

It's Time to Drive  
Rte. 17 Project Home  
Page 4

William Murphy Retires  
From CIC Board of Directors  
Page 6

Court Affirms Dismissal  
For Failing to Mediate  
Page 8

# CONSTRUCTION NEWS



Vol. 42 No. 2

APRIL 2026

\$1.50

## Major Road & Bridge Repairs Coming to a Region Near You

*Hudson Valley to See \$142 Million in NYSDOT Projects*

By JOHN JORDAN

ALBANY— In advance of the warmer spring market now upon us, the New York State Department of Transportation has front-loaded a host of major road and bridge improvements in the lower Hudson Valley and in New York City. In fact, Region 8 (which covers most of the Hudson Valley region) saw a total of approximately \$141.8 million in apparent low bids on contracts let during the period of Feb. 27 through March 26.

Heavy highway construction firms have been busy finalizing bid packages. It is projected that road and bridge contract awards in the

coming weeks in the Hudson Valley (Regions 8 and 9) and New York City (Region 10) during that letting period was \$332,883,571.53. Here's how it breaks down:

**Region 8**—\$141,783,826.10 in low bids on 16 contracts awarded Feb. 27 to March 26. Add another \$18,863,509.26 for a pavement resurfacing contract in Sullivan County—a region covered by the industry aegis of the Construction Industry Council of Westchester & Hudson Valley, Inc., shows a total construction value of \$160,647,335.36.

**Region 10**—\$172,236,236.17 in low bids on eight contracts in New York City let during

the same period.

“New York State has made historic progress revitalizing its transportation infrastructure,” said DOT Region 8 Director Julianne M. Fuda, P.E. She added that the state has “begun an unprecedented effort to repave roads across New York State, including the Hudson Valley Region. Our capital program reflects this focus and we look forward to bringing our projects to fruition for the communities we serve.”

The largest apparent low bid in Region 8 was ECCO III Enterprises Inc.'s \$24,492,000. for bridge re-

Please Turn to Page 16



**Family Night At Trades Expo**  
Parents and children explored training and salary opportunities available in the Building Trades at the Hudson Valley Construction Career Expo at Rockland Community College on March 26. Union business agent Mike Clifford, above, instructed a student, with mom watching. See story and photos, pages 12-13.

Photo Credit/GEORGE DRAPEAU III

## County Executives Call for SEQRA Reform, Lower Tax Burden on Residents at Forum

By JOHN JORDAN

POUGHKEEPSIE, NY— Chief county officials from Orange, Dutchess, Sullivan and Ulster counties are all generally in support of Gov. Kathy Hochul's efforts to implement some reforms to the State Environmental Quality Review Act to expedite certain projects. They also agree that more needs to be done by the state to help facilitate the development of affordable housing and reduce taxes for its residents and workers.

Hudson Valley Pattern for Progress assembled county leaders from the four mid-Hudson counties to discuss a host of pressing issues including SEQRA reform, the housing affordability crisis, inflation and high taxes and economic development. The panel included Dutchess County Executive Sue Serino, Ulster County Executive Jen Metzger, Orange County Executive Steve Neuhaus (via video feed) and Sullivan County Legislative

Chairperson Nadia Rajsz. The breakfast forum, moderated by Hudson Valley Pattern for Progress Chairperson Mary Beth Bianconi, was held at the DoubleTree Poughkeepsie on April 8.

Ulster County Executive Metzger said that she is in

favor of what she termed as “common sense” changes to SEQRA proposed by the governor and referred to a recently penned Op-Ed where she details two changes she proposed to the governor's proposal.

“The housing exemption

should be modified to housing in which the majority of units are affordable, in the range of 30%-80% of area median income,” she stated. “Second, exempted projects should be required to meet NYS Homes and Community Renewal Sustainability Guidelines or other baseline standards aligned with New York's Climate Act to

Please Turn to Page 10



From left, Hudson Valley Pattern for Progress Chairperson Mary Beth Bianconi, Ulster County Executive Jen Metzger, Dutchess County Executive Sue Serino, Sullivan County Legislative Chairperson Nadia Rajsz and (on video feed) Orange County Executive Steve Neuhaus.

### Inside:

Economic Outlook .....	9
Next Gen Leaders .....	10
Construction Career Day.....	12-13
NYC Update .....	17
Safety Watch .....	18
Financial Management .....	19
Low Bids .....	20
What's New & Who's News .....	21



## CRUSHING IT FOR 40 YEARS!

ASPHALT + AGGREGATE + CONCRETE

Responds  
within 24 hours

Most trucks loaded  
within 15 minutes

Same day delivery  
if you call by 10 a.m.

Visit [ThalleIndustries.com](http://ThalleIndustries.com) for materials calculator, gradations and more.



**Thalle  
Industries®**  
DAKOTA Virtual Quarry®  
in Montrose

**40**  
YEARS

## 3 LOCATIONS

**DAKOTA CONCRETE &  
RECYCLING**  
MONTROSE | (914) 737-7891

Ready Mix Concrete and  
Virtual Quarry® (Recycling)

**THALLE INDUSTRIES**  
FISHKILL | (845) 896-5156

Asphalt Plant and Full-Service Quarry

**THALLE INDUSTRIES**  
ELMSFORD | (914) 418-5903

Virtual Quarry® (Recycling)



Thalle Industries is an environmentally responsible supplier of high-quality virgin and recycled aggregate, asphalt products, concrete and brownfield fill for the construction industry.

[ThalleIndustries.com](http://ThalleIndustries.com)

DIGNITY  
PRIDE  
CRAFTSMANSHIP



### 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)

# Orange IDA Launches Brownfields Initiative; Panel Tours Sites in Newburgh, New Windsor

NEW WINDSOR, NY—The Orange County Industrial Development Agency announced recently it had launched its Orange County Brownfields Revitalization Initiative.

In late March, the first Community Meeting of the IDA was held at the Orange County Emergency Services Center in Goshen following a private tour of potential brownfield sites.

The tour included four properties currently under consideration for remediation by the U.S. Environmental Protection Agency (U.S. EPA). These sites include the former Consolidated Iron and Steel Ways sites in Newburgh, the former Diamond Candlestick factory in New Windsor and the Orange County Fairgrounds in the Town of Wallkill.

Each of these properties represents a unique piece of Orange County's history, from steel contribution for the New York City skyline to candle fabrication for the Vatican. By removing contaminants and reclaiming the properties for commercial use, OCIDA and the U.S. EPA aim to restore and revive these historic properties to benefit local communities, IDA officials stated.

Present for the tour were OCIDA CEO Bill Fioravanti, U.S. Environmental Protection Agency Region 2 Administrator Michael Martucci, Orange County Executive Steve Neu-

haus, Orange County Partnership President and CEO Conor Eckert, Project Manager at HRP Associates Cassandra George and OCIDA Board Member Jeff Crist.

This meeting's presentation is available online for anyone interested in learning about the revitalization of brownfields in Orange County.

Part of the agency's broader effort to identify and prepare shovel-ready sites around the county, the OCIDA's Brownfields Revitalization Initiative is seeking input from elected and county officials and the public to identify and prioritize which properties to assess and ultimately redevelop.

Brownfields are properties that have been left unused or abandoned because of potential contaminants, such as former industrial sites that could contain hazardous substances or pollutants. The potential contamination could be minimal or widespread, which is why it is crucial to strategically identify, assess, and select prospective sites for remediation, the Orange County IDA stated.

With help from the public and property owners, the Orange County IDA's Brownfields Revitalization Initiative will turn vacant lots into valuable community assets that will raise property values and increase the local tax base, helping increase funding for Orange County schools,



**With help from the public and property owners, the Orange County IDA's Brownfields Revitalization Initiative will turn vacant lots into valuable community assets, with the intent to raise property values and increase the local tax base.**

roads, first responders and other infrastructure needs. For this reason, the Orange County Brownfields Revitalization Initiative aligns closely with OCIDA's mission to promote economic growth through investment by unlocking the full potential of selected properties.

"This initiative is a great opportunity to take properties that are eyesores and rehabilitate them, simultaneously removing threats to the environment and turning them into revenue generators. This is a total win-win for our local communities," said Mr. Fioravanti.

"Orange County is my home county,

and I'm proud to support its brownfields program. When we invest in cleaning up and reusing former industrial properties, local families gain healthier, safer neighborhoods and entrepreneurs gain new sites to open businesses and create jobs that grow our economy," said EPA Regional Administrator Martucci. "The EPA is teaming up with OCIDA, local leaders, and community members to remove barriers to redevelopment, expand opportunities for investment, and ensure these revitalized properties become long term assets that strengthen the county's prosperity and quality of life." ■



## AGGREGATE ASPHALT CONSTRUCTION RECYCLE

Operating quarries, asphalt plants, material recycling facilities & offering road paving services to our local communities!

☎ MAIN OFFICE: +1-800-789-7625 ☎ MATERIAL ORDERS: +1-855-659-1100 🌐 WWW.TILCONNY.COM

## Guest Viewpoint

# It's Time to Drive the Route 17 Project Home

BY DANIEL ORTEGA

Traffic delays are frustrating, but on New York State Route 17 they also can prove dangerous. When drivers are forced into sudden stops and bottlenecks, the consequences go far beyond inconvenience. When emergency vehicles—and their response teams—are slowed by congestion, it becomes a matter of safety, and in some cases, of life and death.

For more than three decades, communities, business leaders and public officials across the Hudson Valley have worked toward a safer, more efficient Route 17. The sensible—and responsible—solution is to add a third lane east and west between Exits 103 (Monticel-

lo, Sullivan County) and 131 (Woodbury, Orange County), while making other upgrades to convert the corridor to Interstate 86.

Gov. Kathy Hochul confirmed the state's commitment to the region and, in 2022, included \$1 billion

level of government. NYS DOT has been responsive to local concerns—taking seriously issues of safety, environmental impact, quality of life and cost. Two independent NYSDOT studies have already made the case clear: increased capacity is needed.

ism is booming—with some 6 million visitors annually to Orange County and more than 4 million to the Sullivan Catskills.

A recent analysis by Hudson Valley-based Colliers Engineering & Design makes clear that the corridor can no

### *A third lane is the only viable solution for enhancing safety and mobility in our region.*

in the New York State Department of Transportation (NYSDOT) Capital Plan for improvements to the corridor. The Route 17 project is supported by U.S. Sen. Chuck Schumer and has received bipartisan backing at every

In 2023, Gov. Hochul moved the process forward by launching the Environmental Impact Study, with a draft expected this summer.

The time is right to see this through. The residents of Orange and Sullivan counties have been promised the three-lane expansion, and they deserve it for a safe and sustainable future.

Our 17-Forward-86 coalition has long been advocating for this because we live it—every day. As residents, workers and commuters on Route 17, we know what's at stake. And it starts with safety. An additional lane would mean faster emergency response, helping police, fire and ambulance teams reach those in need—when every second counts. It would make everyday trips safer, whether driving to work or a medical appointment, or taking children to school or a soccer game. That's quality time, too.

Here in the Hudson Valley, growth is accelerating. Orange and Sullivan counties rank among the fastest-growing in the state, and tour-

longer keep pace with current demand—let alone future growth. The study projects substantial increases in traffic over the next three decades, driven by both regional development and population growth. Week-day congestion is dominated by commuter traffic, while weekend gridlock is fueled by travelers heading to the Catskills and other destinations, often backing onto surrounding roads. The takeaway is clear: A third lane in each direction would meaningfully improve traffic and reduce congestion.

While investing in public transportation is key for long-term sustainability, cars and trucks—whether electric or fuel-powered—will remain part of daily life. Without enhanced capacity, gridlock will worsen, stifling economic opportunities and our quality of life.

Standing still is not a solution.

The planning is nearly done. Our region is united. Now we must build.

We commend Gov. Hochul,



her team, and local elected leaders for their efforts. With the environmental review process nearing completion, it's time to move forward and deliver the long-awaited three-lane enhancement between Orange and Sullivan counties. This is a once-in-a-generation opportunity to improve safety, enhance mobility, strengthen our region's economy and better position the Hudson Valley for the future.

Note: The NYS Route 17 Corridor Study was commissioned by ELEC and 17-Forward-86.

**About the author:** Daniel Ortega is a founding member of 17-Forward-86, a broad-based coalition of industry, trade and civic representatives who share a common vision for expanding the capacity of Route 17 to ensure the safety and economic well-being of the Hudson Valley and Sullivan Catskills. He also serves as the Community Affairs Chief for Engineers Labor-Employer Cooperative Local 825. To learn more, visit [www.17Forward86.org](http://www.17Forward86.org). ■

## CONSTRUCTION NEWS



Vol. 42 No. 4

APRIL 2026

#### PUBLISHER

John T. Cooney, Jr.

#### EXECUTIVE EDITOR

George Drapeau III

#### MANAGING EDITOR

John Jordan

#### ASSOCIATE EDITOR

Sheila Smith Drapeau

#### COMMUNICATIONS MANAGER

Sharon Regan Masciovecchio

#### BUSINESS OFFICE MANAGER

Karen Zedda

#### FOUNDING PUBLISHER EMERITUS

Ross J. Pepe

**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.

**Print Subscriptions:** \$20 a year included in membership dues; \$35 for two years; \$2.50 for a single copy; bulk rates on request, \$30 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.

To request an email version of the CONSTRUCTION NEWS, go to [cicbca.org](http://cicbca.org) and click the box on the bottom of the website page.

Please make checks out to the Construction Industry Council.

**Advertising Rates:** Go to [cicbca.org](http://cicbca.org) or email [sharon@cicnys.org](mailto:sharon@cicnys.org)

Please email updates and address changes to the Construction Industry Council of Westchester & Hudson Valley, Inc., at [info@cicnys.org](mailto:info@cicnys.org)

BUSINESS & EDITORIAL OFFICE  
Construction Industry Council  
of Westchester & Hudson Valley, Inc.  
629 Old White Plains Road,  
Tarrytown, NY 10591  
(914) 631-6070  
[www.cicbca.org](http://www.cicbca.org)  
email - [info@cicnys.org](mailto:info@cicnys.org)



## Court Dismisses Challenge To Federal DBE Program

FRANKFORT, KY—A federal judge has dismissed a Kentucky milling company's challenge to the Disadvantaged Business Enterprise (DBE) program in *Mid-America Milling Company v. U.S. Department of Transportation (DOT)* on March 19, saying recent changes instituted by the agency preempted any further need for the litigation. Judge Gregory Van Tatenhove's ruling will likely have minimal immediate effect on DBE program implementation but could open the door for other legal chal-

lenges or policy changes in the longer term.

The suit was filed October 2023 by two non-DBE plaintiffs, Mid-America Milling and Bagshaw Trucking, who argued the program was unconstitutional, in part because race and gender were factors in determining "disadvantaged" status. While the Biden administration, the original defendants, stood by the existing DBE program, the Trump Administration began working with the plaintiffs to settle the case after taking office in

January 2025.

The proposed settlement, submitted to Judge Van Tatenhove in May, would eliminate DBE goals based on race or gender. Then on Oct. 3, rather than waiting for the judge's ruling on the proposal, U.S. DOT released an interim final rule (IFR) making that major programmatic change, effective immediately. As the American Road & Transportation Builders Association (ARTBA) has reported in the months since,

Please Turn to Page 14

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

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

# William Murphy Retires from CIC Board of Directors After Four Decades of Construction Industry Leadership

BY GEORGE DRAPEAU III

TARRYTOWN, NY—The Construction Industry Council announced that William “Bill” Murphy, who led a major heavy/highway contracting company in the downstate region for more than two decades, Halmar Contracting, Inc., of Mount Vernon, NY, has retired from his position as a member of the trade group’s Board of Directors. Mr. Murphy joined the CIC Board of Directors in 1986 and guided the association and its affiliated organizations through four decades of significant membership growth—from its initial 60 companies to more than 250 major employers in 2026.

As one of the longest-serving CIC board members, Mr. Murphy brought expansive experience and professionalism to the association, honed throughout his career as a professional engineer, a contractor, a business owner and, thereafter, as a member of other industry organizations as well.

“I have a keen interest in professional societies, es-

pecially those with an engineering reputation,” he explained. “There were many factors that drew me to become part of CIC. I saw that many people we competed against were its members. In the early years, my wife, Mary, and I went to the CIC’s annual mid-winter meetings and conventions in Florida and Arizona to get to know our competitors—away from the pressures of day-to-day construction and business. These conventions are a great opportunity that CIC offers; they create environments for exchanging ideas and perspectives that can help make your company become more successful.”

CIC covers a wide range of heavy construction and building construction issues as part of its organization’s agenda, Mr. Murphy observed. “CIC addresses those better than all the other industry-specific trade groups in the state,” he added. “CIC looks out for the contractors that are working on large site jobs, such

as IBM and Regeneron, and smaller contractors that are doing the municipal work.”

Another strategic growth area during his board tenure resulted from the strong bonds forged between CIC and organized labor—an achievement he credits to two men, CIC-founding President Ross Pepe and the late Edward Doyle who was president of the Building Trades Council of Westchester & Putnam Counties, Inc. (1990-2023).

“Ross and Eddie were remarkable, creating the teamwork for extraordinary joint labor-management cooperation that we in the construction and building trades continue to benefit from,” Mr. Murphy explained. “Both men mastered their roles in industry affairs, politics and organizational management. Their talents certainly made our jobs a lot easier as board members.”

Mr. Murphy encouraged the CIC to broaden its vision by building upon the strong alliance with organized la-

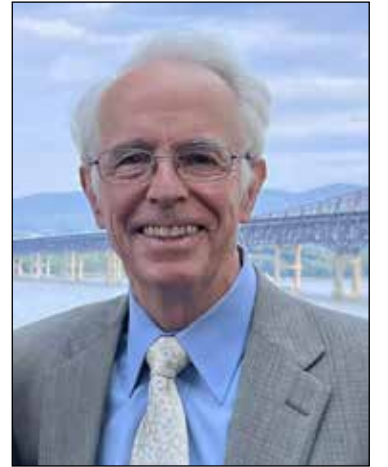
bor to add the conservation community, forming a triumvirate rarely witnessed in industry or politics. The action led to new CIC campaigns for increasing public works funding in areas of pollution control facilities, upgrading infrastructure networks and helping to win statewide voter support for “green” bond referendums.

He recalled in 1991 how CIC became a founding member of the Clean Water/ Jobs Coalition—an organization that would grow to more than 1,000 private and public enterprises in the state and win billions of dollars of federal and state public works funding through the EPA, the New York State Department of Environmental Conservation and its Environmental Facilities Corporation. “We were very much a team when it came to pushing government officials to produce the money required for water and sewer infrastructure on a local and state level,” he said.

Among the initiatives the CIC advanced during Mr. Murphy’s board tenure was the establishment of the Louis G. Nappi Management & Labor Scholarship Fund, which has bestowed more than \$1.1 million in over 250 college student grants since its inception in 2009.

“The Louis G. Nappi Scholarship program is one of the best things that I’ve seen happen at CIC,” he reflected. “It’s been most rewarding to be a part of it...helping the next generation of high school graduates go to college and deepen their education. I look back at this legacy with gratitude that CIC is still pushing the envelope and awareness of the benefits of a good education, and that we are making possible meaningful jobs and careers in construction to so many young people.”

His early employment included work on federal highway projects for Savin Brothers of Bluefield, CT. Mr. Murphy came to an important career fork in the road when he made a professional decision to turn down the opportunity to work for a large, nationwide company, opting instead to join Halmar Construction, Inc., in 1972. The company evolved from Halmar Contracting, Inc., in 1985, with



**Bill Murphy**

Mr. Murphy serving as president. The enterprise earned the distinction of a “Top 400 Contractor” by *Engineering News Record*.

CIC Chairman George Pacchiana described Mr. Murphy’s contributions to CIC as incalculable. “The wisdom, knowledge and experience Bill brought to the CIC boardroom cannot be measured,” he said. “Bill’s governance and leadership will have lasting impact as CIC takes on all industry challenges we face on a daily basis.”

Mr. Pacchiana described Bill and his company, Halmar Contracting Inc., as a “formidable competitor in the heavy and highway industry. Bill was the president of a company that could perform large-scale, complicated projects that few other companies could consider.”

The CIC chairman pointed to the \$100-million-plus highway interchange in Suffern, NY in Rockland County and reconstruction of the Hutchinson River Parkway off I-287 in Westchester as prime examples of Halmar’s impressive project portfolio.

Mr. Pacchiana concluded, “I know I speak for my fellow board members to extend to Bill my deepest gratitude and wish him all the best in his well-deserved retirement from the CIC board.”

It was at this time in the early 1990s when Mr. Murphy also served on the board and as the then-president of the Associated General Contractors, New York State.

In 1996, Mr. Murphy sold his interest in Halmar and founded William Murphy & Associates, a company that provided project management, estimating and claims consultation to the contracting community.

**Please Turn to Page 21**

## 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



**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, RJ Merritt, Business Manager

LOCAL 754, 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**



## Attorney's Column

# Appellate Court Affirms Dismissal Of Lawsuit for Failing to Mediate First

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

A construction contract is more than just an assemblage of legalese terms—it is the single document which defines the relationship between the parties. Absent a provision which violates public policy (pay-if-paid, pre-emptive lien waivers, indemnification of a party for its own negligence, etc.), the contract will be strictly enforced as written, including any conditions precedent to bringing a lawsuit. We have written about this fact

properly provide notice of a claim which dooms that claim to the graveyard of dismissal. However, this is far from the only condition precedent which can land an otherwise valid claim in the graveyard. In the recent case of *Massa Construction, Inc. v Clyde-Savannah Central School District*, an appellate court affirmed a trial court's dismissal of a claim where the contractor failed to request mediation, as required by the contract.

vannah Central School District for Massa to undertake Phase II of its 2017 Capital Improvement Project for the sum of \$14 million. The contract contained a provision that "claims, disputes, or other matters in controversy arising out of or related to the Contract shall be subject to mediation as a condition precedent to binding dispute resolution" and then set forth the mechanism for commencing mediation. The contract also contained a provision



Thomas Welby, P.E., ESQ.



Gregory J. Spaun, ESQ.

delays from the start, ultimately stretching into the

sions and never received a direct answer, noting that Massa was still amenable to mediating its claims. In reply, the district argued that there was a specific mechanism in the contract that set forth how to initiate mediation, and counsel's noting his conversations with his adversary on the subject of mediation was not sufficient under the contract.

### Decision

The motion court granted the district's motion, citing well settled law regarding the enforcement of contractual conditions precedent. Then, the motion court found that the simple conversations with opposing counsel cited by Massa were not sufficient where the contract required a request for mediation be sent to the opposing party, with a copy filed with the person or entity administering the mediation (here, the American Arbitration Association). Accordingly, based on Massa's failure to satisfy this contractual condition precedent (and also the requirement that notices of claim be submitted within 21 days), the motion court dismissed Massa's claims. Massa appealed, but the appellate court affirmed for the reasons set forth by the motion court.

### Comment

Statutory conditions precedent (notice of claim requirements) are often traps for the unwary since your average contractor may not be familiar with the statutory or regulatory framework which contains these preconditions. However, contractual conditions precedent should not be so for the simple reason

***Statutory conditions precedent (notice of claim requirements) are often traps for the unwary since your average contractor may not be familiar with the statutory or regulatory framework which contains these preconditions.***

many times before (most recently last summer), most often in the context of a contractor's failure to

### Background

In January of 2019, Massa Construction entered into a contract with the Clyde-Sa-

that the parties could mutually agree to forego mediation.

The project encountered

pandemic years. Because of the delays and additional costs incurred, Massa requested an extension of time and additional compensation under the contract. The project architect denied the request, and Massa filed a notice of claim with the district (which is a separate statutory condition precedent to bringing a lawsuit against a school district). Separately, Massa sought additional compensation for work involved in removing and replacing a concrete slab, which it contended was extra work. The project architect similarly denied this claim, and Massa filed another notice of claim with the district.

In May of 2021, Massa sued the district, alleging that the district breached the contract by failing to pay the additional compensation that Massa requested, which formed the basis for the two notices of claim. The district answered the complaint and the matter proceeded to discovery, after which the district moved for summary judgment dismissing the complaint, arguing that Massa failed to comply with the contractual condition, which required that the parties engage in mediation prior to bringing forth a lawsuit. In opposition to the motion, Massa's counsel argued that he had attempted to discuss mediation with the district's counsel on several occa-



## 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



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.

Please Turn to Page 14

## Economic Outlook

# Major Constraints in Hudson Valley Economy Stem from Housing, Labor, Commercial R.E.

By MICHAEL J. PATON

The economy of the Lower Hudson Valley in 2025, particularly Westchester County, reflects the broader structural evolution of suburban regions within the New York metropolitan area. The region's economic performance can be understood through three interconnected markets: the labor market, the housing market, and the commercial real estate market. Together these sectors reveal a regional economy characterized by relative-

ly low unemployment, strong but constrained housing demand, and a commercial property sector still adjust-

economically resilient due to its proximity to New York City and its diversified employment base, structural

are shaping its economic trajectory.

The labor market in the Lower Hudson Valley remained relatively strong during 2025, although growth slowed compared with earlier post-pandemic recovery years. According to the New York State Department of Labor, the Hudson Valley region ended 2025 with approximately 847,400 private-sector jobs, representing a modest annual increase of roughly 1,900 jobs,

***Looking forward, the Lower Hudson Valley economy is expected to remain stable but constrained by structural factors.***

ing to post-pandemic work patterns.

While the region remains

pressures, especially housing supply shortages and office market restructuring,



or about 0.2%.

Employment growth during the year was uneven across sectors. According to state labor data, private education and health services added approximately 6,600 jobs, making it the fastest-growing sector in the regional economy. Professional and business services also expanded modestly, adding roughly 1,900 jobs, while financial activities increased by about 500 jobs. At the same time, several sectors experienced contraction. Job losses were recorded in construction, trade and transportation, leisure and hospitality, and manufacturing. These declines reflected both cyclical factors, such as higher interest rates affecting construction, and structural changes in consumer spending and supply chains.

Unemployment rates in the region remained relatively low. According to labor market data compiled by regional economic organizations, the Westchester County unemployment rate fell to roughly 3.1% by December 2025, slightly below the broader Hudson Valley average of about 3.2%. These figures indicate a labor market close to full employment by historical standards. However, tight labor conditions have created shortages in certain occupations. Healthcare providers, for example, have reported persistent difficulty filling positions ranging from nurses to medical technicians. As the region's population ages, demand for healthcare labor continues to rise, placing additional pressure on the workforce pipeline.

Housing represents the most constrained and

# WE SAVE AND BRING CLEAN WATER TO YOUR TAP

**Our members share your concerns for water cleanliness and conservation.**

Local 825 Operating Engineers are trained to install water infrastructure efficiently and without impacting the environment. We are part of a team that will save millions of gallons of drinking water every day, delivering clean water to homes throughout the region.

We believe in conservation and renewal that will come with a commitment to proactive infrastructure upgrades.

The professional women and men of Local 825 Operating Engineers are the best trained, most experienced and are the day one ready workforce to get major projects completed safely, on time and on budget.

**Local 825 Operating Engineers work together to build better communities.**

**BETTER BUILDING BEGINS HERE**

@IUOELocal825  
www.IUOE825.org



Please Turn to Page 19

# SEQRA Reform Continued from P.1

ensure they deliver needed climate and energy saving benefits. Properly structured, the SEQRA exemption would incentivize the kind of housing we most need, at a time when housing and energy costs are unaffordable to our residents.”

Dutchess County Executive Serino, who has a background in real estate, also said she was supportive of some changes to SEQRA, noting that project opponents can use the state regulations to delay worthwhile projects. She pointed to the Bellefield at Historic Hyde Park mixed-use project, which took more than 10 years to secure approvals and break ground.

Sullivan County Legislative Chair Rajsz, who also serves as a member of the Town of Lumberland Planning Board, said that SEQRA “can be used as a weapon and is an obstacle and creates a a lot of burden for people that are before the Planning Board that want to build.”

While she agreed with the governor’s proposals to relieve some of the SEQRA regulatory burdens for some projects, she added that “it is a double-edged sword” and that regulatory project approvals still need to be in the hands of local planning



**Ulster County Executive Jen Metzger**

and zoning boards.

Orange County Executive Neuhaus said he was “100% in favor of reforming it (SEQRA), but pointed to several large commercial projects—Mediacom in Blooming Grove and LEGOLAND New York in Goshen that were approved in less than three months and 12 months respectively. He said that the local municipalities have the power in terms of development oversight and that “if there is a will there is a way” for localities to approve investment projects they support.

In terms of housing, Mr. Neuhaus said the reality in Orange and Sullivan counties is that “People are petrified about high-density development coming and that is being reflected in not only the zoning of the local communities but how those local planning



**Dutchess County Executive Sue Serino**

and zoning boards react?”

Earlier this year Gov. Hochul proposed a series of changes to SEQRA regulations. To speed up the development of housing to create a more affordable and sustainable New York, Gov. Hochul said she will seek amend the State Environmental Quality Review Act (SEQRA) to exempt certain types of housing projects that have no significant impacts on the environment, which are still subject to local zoning, from additional SEQRA review. Projects will still be required to comply with crucial state regulatory and permit requirements governing water use, air quality, environmental justice, and protection of natural resources, as well as local zoning and other permitting requirements. Projects must also be located outside of flood risk areas in order to qualify.



**Orange County Executive Steve Neuhaus**

In New York City, the state will set caps on the size a building must be to avoid the requirement of additional SEQRA review, with caps varying on the basis of the density of the neighborhoods as determined by the city. In the rest of the state, to avoid additional SEQRA review, housing projects must be on previously disturbed land, connected to existing water and sewer systems, and subject to additional unit caps.

The governor is also proposing to facilitate the speedier, cheaper delivery of a broad range of beneficial infrastructure projects among a number of other proposed changes.

The county leader panel also implored state lawmakers to reduce state taxes, while also assisting in county efforts to provide services and build affordable housing.



**Sullivan County Legislative Chairperson Nadia Rajsz**

All panelists spoke of the burdens residents face with high taxes, fuel, utility and grocery prices.

“Inflation itself has had such a transformational impact on people’s lives,” County Executive Neuhaus said. He noted that the wealthy and those in the lower income bracket are “changing the way they spend money based on inflation rates.”

He said that one way Orange County could help young residents with the high cost of housing is being selective and supportive of projects that will produce high-paying jobs. Mr. Neuhaus also stressed that the state and counties must invest in its infrastructure, which he described as “woefully embarrassing” and in many cases cannot support hoped for major economic development projects. ■

## HIT A GRAND SLAM

### LIMITED-TIME COMPACT & SMALL MACHINE OFFER



**0% FOR 60** (Skid Steer Loaders, Compact Track Loaders, Mini Excavators)

**PLUS**

- ▷ CAT CUSTOMER VALUE AGREEMENT 2 YEAR / 1000 HOURS
- ▷ UP TO 7 YEARS WARRANTY
- ▷ SECTION 179 BONUS DEPRECIATION ELGIBILITY



**0% FOR 36** (Backhoe Loaders, Compact Wheel Loaders, Small Wheel Loaders, Small Dozers, Telehandlers)

**PLUS**

- ▷ CAT CUSTOMER VALUE AGREEMENT 2 YEAR / 1000 HOURS
- ▷ UP TO 7 YEARS WARRANTY
- ▷ SECTION 179 BONUS DEPRECIATION ELGIBILITY

**SCAN ME!** 

PURCHASE MUST OCCUR BY 12/31/25. OFFER ONLY AVAILABLE ON SELECT NEW CAT MACHINES. OFFER SUBJECT TO MACHINE AVAILABILITY. OFFER SUBJECT TO CREDIT APPROVAL BY CATERPILLAR FINANCIAL SERVICES CORPORATION. NOT ALL CUSTOMERS WILL QUALIFY. OFFER IS SUBJECT TO CHANGE-SEE DEALER FOR DETAILS.

 **Poughkeepsie, NY**  
122 Noxon Rd

 **Bloomingburg, NY**  
783 Bloomingburg Rd

 **Bronx, NY**  
699 Brush Ave

 **Newington, CT**  
225 Richard St

 **Holtsville, NY**  
660 Union Ave

 **844 - CAT - 1923**  
[www.hopenn.com](http://www.hopenn.com)



# NEXT GEN LEADERS



## Profiles of the Industry's New Generation

### DANIELLA MULVEY

Age: 25

**Summary:** A problem solver by nature, Daniella looks at challenges with a keen desire to find solutions and answers to problems—whether they're in the current or yet-to-be-built material world—or even in the realm of the imagination. (That's probably why her favorite reading genre is the crime thriller.)

**Academic Accomplishments:** Three-time recipient of both the Louis G. Nappi Management & Labor College Scholarship (2020-2022), and the Construction Advancement Institute Scholarship (2022-2024).

**Current Employer & Job Title:** Designer, Hart Howerton, New York City. Hart Howerton is a design firm providing interdisciplinary planning, architecture, landscape architecture and interior design services, with offices in San Francisco.

**Education:** Daniella graduated from the University of Pennsylvania with a Master of Architecture degree. She received her B.A. in Architectural Studies from Ithaca College in Ithaca, NY. A native of Valhalla in Westchester, Daniella graduated from Westlake High School in Thornwood, NY.

**What influenced your decision to pursue this career path:** "I was always drawn to art and design but had a knack for problem solving. Architecture gives me the best of both worlds, solving problems creatively."

**What are the biggest challenges in your work:** "Communication among all the players in the construction industry is the biggest challenge. We need to visualize the design on the client's behalf and get it built."

**Words of wisdom for a young person entering your field:** "This is a career that is a marathon, not a sprint. However, if you really love it, it is extremely rewarding. Follow your passions and stick to it!"

**Recent professional accomplishments thus far:** "I helped design a small pool house that just got approved to break ground. This will be my first design truly brought to life. I am excited to learn through the construction phase and see this project become a reality."

**What are your professional goals:** "I am currently studying for my exams and plan to be licensed by next year."

**Favorite interests or hobbies:** "I love exercise, currently training for Hyrox in NYC this May."

**Most memorable quote:** "Something complex is actually a series of many simple decisions and moves."

**Relationship with the CIC/Louis G. Nappi and BCA/CAI Scholarship Programs:** Daniella is the daughter of an executive of Stratis Contracting Corp, a CIC-member company.



Written by George Drapeau III, Researched by Laurel Brunelle

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

The Louis G. Nappi Labor-Management Scholarship Program was named in honor of CIC Chairman Emeritus Louis G. Nappi. Since the inception of the Louis G. Nappi Construction Labor-Management Scholarship Fund in 2009, more than \$1.1 million has been awarded to 88 students sharing in a total of 190 grants over the years. This financial support has made possible tuition aid for those attending over 50 colleges and universities throughout the United States.

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

#### L.G.N. Scholarship Committee

- |   |   |
|---|---|
| <p><b>CHAIRMAN</b><br/><b>William Mascetta</b><br/>Transit Construction Corp.</p> <p><b>COMMITTEE</b><br/><b>Anthony Ascencao</b><br/>Laborers Local Union 60</p> <p><b>Brandon Ciccone</b><br/>Ben Ciccone, Inc.</p> <p><b>Dean DiNatale</b><br/>Yonkers Contracting Co., Inc.</p> <p><b>Sam Etre</b><br/>ELQ Industries, Inc.</p> | <p><b>Jeffrey Loughlin</b><br/>Building &amp; Construction Trades Council of Westchester &amp; Putnam, Inc. &amp; Operating Engineers Local Union 137</p> <p><b>George Pacchiana</b><br/>Thalle Industries, Inc.</p> <p><b>Louis Picani</b><br/>Teamster Local Union 456</p> <p><b>Thomas H. Welby, Esq.</b><br/>Wellby Brady &amp; Greenblatt, LLP</p> |
|---|---|

#### About the BCA/CAI Scholarship

Since its inception, the BCA/CAI Scholarship Program has awarded 135 grants to 80 students at more than 40 colleges and universities throughout the U.S. In 2024, the associations awarded \$70,000 to lift the total BCA/CAI scholarship awards to more than \$609,000 since it began in 2009.

#### BCA/CAI Scholarship Committee

- |  |   |
|--|---|
| <p><b>Dominic Calgi</b><br/>Calgi Construction Co., Inc.</p> <p><b>Mark Fante</b><br/>Darante Construction Ltd.</p> <p><b>Laurel Brunelle</b><br/>Construction Advancement Institute</p> <p><b>Jay Martino</b><br/>Martino Contractors, Inc.</p> | <p><b>Thomas H. Welby, Esq.</b><br/>Welby, Brady &amp; Greenblatt, LLP</p> <p><b>Ross J. Pepe</b><br/>BCA &amp; CIC</p> <p><b>F. Matthew Pepe</b><br/>BCA &amp; CAI</p> <p><b>Fred Sciliano</b><br/>LeChase Construction Services, Inc.</p> |
|--|---|

## Rallying for Apprenticeships



Speakers at the Hudson Valley Construction Career Day at Rockland Community College on March 27 celebrating the many career opportunities available through Union Apprenticeship training programs. From left, Tom LeCount of Insulators Local Union 91, Sean Meaney and Dave Ryan of Operating Engineers L.U. 137, Sharon Masciovecchio of CIC, Cody Loniewski of Carpenters L.U. 279, Rachael Adler of the NYS Department of Labor, John Mulgrew of the Office of Sen. Bill Weber, Mary Jane Bertram and Deborah Studnitzer of Workforce Development Institute (WDI), Noel Serrano of the Office of Dana Lavenberg, Rockland Community President William Mullaney of Rockland Community College, Matt Pepe of the BCA, Michael Dulaney of the Office of Sen. James Skoufis, Debra Thomas of the WDI, NYS Assemblymember Karl Brabenec, Donna Chiapperino of the Office of Congress Mike Lawler, Assemblymember Matt Slater, NYS Sen. Shelley Mayer, Benito Arellano of Laborers L.U. 235, Beth Cheverie of LiUNA, Joe Tavares of Teamsters L.U.

## Nearly 700 Students Learn About Trade Skills, Careers at 25th Annual Construction Career Day

SUFFERN, NY—The Rockland Community College Fieldhouse served as the showcase for the union Building Trades where nearly 700 students could experience hands-on crafts and learn about the learning and financial advantages of apprenticeship training.

On Fri., March 27, Union and private-sector companies engaged students with some real trade activities like bricklaying, painting and welding at the 25th Hudson Valley Construction Career Day. The program is designed to reinvigorate the industry's labor force with young talent by introducing them to entry-level jobs. The event relies on sponsorship support of the Construction Industry Council of Westchester & Hudson Valley, Inc. (CIC), and the Building Contractors Association of Westchester & The Mid-Hudson Valley, Inc. (BCA). Attendance profiles over the years have peaked at 65% minority, and females represented nearly a quarter of the participants (23%).

This year's Construction Career Day showcased 15 Union Locals and nine exhibitors. In addition to the hundreds of students attending from 31 regional high schools, dozens of school chaperones also participated to manage the event.

"The demand for skilled labor is increasing, and

we're seeing infrastructure investments at the state and federal levels, so there is clearly a need for these critical skills," said Matthew Pepe, executive director of the BCA. "Apprenticeships offer young people the opportunity to learn and earn as they prepare for good-paying jobs right in their communities. We're proud to be a part of this important effort to enhance our workforce, invest in our communities and strengthen our overall economy."

Registered apprenticeship programs in the building and construction trades provide participants with a high-quality and nationally recognized credential that certifies occupational proficiency in the construction industry. Programs follow a "learn-while-you-earn" model, as participants earn wages that are graduated upward as the apprentice accumulates credits and advance to journey person status. During the previous evening, parents and students also participated in two-hour information session, discussing job outlooks, construction careers training and what jobs actually entail.

For more information, contact Sharon Regan Masciovecchio of the CIC at 914-631-6070 or [sharon@cicnys.org](mailto:sharon@cicnys.org).



Visiting the Carpenters U.L. 279 of Rock Tavern, NY, are BCA Executive Director Matt Pepe, Cody Loniewski of Carpenters L.U. 279, CIC Board Member Roxanne Guerrerio of KCM Contracting, Inc., and Pedro Galaviz of Carpenters 279.



Denise June of Teamsters L.U. 456, right, offered students the chance to sit behind the wheel in the union's heavy construction vehicle simulator.



From left, Plumbers Local Union 21 Apprentice Mike Sullivan guiding a student along with Plumbers L.U. 21 instructor Matt Mangone.






Sheetmetal Workers L.U. 38 of Brewster, NY.



Painters District Council No. 9, Local 113 of White Plains, NY.

# 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  
Newburgh  
Latham  
Rochester  
White Plains  
Astoria  
Forest Hills



## DBE Continued from P.4

the DBE program has been suspended while states re-evaluate the status of previous DBE firms.

Meanwhile, a group of pro-DBE organizations and companies successfully intervened as parties in the lawsuit last year. In light of the new DBE rule, they petitioned the judge to dismiss the suit, which would preserve their longer-term legal options. So, while the dismissal leaves the new DBE regulations in place, the court never ruled on the suit's underlying constitu-

tional questions. This leaves future legal challenges—or a change in direction by another presidential administration—as possibilities.

In light of all these developments, ARTBA wrote, "Congress will need to address the DBE program as part of its pending surface transportation reauthorization.

For more information on the decision and policy developments, contact Rich Juliano or Prianka Sharma of ARTBA at 202.289.4434 or [www.artba.org](http://www.artba.org). ■

## Attorney's Column Continued from P. 8

that they are found within the construction contract itself. Contractors should be intimately familiar with the contract documents they sign. Nonetheless, all too often, once signed, the contract quickly goes onto a shelf, only to be brought out in the event of a problem (as if it were behind the label "in case of emergency break glass"). Unfortunately, that is often too late as deadlines have passed, and time cannot be unwound. For that reason, many construction attorneys can offer to provide contract books summarizing each

deadline in the contract, and each condition that has to be met in order to best preserve and prosecute a claim. At the very least, contractors should engage experienced construction counsel as soon as an issue arises to best protect their rights. ■

**About the authors:** *Thomas H. Welby, Esq., P.E., is General Counsel to the CIC and the BCA, and founder Senior Counsel to Welby, Brady & Greenblatt, LLP. Gregory J. Spaun, Esq., is General Counsel to the Queens and Bronx Building Association and a partner with the firm.*

## BCA's 69th Annual Golf Outing

**CHALLENGING GOLF!  
AWARDS!  
LOBSTER/CLAMBAKE/STEAK DINNER  
PRIZES! PRIZES! PRIZES!**



**Register by May 19th!**

## SWING INTO ACTION!

Monday, June 1, 2026  
Westchester Hills Golf Club  
White Plains, New York  
Annual Membership Golf Outing  
Reservations and Sponsorship Information Available  
[cicbca.org/events](http://cicbca.org/events) - 914.631-6070 - [sharon@cicnys.org](mailto:sharon@cicnys.org)

# International Brotherhood of Teamsters Local 456

---



**Louis A. Picani, President**

**Joseph Sansone, Secretary Treasurer**

**Dominick Cassanelli Jr, Vice President**

**Roger G. 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*

## Major Road & Bridge Repairs Continued from P.1

placements, namely Ramp G of I-84 over I-84 and I-684 in the Town of Southeast in Putnam County. The Yonkers-based firm was the lowest of five bids for the project.

The largest recent apparent low bid in Region 10 was submitted by FCS Group LLC of Maspeth, NY, which was the lowest of four bidders at \$62,856,333.54 for bridge corrective repairs and preventative maintenance on the Gowanus Expressway (I-278) Viaduct in the Borough of Brooklyn.

Recent multiple project low bids in the Hudson Valley were secured by Yonkers Contracting, Inc., Tilcon New York, Argenio Brothers and Callanan Industries Inc.

Yonkers Contracting Co. was the lowest of six bidders at \$18,877,285. for pavement maintenance on NY Route 304 in the Town of Clarkstown in Rockland County. YCC was the lowest of six bidders at \$13,511,530. for PMI pavement resurfacing on Routes 117 and 9A at various locations in Westchester.

The Parsippany, NJ-based Tilcon New York was the lowest of four bidders at \$8,411,000. for pavement resurfacing on Routes 376 and 113 at various locations in Dutchess County. The company was also the lower of two bids at \$13,711,000. for highway pavement mill and fill at Route 9 in the towns of Hyde Park and Poughkeepsie and City of Poughkeepsie in Dutchess County.



**DOT Region 8 Director Julianne M. Fuda, P.E. said that the state has “begun an unprecedented effort to repave roads across New York State, including the Hudson Valley Region.”**

Argenio Brothers of New Windsor, NY was the apparent low bidder on two Region 8 projects in Orange County. The firm was the lowest of six bidders at \$3,398,398. for highway pavement mill and fill work at Route 32 and Route 300 in the Town of Newburgh. The company was the lowest of four bidders at \$9,441,441 for Resurfacing on Route 209 at the Port Jervis line to Route 211 in the Town of Deerpark and City of Port Jervis in Orange County.

Callanan Industries was the sole

bidder at \$18,863,509.26 for the Region 9 pavement resurfacing contract on NYS Route 17 in the Town and Village of Liberty in Sullivan County. The firm also was the lowest of three bidders at \$4,578,986.39 for Resurfacing, Route 28 from Waughkonk Road to Route 375 in the towns of Hurley, Kingston and Woodstock in Ulster County.

Another significant contract let in Region 8 was for highway sign replacement at Route 907K in the Town of Eastchester and cities of

Mount Vernon and Yonkers in Westchester. Tully Construction Company Inc. of Flushing, NY was the lower of two bids at \$16,294,724.25 for that project.

Tully was named the apparent low bidder on a major project let during the Feb. 27-March 26 period in Region 10. Tully was the lowest of five bidders at \$33,002,580.90 for highway resurfacing mill and fill at various locations in the boroughs of the Bronx, Kings, Queens and Richmond. ■

 **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.



## NYC Update

# New NYC True-Cost-of-Living Report Shows 62% of Residents Do Not Meet Cost Standards

NEW YORK — New York City Mayor Zohran Mamdani recently released the Preliminary Citywide Racial Equity Plan (REP) and the inaugural NYC True Cost of Living (TCOL) Measure, two reports that together establish a new framework for how New York City measures affordability. The reports' findings underscore the affordability and cost of living crisis that exists in the city as more than 60% of New Yorkers fail to meet cost of living standards.

The Preliminary Citywide Racial Equity Plan is the first governmentwide racial equity framework in the city's history, outlining data-driven agency goals, strategies and indicators to address long-standing disparities across public policy, services and practices. The True Cost of Living Measure, spearheaded by the Mayor's Office of Equity & Racial Justice in collaboration with the Urban

Institute and the Mayor's Office for Economic Opportunity, provides a clear picture of what New Yorkers need to meet essential needs and achieve foundational economic security.

Both reports, released on April 6, were mandated by successful voter referendums in 2022. Together, the two reports make clear that New York City's affordability crisis is deeply tied to its history of racial inequity. Patterns of disinvestment, exclusion from homeownership, unequal access to health care and employment and concentrated environmental burdens have shaped who has resources, who faces the greatest costs and who remains most economically insecure today.

"The True Cost of Living Measure offers an honest account of what it actually costs to live in this city—and who is being left behind. It shows that this is not a crisis affect-



**New York City Mayor Zohran Mamdani released the Racial Equity and Cost of Living Measure reports on Monday, April 6.**

ing a small minority of New Yorkers. It is a crisis touching the vast majority of our city, in every borough and every neighborhood," said Mayor Mamdani. "But we know this crisis is not felt equally. Black

and Latino New Yorkers—who have been pushed out of this city for decades—are bearing the brunt. The Preliminary Racial Equity Plan is where we begin to reverse that pattern. These reports make one thing clear: we cannot tackle systemic racial inequity without confronting the affordability crisis head-on, and we cannot solve the cost-of-living crisis without dismantling systemic racial inequity."

#### Reports' Key Findings:

- 62% of New Yorkers — 5.04 million people — do not meet their true cost of living, compared with roughly 18% to 20% identified as poor under traditional measures.
- The average annual resource gap is \$39,603 per family.
- The median annual costs for a family with children are \$159,197 to achieve economic security but median resources are \$124,007 — a gap of more than \$35,000.
- 73% of children in New York City — 1.2 million — live in families that don't meet their cost of living; in the Bronx, that figure rises to 87%.
- New Yorkers with self-reported disabilities face the highest burden, with 92% unable to meet their cost of living and an average resource gap of \$76,178.
- Hispanic New Yorkers face the highest TCOL rate at 77.6%, followed by Black New Yorkers at 65.6% and Asian and Pacific Islander New Yorkers at 63.3%, compared with 43.7% for white New Yorkers.
- Intraborough racial disparities are starkest in Man-

hattan, where Hispanic residents face a TCOL rate of 85.3% and Black residents a rate of 80% compared to 32.9 percent for white residents.

• Approximately 3.58 million New Yorkers earn above the federal poverty line but still don't meet their cost of living — a "missing middle" often largely invisible in traditional poverty measures.

• Government supports, including stabilized housing, Universal Pre-K/3-K, SNAP and tax credits, reduce the overall NYC TCOL rate by about five percentage points.

The release of the two reports followed new research that underscores the urgency of the crisis, city officials said. Columbia University's Poverty Tracker, published this winter in partnership with Robin Hood, found that nearly 2.2 million people, including 450,000 children, lived in poverty in 2024 — the highest level in the study's 10-year history, with widening racial disparities. Asian and Latino New Yorkers were more than twice as likely to live in poverty as white New Yorkers, and Black New Yorkers faced similarly elevated rates.

The NYC True Cost of Living Measure was developed in collaboration with the Urban Institute using their Analysis of Transfers, Taxes, and Income Security (ATTIS) microsimulation model based on American Community Survey data. The Preliminary Citywide Racial Equity Plan was developed by the Mayor's Office of Equity & Racial Justice in collaboration with 45 city agencies. ■



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

## Safety Watch

# When 'Safer' Isn't Compliant: Fall Protection Lessons from Suspension Scaffold Design

By COSTAS CYPRUS, ESQ.

Fall protection remains one of the most heavily scrutinized areas in construction safety, particularly on high-rise projects where suspension scaffolds are routinely used. The decision in *Secretary of Labor v. Greg Beeche Logistics* serves as a clear reminder that even well-intentioned design innovations cannot substitute for strict compliance with OSHA's scaffold standards.

The case arose from a façade replacement project in Boston, where Greg Beeche Logistics (GBL) designed, supplied and maintained swing stage scaffolds used for curtain wall installation. Following an anonymous complaint, OSHA inspected the site and issued a citation alleging a violation of 29 C.F.R. § 1926.451(g)(3)(iii), a provision that requires two-point suspension scaffolds to be equipped

***Fall protection must be evaluated through the lens of failure, not success. Systems must be designed to protect workers not just when everything functions as intended, but when they do not.***

with additional independent support lines equal in number and strength to the suspension ropes.



At its core, the dispute was not whether employees were exposed to fall hazards, but whether the employer's scaffold design satisfied the standard. The scaffolds at issue were equipped with dual suspension ropes and multiple automatic locking devices known as "bloc-stops," designed to arrest a fall if a rope failed. However, the system did not include the additional independent support lines expressly required by OSHA's regulation.

GBL argued that its design provided equal or superior protection. According to the testimony, the configuration used multiple locking devices along each rope, which would engage in the event of a failure and prevent a collapse. GBL further asserted that eliminating independent support lines reduced hazards associated with wind load, rope management, and worker distraction.

The Administrative Law Judge ("ALJ") rejected these arguments outright. The ALJ emphasized that OSHA's scaffold regulation is a specification standard. That distinction is critical. Unlike performance-based standards, specification standards require strict adherence to prescribed measures, regardless of whether an alternative method might arguably provide equivalent protection. As the decision makes clear, once noncompliance with a specification standard is established, the existence of a hazard is presumed.

The ALJ focused heavily on

Please Turn to Page 20



## 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

ELEC825 is the labor management fund  
of Operating Engineers Local 825

## Financial Management

# Qualified Opportunity Zones Offer Deferral Of Eligible Capital Gains in Ways 1031s Don't

By PHILLIP ROSS, CPA, CGMA, PARTNER

The Qualified Opportunity Zone (QOZ) Program, enacted as part of the Tax Cuts and Jobs Act (TCJA) of 2017, originally provided taxpayers with tax-enhanced returns on qualified investments made into designated opportunity zones. The program offers several key benefits, including temporary deferral of eligible gains, a step-up in tax basis for certain investments, and the exclusion of

liquidated. Rather, the gain deferral represents only a temporary relief of tax liability. All gains deferred into the first QOZ program will be deemed recognized and taxable as of Dec. 31, 2026.

Accordingly, taxpayers with QOZ investments should ensure that these deferred gains are incorporated into their 2026 tax planning and projections. Advisors, including tax preparers, finan-

Three primary tax benefits available for original QOZ investors are:

1. The ability to defer the gain until either the investment was sold or a set date (12/31/2026 under the TCJA).

2. A reduction in the amount of capital gains income from the original sale, provided that the new investment is held for a set period.

3. Permanent exclusion

ing section 1231 (business asset) sales treated as capital gain income and capital gain from stock sales.

Additionally, in the case of a 1031 exchange, all proceeds must be reinvested in the new property, including the return of the original investment basis. In an opportunity zone investment, a taxpayer can simply take the amount of cash equal to the realized capital gain and invest it in the QOZ. Another contrast to 1031 exchanges is that the election to defer the investment in the QOZ is made by the individual members for passthrough capital gains. Notably, the opportunity zone benefits are only available for investments made with capital gain funds. Any additional cash invested is ineligible for the stepped-up basis on the new investment.

It is also important to note that not all states conform to the Federal QOZ provisions. Some states decoupled from the federal rules in later years, meaning that certain taxpayers may have already paid state tax on their deferred gains. In some cases, the same qualified fund



investment may have been tax-deferred at the state level in one year but fully taxable in another.

Taxpayers should work closely with their advisors now to confirm state conformity and develop a plan in preparation for their QOZ gains that will be recognized in 2026. Early preparation will allow for cash-flow planning, strategic use of losses, and optimal coordination among advisors to minimize the overall tax burden. ■

**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).

### ***QOZs allow deferral of any form of capital gain income, including section 1231 (business asset) sales treated as capital gain income and capital gain from stock sales.***

taxable gains for investments held for 10 years or more. These tax advantages, combined with sound underlying economics, can significantly enhance the overall attractiveness of an investment opportunity.

It's important to note that the gains reinvested and deferred under the program are not deferred indefinitely until the investment is sold or

cial planners and investment professionals, should be fully informed of the deferred gains scheduled for recognition in 2026. To mitigate the tax impact, taxpayers may be able to offset the recognized capital gains with capital losses realized throughout the 2026 calendar year. Proper coordination and timing can be critical for effective tax management.

of gain from appreciation on the new investment if held for a set period of time.

The deferral rules for opportunity zones provide opportunities that 1031 exchanges do not. After enactment of the TCJA, only real property is eligible for section 1031 treatment. By contrast, opportunity zones allow deferral of any form of capital gain income, includ-

## Economic Outlook Continued from P. 9

politically significant sector of the Lower Hudson Valley economy. In 2025, housing demand remained strong, driven by the region's proximity to New York City, relatively high incomes, and the continued appeal of suburban living. According to real estate market data, the median home sale price in Westchester County in 2025 ranged between approximately \$770,000 and \$790,000, reflecting sustained price levels close to record highs despite fluctuations in mortgage rates.

The housing market remains constrained primarily by supply. According to housing policy reports, Westchester County faces a shortage of roughly 21,000 housing units, with rental vacancy rates near 1.9%, a level con-

sidered extremely tight by historical standards.

Low vacancy rates have contributed to rising rents across much of the region. Rental prices remained high relative to income levels for many households. Median rents in Westchester County have been estimated at approximately \$3,200 per month, reflecting the region's strong demand and limited supply of available units.

The shortage of housing units has several economic implications. First, it contributes to upward pressure on home prices and rents, reducing affordability for younger workers and middle-income households. Second, limited housing supply constrains labor mobility, making it more difficult for employers to recruit work-

ers who must relocate to the region. Local governments and developers have begun responding with new construction initiatives. Cities such as New Rochelle have pursued aggressive residential development strategies, adding thousands of apartments over the past decade in an effort to expand housing supply and moderate rent growth.

Commercial real estate conditions in Westchester County in 2025 reflect the ongoing transformation of office demand following the expansion of hybrid work. Although leasing activity improved modestly during the year, office vacancy rates remain elevated relative to pre-pandemic levels. According to commercial property market reports, overall office vacancy

in Westchester County stood at roughly 24% to 25% in late 2025, even after declining slightly during the year as leasing activity increased.

Leasing activity showed moderate improvement compared with the previous year. Total office leasing reached approximately 934,000sf during 2025, representing an 11% increase from 2024 and exceeding the five-year average. Despite this improvement, the market remains structurally oversupplied in certain suburban office corridors built during earlier decades. Many companies have reduced their office footprints due to hybrid work arrangements, leading to persistent vacancy in older office parks.

Looking forward, the Lower Hudson Valley economy is expected to remain stable but

constrained by structural factors. Business confidence in the region remains relatively strong due to stable inflation and improving borrowing conditions. According to regional economic forecasts, these conditions could support additional investment and development during the coming years.

However, several challenges remain. Housing shortages are likely to persist unless large-scale residential development expands significantly. Meanwhile, commercial real estate markets must continue adapting to long-term shifts in office demand. ■

**About the author:** Michael J. Paton is a portfolio manager at Tocqueville Asset Management L.P. He can be reached at 212-698-0800 or by email at [MPaton@tocqueville.com](mailto:MPaton@tocqueville.com).



Follow us on Social Media



## Low Bids

### NYSDOT Hits Spring Market Loaded With Construction Project Lettings

ALBANY—The New York State Department of Transportation has front-loaded a host of major projects in Region 8 and Region 11 in New York City.

#### Hudson Valley

The following are the apparent low bids for major road and bridge contracts in the Hudson Valley (Region 8) let from Feb. 27 to March 12.

**Westmoreland Construction Inc.** of the Bronx was the lowest of three bidders at \$4,241,979. for retaining wall & pavement improvements—Route 907K in the City of Yonkers in Westchester.

**Yonkers Contracting Co. Inc.** of Yonkers, NY was the lowest of six bidders at \$18,877,285.00 for pavement maintenance, NY Route 304, Town of Clarkstown in Rockland.

**Yonkers Contracting Co. Inc.** of Yonkers, NY, was the lowest of six bidders at \$13,511,530.00 for PMI pavement resurfacing - Routes 117 & 9A at various locations in Westchester.

**Tilcon New York Inc.** of Parsippany, NJ, was the lowest of four bidders at \$8,411,000. for pavement resurfacing - Routes 376 and 113 at various locations Dutchess.

**Tilcon New York Inc.** of Parsippany, NJ, was the lower of two bids at \$13,711,000.00 for highway pavement mill and fill on Route 9 in the towns of Hyde Park and Poughkeepsie and City of Poughkeepsie in Dutchess.

**FCS Group LLC** of Maspeth, NY, was the lowest of five bidders at \$2,929,111. for bridge painting at various locations in Columbia, Orange and Putnam counties.

**Ferraro Construction Corp.** of Franklin, NJ, was the lowest of three bidders at \$421,309.50 for culvert maintenance & rehab/repair, I-84, Town of Greenville, Orange County.

**ECCO III Enterprises Inc.** of Yonkers, NY, was the lowest of five bidders at \$24,492,000.00 for bridge replacements - Ramp G of I-84 over I-84 and I-684 in the Town of Southeast in Putnam County.

**Northbrook Contracting Corp.** of Peekskill, NY, was the lower of two bids at \$8,933,000. for wall repair at Route 52 in the Town of Wawarsing in Ulster.

**Argenio Brothers Inc.** of New Windsor, NY was the lowest of six bidders at \$3,398,398.00 for highway pavement mill and fill at Rt 32 and Rt 300 in the Town of Newburgh in Orange County.

**Argenio Brothers Inc.** of New Windsor, NY was the lowest of four bidders at \$9,441,441. for Resurfacing, Route 209 at the Port Jervis line to Route 211 in the Town of Deerpark and City of Port Jervis in Orange County.

**Tully Construction Company Inc.** of Flushing, NY was the lower of two bids at \$16,294,724.25 for highway sign replacement—Route 907K in the Town of Eastchester and cities of Mount Vernon and Yonkers in Westchester.

**Callanan Industries Inc.** of Albany, NY, was the sole bidder at \$18,863,509.26 for pavement resurfacing - NYS Route 17, Town and Village of Liberty in Sullivan.

**Callanan Industries Inc.** of Albany, NY, was the lowest of three bidders at \$4,578,986.39 for Resurfacing, Route 28 from Waughkonk Road to Route 375, Towns of Hurley, Kingston and Woodstock in Ulster.

**Paleen Construction Corp.** of Somers, NY, was the lowest of four bidders at \$3,274,153.56 for pavement maintenance - various routes, Towns of Kent and Patterson in Putnam.

**Ground Control Excavating Inc.** of Warwick, NY, was the lowest of three

bidders at \$6,980,501.40 for culvert rehab at various locations in Orange, Rockland and Westchester.

**J. Fletcher Creamer & Son Inc.** of Hackensack, NJ, was the lower of two bids at \$2,287,407. for guiderail repair on I-84 at various locations in Orange County.

#### New York City

The following are the apparent low bids for major road and bridge contracts in New York City (Region 11) let from Feb. 27 to March 12.

**FCS Group LLC** of Maspeth, NY, was the lowest of four bidders at \$62,856,333.54 for bridge corrective repairs and preventative maintenance - Gowanus Expressway (I-278) Viaduct in the Borough of Brooklyn.

**Hylan Datacom & Electrical LLC** of Holmdel, NJ, was the sole bidder at \$9,857,497.06 for standby where and when - ITS field network maintenance and support in New York City in the boroughs of the Bronx, Kings, New York, Queens and Richmond.

**Constar Inc.** of Central Islip, NY, was the lower of two bids at \$11,348,709.67 for bridge joint repair at various locations in the boroughs of the Bronx, Kings, New York, Queens and Richmond.

**Bove Industries Inc.** of East Setauket, NY, was the lowest of five bidders at \$19,111,104. for highway non-structure maintenance, where and when standby contract, at various locations in the boroughs of the Bronx, Kings, New York, Queens and Richmond.

**Bove Industries Inc.** of East Setauket, NY, was the lowest of 13 bidders at \$14,250,000.00 for concrete pavement preservation, Nassau Expressway, Clearview Expressway & Belt Parkway Ramps in Queens.

**Quintal Contracting Corp.** of Islip, NY, was the lowest of three bidders at \$3,949,011. for highway maintenance cleaning at various locations in the boroughs of the Bronx, Kings, New York, Queens and Richmond.

**Tully Construction Company, Inc.** of Flushing, NY was the lowest of five bidders at \$33,002,580.90 for highway resurfacing mill and fill at various locations in the boroughs of the Bronx, Kings, Queens and Richmond.

**ESII Enterprises dba El Sol Enterprises** of Maspeth, NY, was the lowest of nine bidders at \$17,861,000. for concrete pavement preservation, Cross Bronx Expressway & Brooklyn-Queens Expressway in the boroughs of the Bronx, Kings and New York.

### Siteworks, All Bright Electric Secure County DPW Projects

WHITE PLAINS, NY—The Westchester County Department of Public Works recently announced the selection of two apparent low bidders for work on county facilities.

**Siteworks Contracting Corp.** of Mount Vernon, NY, was the lowest of six bidders at \$1,608,000. for rehabilitation of parking lots, driveways and sidewalks at 85 Court St., Michaelian Office Building Motor Pool and Quarropas Street Loading Dock in White Plains, NY.

**ABE Fran LLC/d.b.a. All Bright Electric** of West Nyack, NY, was the sole bidder at \$4,430,125. for countywide installation of data, telephone and branch circuitry at various locations in Westchester.

The Westchester County Department of Public Works also announced that there were no bids received for the following contract: mechanical building systems replacement and upgrades, Coachman Family Center, 123 East Post Road in White Plains, NY. ■

### Safety Watch continued from P. 18

the plain language of the regulation. The requirement that scaffolds “shall be equipped” with additional independent support lines “when lanyards are connected to horizontal lifelines” was interpreted to mean exactly what it says: those lines must be present at the time employees are working, and not created or activated after a failure occurs.

GBL argued that an independent support line could effectively come into existence only after a suspension rope failure was deemed inconsistent with both the text and purpose of the standard. The ALJ characterized this interpretation as an impermissible attempt to rewrite the regulation.

Equally important was

the rejection of the “greater hazard” defense. To succeed on this defense, an employer needs to show that compliance would create a greater hazard than non-compliance, that no alternative means of protection were available, and that a variance was unavailable or inappropriate. GBL failed on all three elements.

The decision highlights a common issue in construction safety when employers attempt to justify deviations from OSHA standards based on practical field considerations. Here, GBL argued that independent support lines could create operational hazards, including wind interference and increased complexity for workers handling materials. But the ALJ found these concerns insuf-

ficient, particularly where alternative measures such as managing lines with winders were available and had, in fact, been implemented after OSHA’s inspection.

While the GBL emphasized that its system could withstand a single-point failure, the ALJ credited testimony that multiple failure points, although though less common could still result in a complete scaffold collapse.

And that is the crux of fall protection enforcement. OSHA standards are designed to account for worst-case scenarios, not just likely ones. When workers are suspended dozens of stories above ground, even a low-probability event carries catastrophic consequences.

The violation was ultimately classified as seri-

ous, with the ALJ noting that scaffold collapse presents a substantial probability of death or serious physical harm and a monetary penalty was assessed.

For employers, the lessons from this decision are clear: compliance with OSHA’s fall protection standards is not flexible. Even well-engineered systems that appear safer in practice will not satisfy a specification standard unless they meet its exact requirements.

Another lesson is that innovation must be paired with regulatory awareness. If a company believes its design improves safety, the proper course is to seek a variance or regulatory clarification and not to proceed under an assumption of equivalency.

A third lesson is that reli-

ance on past practice or lack of prior citations offers no protection. OSHA’s failure to cite a condition in the past does not preclude enforcement in the future.

Finally, fall protection must be evaluated through the lens of failure, not success. Systems must be designed to protect workers not just when everything functions as intended, but when they do not. ■

**About the author:** *Costas Cyprus, Esq., is a partner at the firm of Welby, Brady & Greenblatt, LLP, in White Plains, NY. He practices construction law and commercial litigation and can be reached at 914-428-2100 and at ccyprus@wbglp.com. The articles in this series do not constitute legal advice and are intended for general guidance only.*

## What's New & Who's News

# Rockland County Official Named President, CEO of Hudson Valley Pattern for Progress

POUGHKEEPSIE, NY—The Board of Directors at Hudson Valley Pattern for Progress has appointed Alexandra S. Obremski to be the organization's next president and chief executive officer. Ms. Obremski, a native of Rockland County, has worked in public service in the Hudson Valley for nearly two decades, including roles in community development and municipal law. She will become Pattern's seventh president since the organization was founded in 1965.

Ms. Obremski's appointment was announced by Pattern officials at its County Leaders Breakfast held at the DoubleTree Poughkeepsie on Wed., April 8. She will join the Newburgh, NY-based Pattern for Progress on May 18.

"The opportunity to lead

this renowned regional research and planning nonprofit is one I am grateful for and humble to take on," Ms. Obremski said. "I am excited to expand Pattern's longstanding commitment to regional planning and its passion for objective research on complex affordability and quality-of-life issues that are critical to the future of the Hudson Valley. I look forward to using my background in public service to continue Pattern's impressive legacy and doing the work that has benefitted our communities, businesses, and municipalities for more than 60 years."

Mary Beth Bianconi, chair of the Pattern Board, said Ms. Obremski's background in community development and as a public-sector attorney with diverse experience

"makes her ideally suited for this role. Her lifelong dedication to public service positions her to lead Pattern's next chapter as the Hudson Valley's premier research, planning and civic educational organization. She brings a clear passion for regional planning and evidence-based decision making that will support communities throughout the Hudson Valley as they consider the many challenges and opportunities that are shaping our region."

Ms. Obremski has been the director of the Rockland County Office of Community Development since 2022, where she oversaw the development and implementation of the county's first comprehensive housing plan. She also led the effort

to create and manage Rockland's \$13.5-million Housing Action Loan Opportunity (HALO) fund to develop and preserve affordable and workforce housing. She previously worked for a number of state and local government agencies, including the Rockland County Attorney's Office, the New York State Division of Human Rights, and the Orange County District Attorney's Office. In addition, Ms. Obremski currently serves in leadership positions for the New York Women's Affordable Housing Network and the Rockland County Women's Bar Association.

Ms. Obremski will become the first graduate of the Pattern Fellows Program, a regional leadership and education program created in 2007, to become the presi-



**Alexandra S. Obremski**  
Incoming Hudson Valley  
Pattern for Progress  
President and CEO

dent of the organization.

She is a graduate of the University at Albany and St. John's University School of Law. She lives in New City with her husband and four children. ■

## NYCDOT Begins Curb Program

NEW YORK—New York City Mayor Zohran Mamdani and New York City Department of Transportation (NYC DOT) Commissioner Mike Flynn announced on April 7 the creation of a new Office of Curb Management within NYC DOT to modernize how the city uses curb space and bring greater order and ease to New York City streets.

The new office will oversee curb policies across the city's 6,300 miles of streets and roughly three million curbside parking spaces, with a focus on improving safety, reducing double parking and better managing competing demands—from deliveries and outdoor dining to bike parking and waste containerization. The office will also streamline interagency coordination on projects requiring curb management.

"How we manage our curbs is how we show our streets are for everyone—from cyclists and drivers to sanitation workers and delivery workers to food vendors and outdoor diners," said Mayor Mamdani. "This new office will centralize planning so that our

curbs can keep up with the new and growing ways New Yorkers enjoy our city. By modernizing curb management, we're delivering a streetscape that is the envy of the world."

"Creating streets that are the envy of the world starts at the curb, because the curb lane is critical to a street's success—if it isn't working, the whole street isn't working," said NYC DOT Commissioner Mike Flynn. "New York City's curb regulations have not evolved quickly enough since 1950, when overnight street parking was legalized. The result is a curb that too often feels chaotic and unsafe, and that must change."

The new office will bring the city's curb into the 21st century by taking a modern approach that utilizes curb space to meet a wider range of public needs, including multi-modal transportation options, loading zones, microhubs, vehicle pick-up and drop-off zones, secure bike parking, outdoor dining and more. This approach will better organize curb space and support safer, more efficient streets, city officials stated. ■

## Murphy Steps Down Continued from P. 6

A native of Newburgh, NY, in Orange County, Mr. Murphy attended Saint Patrick's High School and graduated from Manhattan College in 1967 with a degree in Civil Engineering. Two years later, he earned a Masters of Structural Engineering from Virginia Polytechnic Institute and State University.

He is also one of the co-founders as well as a past president and honoree of Habitat for Humanity of Greater Newburgh, Inc. The local chapter was established in 1999 and has built more than 115 houses, with new, multi-family units soon to come.

Mr. Murphy concluded that stepping off the CIC Board doesn't necessarily mean stepping away. When there's a will to give back to the greater good, there's no such thing as retirement.

"It's a transition to a new chapter," he explained. "Although I am stepping down as a CIC director, I am not leaving this alliance. I will continue to support where I can, and work to achieve and celebrate every milestone that lies ahead. The construction community is part of who I am, and that connection is renewed and reinforced in the many projects and campaigns we take on, hopefully for years to come." ■



**Bill and Mary Murphy at a groundbreaking of new housing units in March in Newburgh. The organization has built more than 115 houses.**

# REGIONAL BID ALERT

SPONSORED BY

# WTR

# WESTCHESTER TOOL RENTALS

[wtrrentals.com](http://wtrrentals.com) · 914-592-2016

## Region 9

### Bid Letting Date: May 7, 2026

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

Contract: D265797  
PIN# 906813

Project Description: Broome Co., bridge rehab  
- NY Rt 17, Towns of Union & Vestal.

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

Goals: DBE: 0.00%

## Westchester County DPW

### Bid Due Date: April 22, 2026

Contract: 24-540

Title: Parking Structure Infrastructure Improvements, Norwood E. Jackson Correctional Center, Grasslands Campus, Valhalla, NY.

Description: The work under this contract consists of providing all necessary labor, material and equipment required for the rehabilitation and electrical infrastructure upgrade of the existing precast concrete parking structure located within the Department of Correction campus. Work under this contract shall include but not be limited to the following items: structural column and double T beam concrete repairs, repair and/or replacement of existing shear connectors, removal and replacement of existing caulked and expansion joints, structural epoxy injections, removal and replacement of the existing traffic wearing membrane, parking stalls striping, removal and replacement of surface drains and existing above ground drainage piping, installation of a new dry standpipe, removal and replacement of asphalt pavement for duct bank installation, removal and replacement of existing chain-link fencing, removal and replacement of existing deteriorated electrical components, conduits and light fixtures, installation of a new power duct bank feed, new communication infrastructure and electrical infrastructure to support new EV charging stations.

Bid Estimate Range: \$13 million to \$14 million

**MANDATORY PRE-BID INSPECTION:** Scheduled at 10:00 AM, April 7, 2026 meeting at the Main Entrance to the Norwood E. Jackson Correctional Center. **MANDATORY** attendance is required. Bids will be rejected from Contractors not in attendance at this meeting, or those who fail to sign the attendance sheet.

Contact: Esther Rivas, 914-995-5584.

### Bid Due Date: April 29, 2026

Contract: 23-513

Title: Rehabilitation of Ardsley Road Bridges over Bronx River (BIN 3348280) and Bronx River Parkway (BIN 3348790), Town of Greenburgh and Village of Scarsdale, NY.

Description: The work under this contract consists of all labor, material, and equipment required for the rehabilitation of the two (2) bridges including but not limited to excavation, concrete work, structure placement, masonry and stone work, backfill and site work, paving and striping, and landscape restoration and associated work.

Bid Estimate Range: \$4.0 million to \$4.5 million

Pre-Bid Inspection: None Scheduled.

Contact: Jennifer Sicuranzo, 914-995-1998.

## New York State Dormitory Authority

### Bid Due Date: May 5, 2026

Title: City University of New York, New York City College of Technology, Pearl Building 6th Floor Renovation and Asbestos Abatement

Project # 3772809999

Sealed bids for the above Work located at NYCCT, 259 Adams Street, Brooklyn, New York, 11201, will be received by DASNY at its office located at 515 Broadway, Albany, NY 12207. Each bid must be identified, on the outside of the envelope, with the name and address of the bidder and designated a bid for the Project titled above. When a sealed bid is placed inside another delivery jacket, the bid delivery jacket must be clearly marked on the outside "BID ENCLOSED" and "ATTENTION: CONSTRUCTION Contracts - TRACEY MEYER." 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 550 592 4065, Password 730959. 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 May 5, 2026, will be considered. Bids shall be publicly opened and read aloud. Bid results can be viewed at DASNY's website; <http://www.dasny.org>.

In accordance with State Finance Law § 139-j and § 139-k, this solicitation includes and imposes certain restrictions on communications between DASNY personnel and a prospective bidder during the procurement process. Designated staff for this solicitation is: Michael Costache, Sr. Project Manager, 186 Jay Street, Voorhees Bldg., Rm. V220, Brooklyn, NY 11201, [mcostach@dasny.org](mailto:mcostach@dasny.org), 917-299-3863 (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 will be held on April 20, 2026, at 10:00 AM at NYCCT, 300 Jay Street, Brooklyn, New York, 11201. Please contact Michael Costache at 917-299-3863. 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 February 4, 2026, 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: May 7, 2026

Title: City University of New York, College of Staten Island, Revitalization of the Center for Professional Development & Asbestos & Hazardous Materials Abatement

Contract: CR26 General Construction

Project # 3755909999

Sealed bids for the above Work located at College of Staten Island, 2800 Victory Boulevard, Building 1C, Staten Island, New York 10314, 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 - MOLLY SAAR." 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 550 592 4065, Password 730959. 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 May 7, 2026, 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: Kevin Leavy, Project Manager, 2800 Victory Boulevard, DASNY Trailer at Building 2M, Staten Island, New York 10314, 518-322-2926, [kleavy@dasny.org](mailto:kleavy@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 is scheduled on April 7, 2026, at 1:00 PM at College of Staten Island, Building 1M, Room 203, Staten Island, New York 10314. Contact Kevin Leavy at 518-322-2926. 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 February 4, 2026, 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](http://wtrrentals.com) · 914-592-2016

11 Vreeland Ave., Elmsford, NY 10523

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

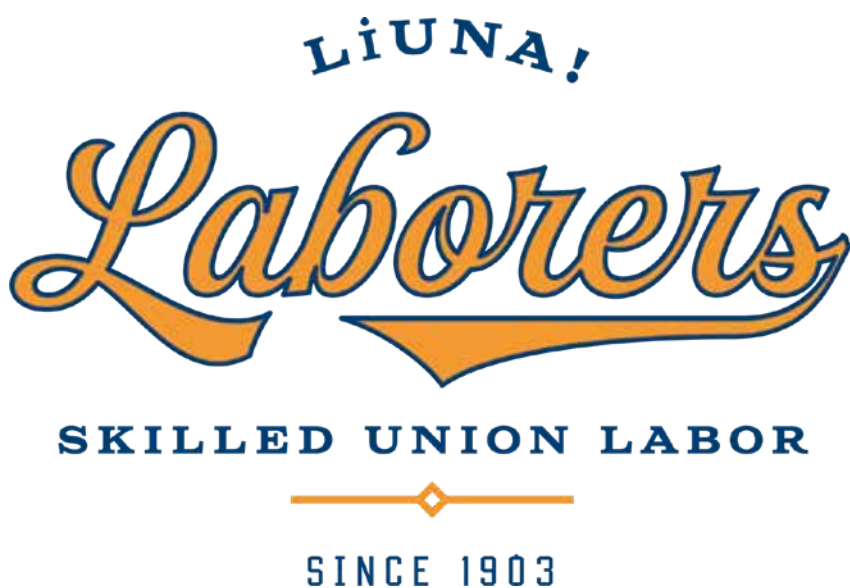


167628

# WORK ZONE TICKETS ISSUED. ZERO EXCUSES.



**SLOW DOWN AND  
STAY ALERT IN WORK ZONES!**





WELBY,  
BRADY &  
GREENBLATT, LLP  
ATTORNEYS AT LAW  
CONSTRUCTION LAW

## Knowledge & Experience

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

for its clients.

For more than 35 years WB&G has proudly served the members of the Construction Industry Council of Westchester & Hudson Valley, Inc., and the Building Contractors Association of Westchester and the Mid-Hudson Region, Inc.



NEW YORK: WESTCHESTER | NEW YORK: HUDSON VALLEY | NEW YORK: ALBANY | CONNECTICUT

50 Main Street, Suite 1600, White Plains, NY 10606

PHONE: 914.428.2100 FAX: 855.740.2860 [www.WBGLLP.com](http://www.WBGLLP.com)