand for Class A office buildings in Westchester County, such as 360 Hamilton Ave. in White Plains (above), remains strong.

area businesses.

Mr. McCarthy said the trend appears to be that employees are returning to work for Class A space. “If you have true trophy Class A (space) you will going to be fine. The problem in Westchester County is we don’t have enough of that,” he shared.

He continued, “We are going to look at a lot of (loan) defaults taking place.”

Mr. McCarthy said the Class B, C building or the underutilized suburban office park “needs to be something else.”

He related that while some office space should be repurposed, he believes new Class A trophy product must be built or improved and government should provide incentives to spur new office development in the county or finance improvements to existing office product.

“Something needs to be done because in Westchester County we have had an amazing experience of quality being so high,” Mr. McCarthy said. “We have

quality infrastructure. We have quality health care; ‘we now have quality industrial. We do not have quality office and we need it because we know that is what works. If we don’t do it, we are going to be looking at mounds and mounds of defaults and unfortunately no need for commercial office space.”

## Public’s ‘Love Affair’ With Multifamily

Housing developer Stagg said that despite the addition of new product, most of the available apartment space in major markets like White Plains and New Rochelle are being leased. He noted that recently built product like The Mitchell in White Plains currently has a 93% occupancy rate. The newly completed 300-units adjacent to the 1133 Westchester Ave. office park in White Plains already has an 85% occupancy rate, Stagg noted.

Mr. Stagg believes that the White Plains residential market will be able to absorb the new

product on-line now and in the future. “It seems like the public has a love affair with new construction and they (new buildings) rent. Some take longer than others,” Mr. Stagg noted.

He said that while rising construction costs and interest rates impacted developers bottom lines, many projects are years in the making and will move forward. “We are going to have to absorb it and it becomes a longer recovery period,” he said.

Mr. Stagg noted that his firm is currently engaged in a partnership with Simone Development on a three-phased mixed-use project in New Rochelle that will include a 186-unit, 24-story multifamily tower that will be finished in the second quarter of this year. Stagg’s pipeline includes a 99-unit development in Port Chester in the approval process; a 150-unit development on Grant Avenue in Harrison; a 350-unit proposed affordable housing development currently in the zoning process in Yonkers and a 265-unit affordable housing project in the South Bronx.

## Strength of

### Industrial Market

JLL’s Ceppos noted that the availability rate for industrial space is currently at approximately 5%. The “non-sexy” industrial market has seen rents skyrocket of late. Mr. Ceppos noted that rents prior to the pandemic ran anywhere from \$8-a-square-foot to on the high-end \$13-a-square-foot, triple net.

Today, rents are averaging in the low teens on the low end to the mid-\$20s on the high-end. He cited simple economics for the dramatic rise in rents—very little product, scarce availability and high-demand fueled by the pandemic and e-commerce.

Due to the strong demand for distribution space, Mr. Ceppos noted that the market is starting to see new industrial product being proposed or built in locations north of Westchester County, including Putnam County.

### Bullish on Health Care

Mr. Plunkett said that inflation, union agreements and nursing shortages have proved

challenging for health care institutions, but Bronx-based Simone is bullish on the health care sector due to demand.

One significant trend is that health care institutions are turning to developing new ambulatory care facilities. “People are looking for new facilities that are convenient, that are clean and that are easy to get to,” he said.

In late 2023 Simone Development announced it had closed on the purchase of One Executive Blvd. in Yonkers and plans to convert the 112,000-square-foot existing office space into a medical facility.

One Executive Blvd. complements the North Yonkers Medical Mile that includes Simone’s highly successful Boyce Thompson Center. The 85,000-square-foot mixed-use center features physician’s offices of St. John’s Riverside Hospital, Westmed/Summit Health, ENT & Allergy Associates, Columbia Doctors and other medical practices along with retail shops and restaurants. One Executive Boulevard also neighbors Simone Development’s 1034 North Broadway, a 25,000-square-foot, recently renovated multi-tenant medical building that includes Northwell Health as well as Trust Specialty Pharmacy, the first pharmacy and drug compounding retail location in Yonkers.

Other well-known health-care providers within the North Yonkers Medical Mile include St. John’s Family Medical Practice, Elizabeth Seton Children’s Center, Riverhill Radiation Oncology, and Northway Medical Center.

“Over the last five years, health care has provided a great deal of the leasing activity here in Westchester County and we are optimistic that will continue to happen,” Mr. Plunkett said.

He concluded that Simone is also developing a 40,000-square-foot pad site at the Edge on Hudson development in Sleepy Hollow. The company is currently in talks with one of its health care system partners on whether they would like to set up operations there.

# Putnam County Exec. Calls for Restoration Of \$60-Million Reduction to CHIPS Program

ALBANY—In testimony provided at the New York State Joint Legislative Public Hearing on the 2024 Executive Budget on Transportation earlier this month, Putnam County Executive Kevin Byrne advocated to restore a massive \$60-million cut to the Consolidated Local Street and Highway Improvement (CHIPS) program.

Putnam County and all of its towns and villages rely

on CHIPS funding for maintenance of roads. In his testimony, Mr. Byrne also praised the work of the New York State Department of Transportation under Commissioner Marie Therese Dominguez, and thanked Assemblyman Matt Slater for his unwavering advocacy in getting Route 52 repaired.

“Putnam County received over \$1.2 million in CHIPS funding last year. That money

is vital to keeping our tax levy down, and if we had not received it, it would have interfered with our paving program,” said Putnam County Executive Byrne. “I urge all of our state legislators to advocate for restoring this critically needed funding during budget negotiations this year.”

Later in his testimony, Putnam County Executive Byrne stated: “The need for infrastructure repair and

improvements never ceases, even as we continue to combat inflation and the financial impact felt by all county budgets due to last year’s claw-back of federal Medicaid dollars (eFMAP) from the previous state budget. It was reassuring to see other local transportation aid remains the same in Governor Hochul’s Executive Budget as the year prior, but I respectfully request the Legislature’s support to provide additional

funding for programs like Bridge-NY, Extreme Winter Recovery, Pave-NY, and Pave our Potholes. Each of these programs have the added benefit of not only supporting local governments directly, but assisting our schools, emergency first responders, economic development, hospitals, and countless other services and programs that depend on a sound and safe transportation system to properly function.”



# AT-A-GLANCE

# NYS DOT Region 8

# Project Lettings in 2024

## Spring 2024

Project ID: 881485; Project Title: Bridge Painting, various municipalities Columbia, Dutchess, Orange, Ulster and Westchester counties.

**Estimated Construction Cost: \$7.3 million.**

Project ID: 881500; Project Title: Biennial Geotechnical Subsurface Exploration at various municipalities region-wide.

**Estimated Construction Cost: \$1.3 million.**

Project ID: 881529 Project Title: Rustic Rail Replacements: Westchester County at various municipalities in Westchester County.

**Estimated Construction Cost: \$28 million.**

Project ID: 814169: Resurface Route 44 from Bower Road to Quaker Hill Road and from Pleasant View Road to Sharon Turnpike in the towns of Pleasant Valley and Washington in Dutchess County.

**Estimated Construction Cost: \$5.1 million.**

Project ID: 839326; Route 376 (Raymond Avenue) at Hooker Avenue Intersection Improvements in the Town of Poughkeepsie in Dutchess County.

**Estimated Construction Cost: \$11.7 million.**

Project ID: 881496; Biennial Mowing—Palisades Interstate Parkway /Route 6 at various municipalities in Orange and Rockland counties.

**Estimated Construction Cost: \$700,000.**

Project ID: 881658; Rustic Rail Replacements, Rockland County in various municipalities in Rockland County.

**Estimated Construction Cost: \$14.4 million.**

Project ID: 802253; Route 100 Resurfacing: Underhill Street to City of White Plains Line; City of Yonkers, Westchester County.

**Estimated Construction Cost: \$12.2 million.**

Project ID: 807419; Route 45 Complete Streets Improvements in the Town of Ramapo and the Village of Spring Valley in Rockland County.

**Estimated Construction Cost: \$7.7 million.**

Project ID: 881370; Bridge Rehabilitation: Route 52/I-84 Route 304/87IX and Illington /Road/TSP in the Town of Newburgh in Orange County; the Town of Clarkstown in Rockland County; the Town of Yorktown in Westchester County.

**Estimated Construction Cost: \$16.6 million.**

Project ID: 881650; Route 35 Paving: Route 22 to Bouton Road in the Town of Lewisboro in Westchester County.

**Estimated Construction Cost: \$4.3 million.**

Project ID: 801318; Paving in Orange County: Route 42 from Wilson Road to the Sullivan County Line, Route 207 from Vance Road and Route 6 CARDS from South Centerville Road to Mount Orange Road in the towns of Deerpark, New Windsor and Wawayanda in Orange County.

**Estimated Construction Cost: \$7 million.**

Project ID: 809361; PIP Hazardous Tree Removal Contract at various municipalities in Orange and Rockland counties.

**Estimated Construction Cost: \$2.5 million.**

Project ID: 839209; U.S. Route 6, Annsville Circle-Camp Smith: Flood Mitigation in the Town of Cortlandt in Westchester County.

**Estimated Construction Cost: \$20.5 million.**

Project ID: 881366; Bridge Washing/Deck Sealing at various municipalities region wide.

**Estimated Construction Cost: \$1.6 million.**

Project ID: 806528; Bridge MBC Interstate 84: Dutchess, Orange and Putnam counties at various municipalities in Dutchess, Orange and Putnam counties.

**Estimated Construction Cost: \$4.7 million**

Project ID: 881471; Signal Requirements at various municipalities region-wide.

**Estimated Construction Cost: \$600,000.**

**Total Projects Spring Season ..... 17**  
**Total Estimated Construction Cost.....\$146.2M**

## Summer 2024

Project ID: 881641; Highway Job Order Contract: Columbia, Dutchess, Orange and Ulster Counties at various municipalities in Columbia, Dutchess, Orange and Ulster counties.

**Estimated Construction Cost: \$2 million.**

Project ID: 807420; Route 45 Resurfacing: E. Eckerson Road to Palisades Interstate Parkway in the Town of Ramapo and Village of New Hempstead in Rockland County.

**Estimated Construction Cost: \$3.5 million.**

Project ID: 881488; Route 9D Breakneck Tunnel Improvements: Lighting, Ped, Structural in the Town of Philipstown, Putnam County and the Town of Fishkill in Dutchess County.

**Estimated Construction Cost: \$2.4 million.**

Project ID: 8LC101; Culvert Rehabs and Replacements: Columbia, Dutchess and Putnam counties at various municipalities in Columbia, Dutchess and Putnam counties.

**Estimated Construction Cost: \$9.8 million.**

Project ID: 810357; Route 9A Resurfacing: Route 133 to Maiden Lane in the Town of Cortlandt, the Village of Croton-on-Hudson and Town and Village of Ossining in Westchester County.

**Estimated Construction Cost: \$15 million.**

Project ID: 881440; Biennial Graffiti Removal at various municipalities region wide.

**Estimated Construction Cost: \$3.3 million.**

Project ID: 881355; Route 9W Wall Repair in the towns of Cornwall and Highlands and the Village of Cornwall-on-Hudson in Orange County.

**Estimated Construction Cost: \$6.2 million.**

Project ID: 881489; Interstate 287 Paving: Westchester Avenue to Route 1 in the towns of Harrison and Rye, the villages of Harrison, Rye Brook and Port Chester in the cities of White Plains and Rye in Westchester County.

**Estimated Construction Cost: \$23 million.**

Project ID: 881636; Route 9W Storm King Mountain Drainage, Median Barrier and Wall Improvements in the towns of Cornwall and Highlands and Village of Cornwall-on-Hudson in Orange County.

**Estimated Construction Cost: \$14 million.**

Project ID: 806264; Bridge Approach Reconstruction, Orange County at various municipalities in Orange County.

**Estimated Construction Cost: \$1 million.**

Project ID: 881490; Crack Sealing & Mastic at various municipalities in Columbia, Dutchess, Orange, Rockland and Ulster counties.

**Estimated Construction Cost: \$1.5 million.**

Project ID: 881386; Structures Where & When at various municipalities region-wide.

**Estimated Construction Cost: \$6 million.**

Project ID: 881495; Catch Basins: Hutchinson River

Parkway in Westchester County at various municipalities in Westchester County.

**Estimated Construction Cost: \$1.5 million.**

Project ID: 881599; Repair and Replacement of Overhead Sign Structures & Panels at various municipalities in Dutchess, Orange, Ulster and Westchester counties.

**Estimated Construction Cost: \$2 million.**

**Total Projects Summer Season ..... 14**  
**Total Estimated Construction Cost..... \$91.2M**

## Fall 2024

Project ID: 881502; Highway Where & When at various municipalities region-wide.

**Estimated Construction Cost: \$5.2 million.**

Project ID: 881624; Signal Optimization, Putnam, Rockland and Westchester counties at various municipalities in Putnam, Rockland and Westchester counties.

**Estimated Construction Cost: \$1 million.**

Project ID: 806510; Route 17 at Exit 122 Stage II Interchange Reconstruction in the Town of Wallkill in Orange County.

**Estimated Construction Cost: \$83.3 million.**

Project ID: 881477; Signal Upgrades: Routes 59 & 304 T/O Clarkstown in the Town of Clarkstown in Rockland County.

**Estimated Construction Cost: \$600,000.**

Project ID: 881486; Bridge Painting in Columbia, Putnam and Westchester in various municipalities in Columbia, Putnam and Westchester counties.

**Estimated Construction Cost: \$5 million.**

Project ID: 881506; Landscape Improvements & Pollinator Enforcements at various municipalities in Columbia, Dutchess, Orange, Rockland, Ulster and Westchester counties.

**Estimated Construction Cost: \$1 million.**

Project ID: 800224; Route 94 & 17A Paving Improvements: Warwick and Goshen in towns of Warwick and Goshen in the villages of Warwick and Florida in Orange County.

**Estimated Construction Cost: \$25 million.**

Project ID: 804119; Route 94 and County Route 1A Intersection Improvements in the Town of Warwick in Orange County.

**Estimated Construction Cost: \$2.4 million.**

Project ID: 881476; Cross County Parkway Guide Sign Panel and Structure Replacement in the cities of Yonkers and Mount Vernon and in the Town of Eastchester in Westchester County.

**Estimated Construction Cost: \$6 million.**

Project ID: 881484; Bridge Washing/Deck Sealing; various municipalities region-wide.

**Estimated Construction Cost: \$1.5 million.**

Project ID: 881664; Dewitt Avenue/Sprain Brook Parkway Bridge Deck Replacement-Westchester County in the Town of Eastchester, in the Village of Bronxville and in the City of Yonkers in Westchester County.

**Estimated Construction Cost: \$8 million.**

**Total Projects Fall Season..... 11**  
**Total Estimated Construction Cost.....\$139M**

**TOTAL ANTICIPATED PROJECTS**  
**2024 LETTING SEASON..... 42**

**TOTAL ESTIMATED CONSTRUCTION**  
**COST-2024 LETTING SEASON .....\$376.4M**



## PLAN FOR TOMORROW, LIVE FOR TODAY.

We'll help you plan to do the things you live for.

Whether you are imagining a retirement sailing around the world or just kicking back with your family, we can tailor a plan from a wide range of financial options to make it happen. Our team of financial planning advisors can help identify your financial planning goals and address those needs with investment strategies for potential growth.

### SEE HOW WE PLAN.



Patrick A Di Cerbo,  
CLU®, ChFC®, AEP®, MSFS, CFP®  
Wealth Management Advisor  
518.281.8200  
patdicerbo.com  
pat.dicerbo@nm.com



## Regeneron's Expansion Propels Westchester IDA

Continued from page 21 of life that Westchester has to offer," Ms. McDonald added.

Among the larger projects receiving preliminary or final approvals for financial assistance last year were:

**20 Harlem Ave.,  
27 Holland Ave. and 7-11  
Holland Ave., White Plains**  
Development cost: \$169 million

Project developer: NW Plains Venture LLC, an entity of BRP Companies

Project description: Adaptive reuse, transit-oriented residential development featuring two, six-story buildings consisting of 296 apartments. Project will include five affordable units. The developer will buy out a portion of its 24-unit affordable housing obligation to the City of White Plains Affordable Housing Fund for a total of \$2,028,125. BRP Companies, which is a Minority and Women Owned Business Enterprise (MWBE), has pledged that 30% of the project would be awarded to minority-owned businesses.

Construction jobs to be created: 172.

**Modera  
39 Westmoreland Ave.  
White Plains**

Development cost: \$89.2

million

Project developer: Mill Creek Residential Trust

Project description: Adaptive reuse of a vacant light manufacturing facility into a 189-unit multifamily rental building with 12% of the units to be affordable at or below 80% AMI (Area Median Income).

Construction jobs to be created: 56.

**Crescent Manor Ossining  
136-140 Croton Ave.  
Ossining**

Development cost: \$44.5 million

Project developer: Macquesten Development.

Project description: 74-unit, 100% affordable housing project for seniors 62 and older.

Construction jobs to be created: 159.

**Armory Plaza  
35 South Broadway  
White Plains**

Development cost: \$32.3 million renovation of Armory Plaza

Project developer: The Related Companies

Project description: Renovation of four-story, 52-unit castle-like property into 100% affordable apartments for seniors.

Construction jobs to be created: 18.

07-1016 © 2021 Northwestern Mutual is the marketing name for The Northwestern Mutual Life Insurance Company (NM), (life and disability insurance, annuities, and life insurance with long-term care benefits) and its subsidiaries in Milwaukee, WI. Northwestern Mutual Investment Services, LLC (NMIS) (securities), a subsidiary of NM, broker-dealer, registered investment adviser and member FINRA and SIPC. Patrick A Di Cerbo is an Insurance Agent(s) of NM. Patrick A Di Cerbo, is a Registered Representative(s) of NMIS. Patrick A Di Cerbo, is a Representative of Northwestern Mutual Wealth Management Company®, (NMWMC) (fiduciary and fee-based financial planning services), a subsidiary of NM and federal savings bank. All NMWMC products and services are offered only by properly credentialed Representatives who operate from agency offices of NMWMC. Certified Financial Planner Board of Standards Inc. owns the certification marks CFP®, CERTIFIED FINANCIAL PLANNER™ and CFP® (with flame design) in the U.S., which it awards to individuals who successfully complete CFP Board's initial and ongoing certification requirements.

**LOW BIDS Every Month in the  
Construction NEWS**

**United Rentals®**

**Everything you need.  
Plus equipment.**

From safety/operator training and equipment management technologies, to custom solutions engineered to meet specialized job requirements, United Rentals offers much more than just the world's largest rental fleet. It takes a lot to get the job done right. **We're here to help.**

**UnitedRentals.com | 800.UR.RENTS**

© 2017 United Rentals, Inc.



# WE BUILD HOSPITALS



New York-Presbyterian/Hudson Valley Hospital, Cortlandt, NY



New York-Presbyterian/Lawrence Hospital, Bronxville, NY



White Plains Hospital Center, White Plains, NY



Vassar Brothers Medical Center, Poughkeepsie, NY

# WE BUILD EVERYTHING

*"Socially responsible building and employment practices that empower and enhance families and communities."*



**Construction Industry Council**  
of Westchester & Hudson Valley, Inc.



**Building Contractors Association**  
of Westchester & The Mid-Hudson, Inc.



**Construction Advancement Institute**  
of Westchester & Mid-Hudson, Inc.

**Association Headquarters**

John Cooney, Jr.,  
Executive Director

629 Old White Plains Rd.  
Tarrytown, NY 10591  
**(914) 631-6070**  
Fax: (914) 631-5172

Email: [john@cicnys.org](mailto:john@cicnys.org)  
[www.caiwestchester.org](http://www.caiwestchester.org)

CLEAN WATER ● PUBLIC WORKS ● OFFICE REDEVELOPMENT ● SCHOOLS CONSTRUCTION

# Filings for Large Multifamily Projects In NYC Remain at Historic Lows: REBNY

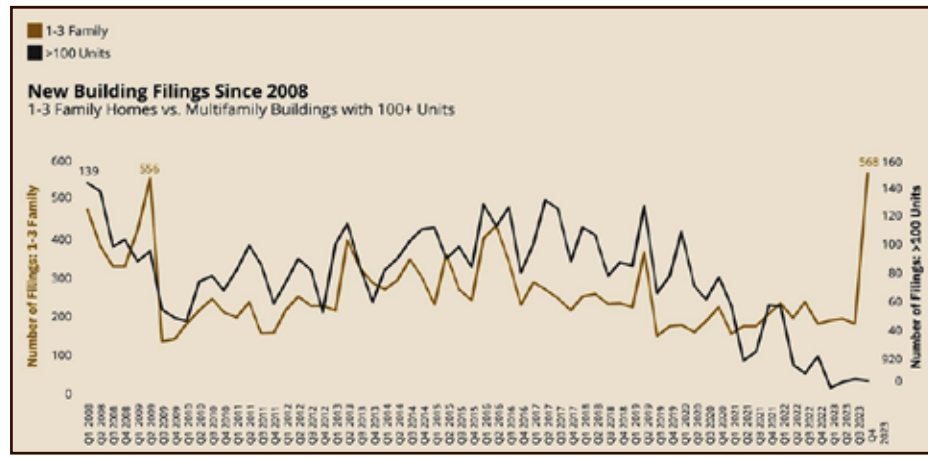
NEW YORK—The Real Estate Board of New York’s recently released New Building Construction Pipeline Report for the fourth quarter of 2023 states that New York City is facing a worsening shortage of rental housing.

The report, which examined new building job application filings submitted to the New York City Department of Buildings, found that there were 728 new building filings in the fourth quarter of 2023, which was 48% higher than the historical average dating back to 2008.

That increase was driven by a massive spike in activity for small buildings. There were 568 filings for buildings with one- to three-proposed units—primarily on Staten Island—the most in any quarter dating back to 2008.

Meanwhile, plans for large multifamily buildings remained at historic lows. There were just nine filings for buildings with 100 or more proposed units. This marked the fourth straight quarter in which there were 10 or fewer such filings.

Due to this stark divide, the large number of total filings in the fourth



quarter did not translate to an increase in the city’s housing pipeline. In fact, the opposite was true, the report noted.

There were 4,046 proposed dwelling units in the fourth quarter of 2024, which was 16% lower than the historical average dating back to 2008.

“This data makes clear that New York City is not building the kind of multifamily rental housing needed to address our worsening supply crisis,” said Zachary Steinberg, REBNY senior vice president

of Policy. “Without policies in place to spur greater rental housing construction, one cannot expect this problem to fix itself. Elected officials in Albany must take action to create new housing that will support our housing market and broader economy.”

Gary LaBarbera, President of the Building and Construction Trades Council of Greater New York, noted, “While spikes in new building filings are certainly encouraging, this report

makes it abundantly clear that we are still well behind pre-COVID levels of construction as we continue to lag in our ability to meaningfully address the housing crisis and improve the lives of all New Yorkers, particularly those in underserved communities. We need to generate more rental housing projects that will create family sustaining union careers and provide more hardworking New Yorkers a path to the middle class.”

“The findings affirm what we’ve known for a long time—there’s an ongoing shortfall in the construction of multifamily rental housing, and the need for our leaders to work with the industry on a solution grows more and more urgent,” said Carlo A. Scissura, Esq., president & CEO of the N.Y. Building Congress. “We cannot waste the opportunity in front of us to address the escalating housing crisis in New York. That means we have to come together behind a comprehensive agenda that spurs construction that can increase our housing supply and help address the need for affordable housing.”

## ALBANY UPDATE

### Work Begins on \$161M Job to Rehab Bridges in Queens

ALBANY—New York State officials announced on Feb. 9 the start of a \$161-million project to rehabilitate seven bridges along the Grand Central Turnpike and Commonwealth Boulevard in Queens, NY.

The project, supported by the federal Bipartisan Infrastructure Law, will replace the concrete bridge decks on three of the structures and make significant repairs and structural upgrades to all the remaining crossings. It will

enhance safety and improve mobility and resiliency along a vital travel corridor that handles approximately 300,000 vehicles a day. The project will also extend the service life of each of the structures, which were built in the 1970s, by as

much as 40 years and reduce long-term maintenance costs.

NYS DOT announced in November 2023 the best value selection of design-build team Posillico Civil Inc., with Parsons Transportation Group/Lockwood and Kessler &

Bartlett, Inc. The Posillico Civil team won the design-build contract over three other proposals with a total proposal price of \$161,080,820.00

The project will replace the concrete bridge decks, pedes-

**Please turn to page 33**



**844-CAT-1923**



**SCAN ME**

**WELCOME TO YOUR WORLD OF SAVINGS**







## DIG IN ON 0% FOR 48 MONTHS. ONLY 10% DOWN. 0% HASSLE.

**WWW.HOPENN.COM**

**Poughkeepsie**  
122 Noxon Rd  
Poughkeepsie, NY  
12603

**Bronx**  
699 Brush Ave  
Bronx, NY  
10465

**Holtsville**  
660 Union Ave  
Holtsville, NY  
11742

**Bloomington**  
783 Bloomington Rd  
Bloomington, NY  
12721

**Newington**  
225 Richard St  
Newington, CT  
06111

\*0% for 48 months + Cat CVA Savings  
Standard Offer: 0.0% for 48 months with 10% down.  
\*Offer of 0% is for a loan term of 48 months, valid from October 1, 2023 through December 31, 2023 on new compact (compact track loaders, compact wheel loaders, micro/mini excavators, skid steer loaders) and small (backhoe loaders, telehandlers, small tractor type tractors, small wheel loaders) Cat machines sold by participating Cat dealers to customers in the USA or Canada. Purchases (both machine and CVA) and machine delivery must occur by December 31, 2023. Offer subject to machine availability and credit approval by Cat Financial. Not all customers will qualify. Amount of the CVA credit cannot exceed the price of the qualifying CVA. CVA must be at least 2yr/1000hr and must include 1-year Preventative Maintenance Parts Kit, TA1 annual Inspection, signed CVA contract, and Product Link™. Amount of credit towards CVA is the same for all models. Offer may change without prior notice and cannot be combined with any other offers. Additional terms and conditions will apply. Contact your Cat dealer for details.

**VIEWPOINT**

# Rockland's Office of Buildings & Codes Issues Record Number of Violations, Fines Since 2022

By ED DAY

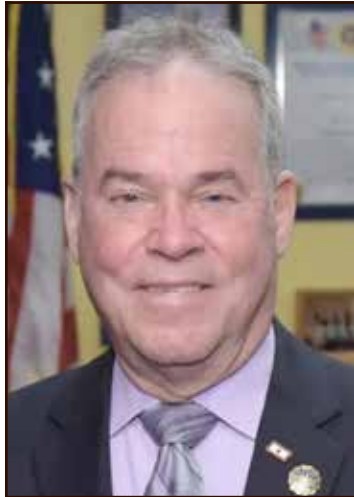
Two years ago this month, we fulfilled an order by New York State Department of State (NYS DOS) to assume all functions and responsibilities of the Spring Valley Building Department, launching our Office of Buildings and Codes (OBC).

We are working diligently to correct decades of mismanagement and neglect of the New York State Uniform Code in a village best described as ground-zero for illegal housing problems and remind everyone this is not something that can, nor will, be fixed overnight.

Since launching we have conducted over 2,000 property inspections, uncovering more than 12,400 violations in those inspections, and thus far collected nearly half a million dollars in fines.

To put this in further perspective, within the first year OBC had discovered an average of 10 violations per property, five-times more than other municipalities that discover an average of one or two per property. The second-year inspection process has shown a decrease in the average number of violations cited.

Despite all the hurdles, we completed three-years' worth of inspections in two years—one



**Rockland County Executive Ed Day**

year ahead of schedule.

So many people continue to express that they want this administration to do more; expand into other municipalities. Not

only do we not have that authority, but it would be a massive undertaking and indicative of why Building and Fire code enforcement is one of the focuses of local municipalities.

Illegal housing is becoming a major problem and in this village it's at near-crisis level, but code enforcement is a temporary solution and does not solve the true cause of this issue. It is up to those we elect to local office to make sure development is happening properly, responsibly and safely. Allowing landlords to get by without building permits and Certificates of Occupancy, or building at substandard levels, places our residents, business owners, merchants and first-responders at risk.

I remind everyone at home that this problem underscores exactly why local elections matter.

Voting for our nation's leaders certainly has value. But voting for local officials making decisions that directly affect your quality of life and wellbeing has even more impact. These local elections determine the leaders you elect to make decisions that impact your families, your homes, your schools—and your taxes.

If you don't like the choices being made on behalf of your community, I encourage this county's 200,000 active registered voters to cast their next ballot for candidates who will get it done right.

Any building and fire code

complaints in the Village of Spring Valley can be submitted to OBC at 845-364-3700 or by email to [BuildingsandCodes@co.rockland.ny.us](mailto:BuildingsandCodes@co.rockland.ny.us).

*About the author: Rockland County Executive Ed Day has spent nearly his entire career in public service. He was first elected to the county's top position in 2013, running on the Republican and Preserve Rockland lines. He was returned to office in 2017 and again in 2021. In his early career, in 1979 he joined the New York Police Department from which he retired in 2000. In 2003 he became Chief of Detectives of the Baltimore Police Department. In 2005, he announced a run for the County Legislature where he was also successfully reelected.*



## Power To The People

**Construction challenges are bigger than ever.**

**Replacing the Portal Bridge**

**Tunneling beneath the Hudson River**

**Rebuilding major highways**

Every year, working conditions and skillsets become more challenging.

Employers need seasoned engineers to operate utility excavators, backhoes, pile drivers and drill rigs. And while the need to handle more complex jobs grows, traditional work is still in demand.

At IUOE Local 825, our members continually expand their skills to meet the challenges of today and tomorrow. We help power the economy, power business and power the future.

In all, we provide power to the people.



**GREG LALEEVE**  
Business Manager  
IUOE Local 825

**Better Building Begins Here**

[WWW.IUOE825.ORG](http://WWW.IUOE825.ORG)

### Teamsters L.U. 456 Creates On-the-Job Trainee Program

Continued from page 21

construction equipment.

"You can call this 'old-school, hands-on apprenticeship training,'" Ms. June added. "Finally, trainees can now have one-on-one learning with a journey member trainer in the cab to learn how to operate the actual equipment contractors and employers use in supply yards, over the road and on their jobsites."

The special insurance coverage was key to the creation of the program, Mr. Cooney stressed. "It holds the CIC employer harmless."

For more information on the Practical Drivers Training Program, visit [www.cicnys.org](http://www.cicnys.org) or call Mr. Cooney at 914-631-6070 or at [john@cicnys.org](mailto:john@cicnys.org).

Advertising in  
**Construction NEWS**

Doesn't Cost!

*It Pays!*

Call Sharon  
914-631-6070

for information.

## Economic Outlook

# The Economic Effects of Cyber Attack

By MICHAEL PATON

In our interconnected world, where the global economy relies heavily on digital infrastructure, the specter of cyber attacks looms large. Federal regulators often have said that the biggest risk to the U.S. economy is a cyber-attack.

Cyber security threats have evolved from isolated incidents to sophisticated, widespread attacks with significant economic ramifications. The time is now to explore the intricate relationship between cyber attacks and the economy, shedding light on the far-reaching consequences of these digital assaults. The digital landscape has become a breeding ground for cybercriminals, state-sponsored actors and hackers. The sophistication and scale of cyber attacks have escalated, encompassing a wide range of tactics such as ransomware, data breaches and distributed denial of service (DDoS) attacks. As businesses and



consequences of a cyber attack is the direct economic impact on the targeted entities. Businesses face financial losses resulting from operational disruptions, data theft, and the costs associated with incident response and recovery. Additionally, the loss of customer trust can lead to a decline in sales and long-term damage to a company's reputation.

The Cost of Cybersecurity is significant. To mitigate the risk of cyber-attacks, busi-

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

**One of the most immediate consequences of a cyber attack is the direct economic impact on the targeted entities. Businesses face financial losses resulting from operational disruptions, data theft and the costs associated with incident response and recovery.**

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

**To address this evolving threat landscape, it is imperative that businesses, governments and individuals prioritize cybersecurity measures invest in resilient digital infrastructure and collaborate on a global scale to mitigate the economic risks posed by cyber attacks.**

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and

nesses and governments must invest heavily in cybersecurity measures. This includes the implementation of advanced security technologies, regular training for employees and



SAVE THE DATE

**CIC & BCA 2024**

**Spring General  
Membership Meeting**

**Wednesday, April 17, 2024**

**Sleepy Hollow Hotel & Conference Center**

cicbca.org

914.631.6070

Sponsorship Opportunities Available - sharon@cicnys.org

# White Plains Granted \$10M in Downtown Revitalization Funding by New York State

By JOHN JORDAN

WHITE PLAINS, NY—The City of White Plains was honored this month as a recipient of this year’s Downtown Revitalization Initiative Mid-Hudson Region and will receive \$10 million in economic development funding.

In making the announcement, the state reported that two Orange County communities, the villages of Highland Falls and Montgomery, received \$4.5 million each from the \$100-million NY Forward program.

“Local communities’ downtowns are part of what makes New York State vibrant and great,” said Gov. Kathy Hochul at an event here in Westchester. “These initiatives provide communities with the necessary funding to revitalize their downtowns and they help them feel ‘seen and heard’ by the state. Helping uplift the areas around the Hudson River will drive tourists in and make residents excited about where they live.”

She also noted that the City of White Plains was one of 20 communities that were certified statewide earlier this week as “Pro-Housing Communities” and therefore eligible for a portion of \$650 million in state discretionary funding.

The City of White Plains joins Middletown, Kingston, New Rochelle, Peekskill, Haverstraw, Ossining and Port Jervis, which were Mid-Hudson winners in the first six rounds of the DRI.

White Plains will begin the process of developing a Strategic Investment Plan to revitalize its downtown with up to \$300,000 in planning funds from the \$10-million DRI grant. A Local Planning Committee made up of municipal representatives, community leaders and other stakeholders will lead the effort, supported by a team of private sector experts and state planners. The



The City of White Plains has won Round 7 of the state’s Downtown Revitalization Initiative program and will receive \$10 million in state funding.

Strategic Investment Plan will examine local assets and opportunities to identify economic development, transportation, housing and community projects that align with the community’s vision for downtown revitalization and that are poised for implementation. Plans for the DRI’s seventh round will be complete in 2024.

Under the NY Forward program, Highland Falls and Montgomery will now begin the process of developing a Strategic Investment Plan to revitalize their downtowns. A Local Planning Committee made up of municipal representatives, community leaders and other stakeholders will lead the effort, supported by a team of private-sector experts and state planners.

Funding will be awarded for selected projects from the Strategic Investment

Plan that have the greatest potential to jumpstart revitalization and generate new opportunities for long-term growth, state officials said.

For Round 7 of the Downtown Revitalization Initiative, each of the state’s 10 economic development regions are being awarded \$10 million, to make for a total state commitment of \$100 million in funding and investments to help communities boost their economies by transforming downtowns into vibrant neighborhoods.

During her speech, Gov. Hochul noted the state is investing \$98 million in the Westchester County Transit system, a 5.5% increase from 2023 funding levels. It is also committing \$108 million for roads and potholes.

“I hate potholes. I travel more than anybody, and when I was Lieutenant

Governor, I hit every pothole in the state. I know them personally,” Gov. Hochul said. “And so, no more. This is the great State of New York. Our roads should be perfect and we’re going to keep making those investments and the roads and highways and bridges should be extraordinary.”

We’re going to resurface and expand sidewalks on Fair Street and John Simpson Road in one of our communities. And fix Route 17-Exit 122 in Wallkill and also raise the elevation of the Annsville traffic circle in the Peekskill area,” Gov. Hochul said.

The governor noted the tremendous damage caused by rainstorms to the Village of Highland Falls in early July last year and in other sections of the Hudson Valley and recalled that she walked the streets of Highland Falls with local officials to survey the significant destruction caused by the flood waters.

The amount of water that has come out of the heavens since I’ve been governor is amazing,” she said. “The flooding for weeks and weeks and weeks on end was just unrelenting. Everyone talks about these 100-year events. Why am I getting them every two years?” She said the state is setting aside \$435 million for critical climate and flood resiliency programs.

In addition, the state is granting Hudson Valley governments \$159 million in Aid and Incentives for Municipalities funding and another \$200 million for state parks, including \$39 million for Bear Mountain State Park. Environmental Bond Act funding that will finance improvements at Lake Sebago at the Harriman State Park (\$78 million) and \$70 million for the Sojourner Truth Park in Kingston.

## Careers for Building a Better World - A Pathway to Success



# HUDSON VALLEY CONSTRUCTION CAREER DAY April 12, 2024



Students will participate in hands-on activities supervised by professionals who introduce them to the vast career opportunities and unlimited potential for advancement in the construction industry.

Be a Sponsor of the 24th Annual Career Day. For information on sponsorship and how to get involved, contact Sharon Regan Masciovecchio: sharon@cicnys.org, 914-631-6070



cicbca.org



Construction Industry Council - Building Contractors Association  
629 White Plains Road, Tarrytown, NY - 914-631-6070 cicbca.org



## WHAT'S NEW &amp; WHO'S NEWS

# Westchester Awarded More Than \$250M In MWBE Program Contracts Since 2018

WHITE PLAINS—Westchester County Executive George Latimer announced on Jan. 31 a significant achievement in economic empowerment, as the minority and women-owned business enterprises program (MWBE) has successfully awarded more than \$250 million in contracts to registered minority and women-owned businesses over the past five years.

Under Westchester County's Office of Economic Development, the MWBE Program helps connect minority and women-owned businesses to county departments, contract opportunities and free workshops and training.

Mr. Latimer said, "We are thrilled to announce that our MWBE Program has sur-



From left, Deputy County Executive Ken Jenkins, Bridget Gibbons of the Office of Economic Development Director, Beatriz Seifert of Sir Speedy Printing of Pleasantville, Westchester County Executive George Latimer, Martha Lopez who serves as director of Minority and Women-Owned Business Development and Immigrant Affairs, Elaine Sheehan Krauss who serves as construction coordinator at Westchester County, Martin Connolly of the Westchester County Bureau of Purchase and Supplies, and Wiley Harrison who is president of Business of Your Business (BYB).

passed the \$250-million mark in terms of economic impact.

This achievement reflects our commitment to creating

an inclusive and thriving economic landscape. As we

celebrate this milestone, we remain steadfast in our dedication to supporting entrepreneurs and fostering a diverse community where everyone can reach their full potential."

Relaunched in 2018 as an extension of Westchester County's commitment to creating a level playing field and helping everyone succeed, the MWBE program and its goals were strategically reinvented with input from a Task Force Committee to foster the growth and sustainability of businesses led by historically underrepresented entrepreneurs.

In 2023 alone, more than 150 new MWBE businesses registered with the Westchester County MWBE program.

# DEP Names ECCO III Skanska JV Low Bidder On Contract for Hillview Reservoir Upgrades

YONKERS—ECCO III Enterprises, Inc., of Yonkers reported on Feb. 8 that the ECCO III Skanska JV Team is the apparent low bidder on Contract HVR-210 Hillview Reservoir Chemical Addition Facilities.

The ECCO/Skanska team was the lower of two bidders at \$847.72 million, according to the New York City Department of Environmental Protection website.

The Hillview Reservoir is a 90-acre

storage reservoir in Yonkers that stores and treats drinking water for distribution in both New York City and Yonkers. The objective of this project is to update and modernize the reservoir's facilities to comply with new regulatory requirements, while ensuring the safety of the reservoir's nearby residential communities.

Planned enhancements include improvements to flow control, increased chemical storage capacity, the establish-

ment of new chemical addition facilities and monitoring systems (CAF-North and CAF-South), implementation of a SCADA system, upgrades to electrical infrastructure, deployment of innovative flow measurement systems, and renovation of the existing North Entrance.

Furthermore, the project encompasses the replacement of existing chemical feeding and monitoring systems, construction of new roadways to enhance accessibility,

and the decommissioning and demolition of obsolete structures to pave the way for modern facilities.

The construction of new CAF buildings involves extensive support of excavation, incorporating techniques such as secant piles, soldier piles and lagging, tie backs, as well as substantial earthwork, concrete work, architectural furnishings and finishes, plumbing, mechanical and electrical work.

# New York City-Based Firm Wins \$182 Million Utility Relocation Job for Second Ave. Subway

NEW YORK—New York Gov. Kathy Hochul recently announced that the Metropolitan Transportation Authority has awarded the first construction contract for the extension of the Second Avenue Subway from 96th Street to 125th Street in Harlem to C.A.C. Industries, Inc. a family-owned heavy civil contractor based in New York City, specializing in infrastructure projects.

The initial \$182-million award is for the first component of the Second Avenue Subway Phase 2 project, which will finally deliver subway service to residents of East Harlem, one of the most transit-dependent neighborhoods in New York City.

This is the first of four construction contracts for the new line, which will extend



A rendering of the Second Avenue Subway Phase 2 project in Harlem. SOURCE: MTA

the Q train from 96th Street to 125th Street, serving more than 100,000 average daily riders and building three new ADA-accessible stations for the East Harlem community.

The contract will relocate underground utilities from 105th Street to 110th Street on Second

Avenue at the site of the future 106th Street Station, in order to facilitate the subsequent cut-and-cover construction of the station.

"We're moving full speed ahead to extend the Second Avenue Subway to East Harlem, expanding transit access for

thousands of New Yorkers," Gov. Hochul said. "This critical milestone will put shovels in the ground for the next phase of this transformative project. East Harlem has dreamed of transit access for decades—and we're committed to getting the job done."

Revenue from congestion pricing will support \$15 billion in funding for critical projects in the MTA's current capital program, which includes Second Avenue Subway Phase 2.

As part of the MTA's commitment to delivering key infrastructure projects better, faster, and cheaper, the first contract for Phase 2 incorporates lessons learned from Second Avenue Subway Phase 1. Addressing utility relocation requirements upfront will reduce the risk of

unexpected costs or delays later as construction progresses. The first contract will also include temporary streetscape modifications that will be required during construction, including new bike lanes to replace those that will be impacted by construction on Second Avenue, and building remediation in preparation for future contracts for the new subway station at 106th Street.

Additional cost containment initiatives in Phase 2 include reuse of a tunnel segment that was built in the 1970s from 110th Street to 120th Street along Second Avenue, early real estate acquisition, adoption of best value contract structures like A+B contracts, reduction in back-of-house and ancillary space, and close coordination of contracts.

# Tutor Perini Unit Awarded \$67 Million MTA Ethernet Installation Contract

NEW YORK—Tutor Perini Corp. announced on Feb. 6 that its subsidiary, Five Star Electric, has been awarded a systems installation and integration project by the New York Metropolitan Transporta-

tion Authority Construction and Development valued at approximately \$67 million for the Connection-Oriented Ethernet, Phase 3C project.

The project scope of work includes the replacement of

approximately 150,000 feet of fiber optic cable; interconnecting and integrating more than 360 branch sites into MTA's network; connecting, testing and integrating existing service delivery switches

at more than 150 branch sites; and integrating existing closed circuit television cameras at 125 stations to existing video management and physical security information management systems.

Work has recently commenced and substantial completion is anticipated in late 2028. The contract value will be included in the company's backlog beginning in the fourth quarter of 2023.



**WHAT'S NEW & WHO'S NEWS**

# Peckham Industries Acquires Terminal Assets of Gorman Group

BREWSTER, NY—Locally-based Peckham Industries, Inc., has acquired the Gorman Group's liquid asphalt terminal assets as part of a larger transaction wherein the entirety of the Gorman Group is being sold.

Located in Rensselaer NY, the terminal is the largest privately-held asphalt terminal on the East Coast. The acquisition will provide Peckham with additional opportunities in the New York/New England region, supplying both internal and external hot-mix asphalt plants and emulsion mills, company officials stated. No terms of the transaction were disclosed.

"This acquisition allows us to further integrate and grow our presence in the Hudson Valley region of New York, one of the most rapidly growing parts of the state," said Damian Murphy, president of Peckham Industries, Inc. "We recognize the prominent history of Gorman and the significant contribution the

business has made to the region. This terminal will enable Peckham to utilize the multimodal access offered by the Rensselaer terminal for expanded sourcing options, as well as increased proximity to our customers, all of which create opportunities to distribute asphalt in the most cost-efficient manner possible. This acquisition is a very proud moment for Peckham Industries and we look forward to the integration of these two family-owned and operated companies."

Tony Gorman, president of The Gorman Group, noted, "We are extremely excited for the Gorman terminal to join Peckham Industries. Our shared values as family-owned companies will ensure a seamless transition as we work through the integration process. We are pleased that our terminal and employees will be a part of the growth of Peckham Industries in the surrounding region."

FMI Capital Advisors served as the

exclusive financial advisor to the Gorman Family for this transaction.

The deal for the asphalt terminal assets of Gorman follows Peckham's purchase in June of 2023 of E. Tetz & Sons, Inc. of Middletown, NY and its subsidiary, Tetz Asphalt LLC, which are located in Orange County, NY.

Collectively known as "Tetz," the company was the leading aggregate, ready-mix concrete and hot-mix asphalt producer, serving customers in the Hudson Valley region with more than 130 employees.

Privately held Peckham Industries, Inc., a family-operated company entering its 100<sup>th</sup> year, now employs nearly 1,200 people at more than 30 facilities in New York, Massachusetts, Connecticut, Rhode Island, and Vermont. Peckham and its family of companies provide road construction materials and road construction services, including hot asphalt, liquid asphalt, asphalt emul-



Damian Murphy

sion, stone and aggregates, ready-mix concrete, and liquid calcium chloride, as well as precast structural concrete components for large-scale construction projects throughout the Northeast.

## Work Begins on \$161M Job To Rehab Bridges in Queens

Continued from page 28  
tals and steel bearings on the bridges carrying the Grand Central Parkway over Winchester Boulevard and Cross Island Parkway, Vanderbilt Parkway; and the ramp from northbound Cross Island Parkway to the westbound Grand

Central Parkway. Additionally, repairs will be made to the structural steel beams and the concrete on the pier columns and abutments. New paint will be added to the structural steel and the bridge railings will be replaced with concrete barriers.

The remaining four bridges will be repaired, improving their overall condition and extending their service life. These include the bridge carrying Grand Central Parkway over Union Turnpike, two bridges carrying the westbound Grand Central Parkway

service road over the northbound and southbound Cross Island Parkway, and the ramp from southbound Cross Island Parkway to eastbound Grand Central Parkway over Alley Pond Road.

The project is scheduled for completion by the end of 2025.

Advertising in  
**Construction NEWS**  
Doesn't Cost!  
*It Pays!*  
Call Sharon 914-631-6070  
for information.

A CRH COMPANY

STONE • ASPHALT • CONSTRUCTION • RECYCLING

**Material Orders 1-855-659-1100**  
[tnjorders@tilconny.com](mailto:tnjorders@tilconny.com)

**Main Office 1-800-789-ROCK**  
[www.tilconny.com](http://www.tilconny.com)

# Regional Bid Alert

Sponsored by

# WTR WESTCHESTER TOOL RENTALS

wtrrentals.com • 914-592-2016

## NYSDOT - Region 8

**Bid Letting Date: Feb. 29, 2024**

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

Contract: D265198  
PIN# 807419  
F.A. Proj.# Y001-8074-193

Project Description: Rockland Co., highway improvements - Route 45 street improvements, Town of Ramapo and Village of Spring Valley.

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

Goals: DBE: 10.00%

**Bid Letting Date: Feb. 29, 2024**

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

Contract: D265205  
PIN# 802253

Project Description: Westchester Co., resurfacing, Route 100, Town of Greenburgh & City of Yonkers., PLA candidate.

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

Goals: MBE: 10.00%, WBE: 15.00%, SDVOB: 6.00%

**Bid Letting Date: Feb. 29, 2024**

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

Contract: D265222  
PIN# 881650

Project Description: Westchester Co., pavement - Route 35 paving, Towns of Bedford and Lewisboro.

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

Goals: MBE: 10.00%, WBE: 15.00%, SDVOB: 6.00%

**Bid Letting Date: Feb. 29, 2024**

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

Contract: D265160  
PIN# 881370  
F.A. Proj.# Y001-8813-703

Project Description: Orange, Rockland, Westchester Cos., bridge rehabilitations - Routes 52 & 304, and Illington Rd., Towns of Clarkstown, Newburgh and Yorktown.

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

Goals: DBE: 9.00%

**Bid Letting Date: March 14, 2024**

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

Contract: D265217  
PIN# 839209

Project Description: Westchester Co., highway - reconstruction - US Rt 6 at Annsville Circle for flood mitigation, Town of Cortlandt, PLA candidate.

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

Goals: DBE: 10.00%

## NYSDOT - Region 9

**Bid Letting Date: Feb. 29, 2024**

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

Contract: D265195  
PIN# 904356  
F.A. Proj.# Y236-9043-563

Project Description: Broome Co., resurfacing - US 11 Binghamton City Line to Chapman Street, Binghamton.

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

Goals: DBE: 5.00%

## NYSDOT - Region 11

**Bid Letting Date: Feb. 29, 2024**

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

Contract: D265155  
PIN# X80738  
F.A. Proj.# YS30-X807-383

Project Description: Kings Co., safety & operational improvements - Jackie Robinson Parkway, New York City.

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

Goals: DBE: 10.00%

## New York State Dormitory Authority

**Bid Due Date: March 6, 2024**

Title: City University of New York, Herbert H. Lehman College Davis Hall and Gillet Hall Roof Cover Replacement and Asbestos Abatement Rebid

Contract: CR20 General Construction

Project# 3578109999

Sealed bids for the above Work located at Lehman College, 2850 and 2920 Goulden Avenue, Bronx, New York, 10468 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED" and "ATTENTION: CONSTRUCTION CONTRACTS - DARIA KHANAFIEV." 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 present government-issued picture identification to building security officials at Gate 5 and obtain a visitors pass prior to attending the bid opening.

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 March 6, 2024, will be considered. Bids shall be publicly opened and read aloud. Bid results can be viewed at DASNY's website; <http://www.dasny.org>.

In accordance with State Finance Law § 139-j and § 139-k, this solicitation includes and imposes certain restrictions on communications between DASNY personnel and a prospective bidder during the procurement process. Designated staff for this solicitation is: Christopher Wuest, Sr. Project Manager, 250 Bedford Park Boulevard West, T3 Building Room 124, Bronx, New York 10468. 646-773-0081, [cwuest@dasny.org](mailto:cwuest@dasny.org) (the Owner's Representative) and DASNY at [ccontracts@dasny.org](mailto:ccontracts@dasny.org). Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting was scheduled on Tuesday, Feb. 6, 2024, at 10:00 AM at 2850 Goulden Avenue, Bronx, New York 10468. Contact Chris Wuest at 646-773-0081. All prospective bidders are strongly encouraged to attend.

A complete set of Contract Documents may be viewed and/or purchased online from Camelot Print and Copy Centers. Only those Contract Documents obtained in this manner will enable a prospective bidder to be identified as an official plan holder of record. DASNY takes no responsibility for the completeness of Contract Documents obtained from other sources. Contract Documents obtained from other sources may not be accurate or may not contain addenda that may have been issued. In addition, prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated June 17, 2021, that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid. The plan holders list and a list of interested subcontractors and material suppliers may be viewed at DASNY's website: <http://www.dasny.org>. For Bid Opportunities and other DASNY related news, follow us on Twitter @NYS\_DASNY and Facebook <https://www.facebook.com/pages/DASNY-Dormitor-Authority-of-the-State-of-New-York/307274192739368>.

**Bid Due Date: March 20, 2024**

Title: City University of New York, Hunter College, Emergency Power Study and Associated Asbestos Abatement in North, West, and East Buildings

Contract: CR26 General Construction

Project# 3450409999

Sealed bids for the above Work located at Hunter College, 695 Park Avenue, New York, New York 10021 will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED" and "ATTENTION: CONSTRUCTION CONTRACTS - DARIA KHANAFIEV." 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 present government-issued picture identification to building security officials and obtain a visitors pass prior to attending the bid opening.

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 March 20, 2024, 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: Noel Ventegeat, Project Manager, 695 Park Avenue, North Building C001, New York, New York 10065. 917-351-5677 - [Nventegeat@dasny.org](mailto:Nventegeat@dasny.org) (the Owner's Representative) and DASNY at [ccontracts@dasny.org](mailto:ccontracts@dasny.org). Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting was scheduled on Wednesday, Feb. 7, 2024, at 10:00 AM at Hunter College, North Building, 920 Lexington Avenue, New York, New York 10065. Contact Noel Ventegeat at 917-351-5677. All prospective bidders are strongly encouraged to attend.

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>.

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

## CONTRACTOR EQUIPMENT & SUPPLY

# WTR WESTCHESTER TOOL RENTALS

wtrrentals.com • 914-592-2016

11 Vreeland Ave., Elmsford, NY 10523

1075 Washington Street, Peekskill NY 10566 | 914-739-9000





**BUILD BETTER | BUILD SAFER | BUILD UNION**

**Eastern New York Laborers District Council:**

L. Todd Diorio, Business Manager

LOCAL 17, NEWBURGH, Jeff Diorio, Business Manager

LOCAL 60, WESTCHESTER, Anthony Ascencao, Business Manager

LOCAL 157, SCHENECTADY, Ian Joshua Shaul, Business Manager

LOCAL 190, ALBANY, Anthony Fresina, Business Manager

LOCAL 235, WESTCHESTER, Dario Boccarossa, Business Manager

LOCAL 764, ROCKLAND COUNTY, Stephen Reich, Business Manager

**The NYS Laborers Offer:**

- ✓ Quality workmanship
- ✓ Faster completion of projects
- ✓ State-of-the-art skills training
- ✓ OSHA-approved safety programs
- ✓ Certified environmental and hazardous waste workers
- ✓ Established member benefit programs
- ✓ Productive alliances



**668 WEMPLE ROAD • GLENMONT, NEW YORK 12077**  
**PHONE: (518) 462-9350 • FAX: (518) 462-9359**



MEDIATION &amp; ARBITRATION



CONSTRUCTION LAW



EMPLOYMENT &amp; LABOR LAW



REAL ESTATE &amp; LAND DEVELOPMENT



COMMERCIAL LAW

# When Construction Problems Require Legal Solutions.

## Knowledge & Know-how

WB&G's comprehensive knowledge and insights into the intricacies of the construction and real estate industries are invaluable resources for companies, municipalities and business organizations seeking pragmatic and successful approaches to solve their legal challenges. For more than thirty years, WB&G's commitment and dedication to provide exceptional legal service have infused the firm with the knowledge and know-how to achieve practical and favorable results for its clients.



For more than 30 years WB&G is proud to serve the members of the Construction Industry Council of Westchester & Hudson Valley, Inc., and the Building Contractors Association of Westchester & The Mid-Hudson Region, Inc.

11 MARTINE AVENUE, 15TH FLOOR, WHITE PLAINS, NEW YORK 10606  
 PHONE: 914.428.2100 FAX: 914.428.2172 [www.WBGLLP.com](http://www.WBGLLP.com)

NEW YORK | NEW JERSEY | CONNECTICUT | MANHATTAN