

CONSTRUCTION NEWS



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The CIC 47th Annual Golf Classic
Competition held at the historic Sleepy Hollow Country Club brought together more than 400 golfers and guests for one of the region’s premier construction industry events. From left, Chuck Stewart and Matt Stokes of Skanska, CIC board members Roxanne Guerrerio of KCM Contracting, Inc., and Keith Chouinard of Skanska. Read more on page 12.

Photo Credit/ED CODY

Walmart Eyes Nearly \$2B Orange Distribution Center

By JOHN JORDAN
TOWN OF WALLKILL, NY— Mega retailer Walmart is exploring the development of a large distribution facility off Route 17K and Stone School House Road that could dwarf the now stalled \$607 million Amazon fulfillment center project in Wawayanda.

CONSTRUCTION NEWS has learned that officials representing Walmart have held discussions with the Town of Wallkill, as well as with local building trades and economic development officials, regarding the project, which is currently planned as a 1.5 million square foot distribution

facility near the Orange County and Sullivan County border. Officials familiar with the proposal estimate Walmart’s total investment could approach \$2 billion if the project moves forward.

George C. Duke, an attorney representing Walmart Stores Inc., submitted the company’s site plan review application in a May 18 letter to the Town of Wallkill Planning Board. The proposal calls for a 1.5 million square foot warehouse and distribution facility. The letter noted that the Town of Wallkill had a moratorium on warehouse development projects, with certain exemptions for projects that

had reached specific SEQRA milestones. Later that month, the town lifted the multi year warehouse moratorium.

According to documents filed with the Town of Wallkill, Walmart secured approvals for a 1.1 million square foot facility at the site in 2003, but those approvals lapsed. The current proposal calls for a 1.5 million square foot facility. Jason A. Pitingaro, P.E., engineer for the Town of Wallkill, said during an April Planning Board workshop that the proposed building would be 80 feet tall. He added that

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BUILD America 250 Act Building the Hudson Valley’s Future

By SHARON REGAN MASCIOVECCHIO



TARRYTOWN, NY— As Congress considers the next generation of federal transportation funding, contractors across the Hudson Valley are watching closely. The proposed BUILD America 250 Act could shape infrastructure investment, job creation, and construction

opportunities throughout the region for years to come.

The proposed BUILD America 250 Act (Building Unrivaled Infrastructure and Long-term Development for America’s 250th Act) is a bipartisan surface transportation reauthorization bill that would invest approximately \$580 billion in America’s highways, bridges, public transportation, passenger rail, and transportation safety programs through Fiscal Year 2031. The legislation would replace the current federal surface transportation authorization, which ex-

pires on Sept. 30, 2026, providing long-term funding for infrastructure projects nationwide. The House Transportation and Infrastructure Committee approved the bill by a bipartisan vote of 62-2 in May. As of this publication, the legislation is awaiting consideration by the full House, after which the Senate will consider its own version before any final bill can be sent to the President.

For New York’s Hudson Valley, the legislation could provide continued investment in roads, bridges, transit systems, freight corridors, and passenger rail infrastructure. Communities throughout Westchester, Rockland, Orange, Putnam, Dutchess, Ulster, and Sullivan counties could benefit from funding for transportation improvements that enhance mobility, strengthen regional commerce, and improve public safety.

One of the most notewor-

thy provisions is the creation of a new Surface Transportation Accelerator Grant (STAG) program, designed to help local and regional governments compete for federal funding for transportation projects. The bill also includes the largest federal investment in bridge infrastructure to date, continues funding for passenger rail and transit, and streamlines project delivery to help move critical infrastructure projects from planning to construction more efficiently.

For the construction industry, the BUILD America 250 Act could translate into a stronger pipeline of work for contractors, engineers, suppliers, and the skilled union workforce. Long-term federal authorization provides state and local agencies with greater confidence to plan and bid major projects, while helping employers recruit and train the next generation of skilled

craftspeople through apprenticeship and workforce development programs.

“The Hudson Valley continues to grow because of strategic investments in transportation infrastructure,” said John Cooney Jr., executive director of the Construction Industry Council of Westchester & Hudson Valley. “A long-term federal commitment to roads, bridges, transit, and rail not only

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NYS Budget Ties IDA, PILOT Benefits To PLA Deals, Prevailing Wage Rates

By JOHN JORDAN

GOSHEN, NY—Included in the final New York State 2026 2027 Budget is legislation sponsored by New York State Sen. James Skoufis that directly impacts the construction industry and economic development in Orange County by strengthening labor requirements when private projects receive certain public benefits.

The measure requires that any privately owned project in Orange County that receives benefits under Section 485 b of the Real Property Tax Law or enters into a Payment in Lieu of Taxes (PILOT) agreement with an Industrial Development Agency be subject to the payment of no less than prevailing wages for all employees of contractors and subcontractors working on the project.

The requirement can also be satisfied if the private property owner or developer enters into a Project Labor Agreement with the Hudson Valley Building & Construction Trades Council.

The new regulation applies not only to the Orange

County Industrial Development Agency, but also to any other municipal Industrial Development Agency operating in Orange County.

Sen. Skoufis said that before introducing the legislation, which ultimately became part of the final state budget, he met with a number of stakeholders, including the Orange County Industrial Development Agency, the Orange County Partnership, the building trades and others. He said the final budget language was nearly identical to legislation he introduced in January.

Sen. Skoufis said he made it clear since January that this was his position during budget negotiations and that the new regulation “should have come as no surprise” to stakeholders in Orange County.

While the legislation applies only to Orange County, Sen. Skoufis said he would eventually like to see the requirement expanded statewide to private projects receiving public benefits.

“Fundamentally, I have always believed, and I argue that the large majority of



New York State Sen. James Skoufis

the public would also agree, that if you get tax subsidies, especially a property tax break given how sky high property taxes are in New York, and you are getting a property tax abatement, there should be a high level of expectation associated with that project that you are paying people well,” he said. “I mean both construction workers and post construction jobs.”

Todd Diorio, president of the Hudson Valley Building & Construction Trades Council, said, “I am never going to not support prevailing wage language.”

He said the legislation also gives private developers receiving certain benefits the option of entering into a Project Labor Agreement with the building trades. He noted that the Hudson Valley Building & Construction Trades Council offers three distinct Project Labor Agreements with varying terms based on project size that include concessions designed to lower labor costs.

“We truly believe that labor costs are incremental in the overall project cost,” Mr. Diorio said. “We’ve won jobs against nonunion, non-prevailing wage firms every day. So, is there a real big difference between prevailing wage versus nonprevailing wage? I would say no.”

The new labor requirements on private projects have received a lukewarm reaction from the business community.

Conor Eckert, president and CEO of the Orange County Partnership, acknowledged the new requirements, stating: “This regulatory shift only reinforces the importance of moving faster, thinking

bigger, and creating new competitive advantages for Orange County. We’ve built momentum by announcing projects like Garonit Pharmaceuticals, Balchem and Poly Craft, and securing funding to build a next generation rail served industrial park in Maybrook. We’ll continue adapting and innovating to ensure Orange County remains one of the Northeast’s premier destinations for business investment.”

Bill Fioravanti, CEO of the Orange County Industrial Development Agency, released a statement on the new regulation, saying: “While we’re concerned about the impact this new law will have on current and future projects, we are working with the building trades, our elected officials and our partners in economic development to overcome these challenges. Regardless of any obstacle, Orange County will continue to prepare shovel ready sites for development, offer aggressive incentives and maintain our competitiveness in the business attraction landscape.” ■



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Guest Viewpoint

SEQRA Reforms Will Help Reshape NY Metro Commercial Real Estate

BY PAUL ADLER

Commercial real estate in New York’s Hudson Valley is undergoing a genuine realignment—not the collapse some predicted, nor a V-shaped recovery, but a recalibration of capital and expectations that rewards patience and local knowledge. At Rand Commercial, we track this shift daily across Rockland, Orange, Westchester, Putnam and Dutchess counties.

Interest rates remain the central force shaping deal activity. The high-rate environment of 2023–2025 left sellers anchored to pre-hike valuations while buyers demanded yields reflecting the new cost of capital. That stalemate is beginning to ease. Re-

gional lenders are cautiously re-entering the market, CMBS spreads

equity positions and more conservative pro formas than before 2022.

Which brings me to the most significant development in years: Gov. Ho-

A study by New York City and State Homes and Community Renewal found that virtually none of the thousands of housing projects undergoing SEQRA review had significant environmental impacts; the process was manufacturing delay, not catching problems.

have stabilized, and financing conversations that were frozen a year ago are thawing for industrial and multifamily assets. Capital, however, remains selective. Bridge lenders are expensive, community banks are discerning, and sponsors need stronger

Industrial real estate remains the market’s backbone, benefiting from the region’s lower land costs and proximity to New York City compared to the saturated New Jersey corridors. Demand for last-mile distribution, flex space and cold storage continues, although tariffs on steel, aluminum, imported flooring and HVAC equipment have increased construction costs and underwriting complexity. Developers who locked in pricing a year ago hold a real advantage over those bidding today.

Multifamily fundamentals remain structurally strong, fueled by continued migration from New York City and inner-ring suburbs to more accessible housing. Vacancy rates remain tight, and rent growth continues to outpace operating costs. The constraint is production. Rising costs, limited land availability and lengthy entitlement timelines have stalled developers who otherwise have the sites, financing and demand. What is missing is regulatory certainty.

Retail has proven more resilient than many predicted. Grocery-anchored centers are full, medical and healthcare users have absorbed former big-box vacancies, and service-oriented retailers—childcare, fitness, veterinary and specialty food—are filling spaces once thought permanently dark. Experiential retail is driving traffic in larger mixed-use projects. Older, poorly located strip centers remain the exception to an otherwise positive picture.

chul’s SEQRA reform under her “Let Them Build” agenda.

For decades, the State Environmental Quality Review Act has been used by development opponents to trigger years of delay and litigation that financially derail projects before a shovel ever breaks ground—not because of genuine environmental harm, but as a procedural tool. A study by New York City and State Homes and Community Renewal found that virtually none of the thousands of housing projects undergoing SEQRA review had significant environmental impacts. Instead, the process was creating delays rather than identifying problems.

Gov. Hochul’s reform, incorporated into the FY27 Budget, would exempt qualifying housing projects—those on previously disturbed land, compliant with local zoning, connected to water and sewer infrastructure, and outside flood zones—from additional review, while preserving protections for air quality, water quality and environmental justice. For the Hudson Valley, where stalled multifamily projects in Nyack, Spring Valley, Haverstraw, Beacon, Newburgh and Poughkeepsie sit on sites with existing infrastructure, community support and a genuine need for housing, this is transformational. The reform will not override local zoning or local control, but it removes the procedural filibuster. A municipality that approves a project will have a clearer path to seeing it move forward.

As the governor has said, communities that say yes



to housing should not become trapped in regulatory hell—a policy signal that developers, lenders and brokers should take seriously. Jurisdictions that streamline approvals and update comprehensive plans now will distinguish themselves from those that continue using the process as a growth-management tool. Beyond SEQRA, under-resourced planning boards, contested environmental impact statements and traffic studies used as political instruments remain significant sources of friction. However, Gov. Hochul’s directive for agencies to evaluate and track permitting processes signals a broader cultural shift.

Market conditions—interest rates, tariffs and selective lending—will resolve through the natural economic cycle, as they always do. The structural impediments enabled by SEQRA will not correct themselves; they require political courage and legislative action, which the governor has now provided. For those with capital, sites and patience, this is the time to be prepared.

Editor’s Note: This article first appeared in the *Rockland County Business Journal*. ■

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Build America Continued from P. 1

improves how people and goods move throughout our region but also creates thousands of construction careers and strengthens our local economy. Investments like these reinforce the importance of apprenticeship programs that prepare the skilled workforce needed to build tomorrow’s infrastructure.”

CIC members are encouraged to follow the legislation as Congress works toward reauthorizing federal transportation programs before the current authorization expires this fall. Should the BUILD America 250 Act become law, it has the potential to generate new opportunities for contractors, consultants, organized labor, and the many businesses that support the construction industry throughout the Hudson Valley.

“The Construction Industry Council has spent nearly 50 years bringing together labor, management,

educators, and public officials to strengthen our region’s construction industry,” said Mr. Cooney. “Investments in transportation infrastructure create more than roads and bridges. They create careers, support local businesses, and strengthen our communities. As our region prepares for future growth, we must continue investing in apprenticeship and workforce development, so the Hudson Valley has the skilled professionals needed to build and maintain tomorrow’s infrastructure.”

For additional information, including the bill text, section-by-section summary, and legislative updates, visit the U.S. House Transportation & Infrastructure Committee’s Surface Transportation Reauthorization page: <https://transportation.house.gov/surface-transportation-reauthorization>. ■

Strengthening the Hudson Valley Economy
Infrastructure investment extends well beyond the construction site.

Improved transportation networks help businesses move goods more efficiently, reduce traffic congestion, improve public safety, and attract private investment throughout the region. Modern roads, bridges, rail corridors and transit systems make communities more attractive to employers while supporting housing, manufacturing, healthcare, and commercial development.

Every major transportation investment generates work for contractors, engineers, architects, material suppliers, equipment dealers, trucking companies, environmental consultants, and countless local businesses. The economic impact continues long after construction is complete, creating stronger communities and a more competitive Hudson Valley economy. ■

Building Tomorrow’s Workforce Starts Today

As Congress considers long-term investments in the nation’s infrastructure, one thing is clear: projects can’t move forward without a skilled workforce to build them.

Now more than ever, the construction industry must continue promoting careers in the skilled trades—from introducing students to construction careers in elementary and middle school, to career

exploration in high school, hands-on experiences through Construction Career Days, and ultimately into registered apprenticeship programs. By exposing young people to the wide range of rewarding careers available in construction, we can help build the workforce needed to meet tomorrow’s demand.

Registered apprenticeships remain one of the best pathways to

a successful career, allowing individuals to earn while they learn, receive industry-leading training, and build careers with competitive wages, excellent benefits, and long-term advancement opportunities all without the burden of college debt.

For the Construction Industry Council and its members, workforce development is not just about

filling today’s jobs; it is about inspiring and preparing the next generation of skilled professionals who will design, build, maintain, and improve the Hudson Valley’s infrastructure for decades to come. Investing in apprentices today means investing in stronger communities, a stronger construction industry, and a stronger regional economy tomorrow.



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Attorney's Column

Appellate Court Affirms Dismissal Ruling Of Mechanic's Lien Foreclosure Action

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

This column has often extolled the virtues of a mechanic's lien as a powerful tool to help contractors get paid. A mechanic's lien, however, is not something that can be deposited into a bank account. To obtain the benefits of a lien, all of the formalities required by the Lien Law must be followed. As one contractor learned in the recent case of *Hewitt Builder and Renovations v. Tectonic Builders*, one of those formalities is

the failure to comply with all required formalities can be fatal.

Background

In April 2021, Hewitt Builders and Renovation entered into a contract with Tectonic Builders for Hewitt to perform drywall and carpentry work at a property owned by Farmingville Associates. Hewitt completed its work in October of that year but was still owed more than \$100,000.

To secure its right to pay-

ment was still not forthcoming, Hewitt filed a lien foreclosure lawsuit in March 2022 against both Tectonic and the owner, Farmingville.

Hewitt, however, did not file a Notice of Pendency at the time it commenced the lawsuit.

A Notice of Pendency is essentially a "red flag" that a plaintiff files with the County Clerk at the time a lawsuit is commenced (or shortly thereafter) that will stand out to anyone search-



Thomas Welby, P.E., ESQ.



Gregory J. Spaun, ESQ.

In the private and public sectors, mechanic's liens are a powerful tool to help an unpaid contractor get paid, but only if all of the required formalities are followed.

the filing of a Notice of Pendency in connection with a lien foreclosure action, and

ment of that sum, Hewitt filed a mechanic's lien on Nov. 29, 2021. When pay-

ing the title to the property, notifying them that a lawsuit affecting the property

has been filed and that a prospective buyer or lender may need to be aware of it. A Notice of Pendency extends a mechanic's lien for three years, rather than the one year otherwise available through a traditional extension. A Notice of Pendency, however, is available only in the context of a lien foreclosure action.

In December 2022, the owner obtained a mechanic's lien discharge bond.

In September 2023, the owner moved to dismiss the complaint insofar as asserted against it, arguing that because the mechanic's lien had not been extended by the filing of a Notice of Pendency (or otherwise extended by any other filing), the lien expired by operation of law one year after its filing and could no longer be foreclosed upon.

In opposition, Hewitt argued that because a bond had been issued to serve as substitute security for the property, the filing of a Notice of Pendency was no longer necessary.

Decision

The trial court granted the owner's motion, noting that because the mechanic's lien had already expired by the time the bond was procured, even if the bond had been filed with the County Clerk (which it had not), it was insufficient to salvage a cause of action against the owner (or the surety). Accordingly, the court dismissed the claim.

Hewitt appealed. However, it did not fare any better, as the appellate court affirmed the dismissal. In doing so, the court held that the bond, procured after the expiration of the lien, could not serve to extend the lien. The

appellate court also declined to salvage any unjust enrichment claim against the owner, finding that Hewitt's relationship was with Tectonic and not the owner.

Comment

In both the private and public sectors, mechanic's liens are a powerful tool to help unpaid contractors get paid, but only if all required formalities are followed. These formalities are necessary because the mechanic's lien is a statutory compromise that gives a contractor the right to sue a party with whom it has no contractual relationship and, in most circumstances, provides security for the underlying debt.

Here, the contractor failed to comply with all of the required formalities needed to keep its lien in place—the filing of the Notice of Pendency. Accordingly, once the lien expired, so did the contractor's right to maintain the lien foreclosure action.

Mechanic's liens must be prepared, filed, served (with proof thereof), and perfected correctly. Therefore, should you have any questions as to how best to protect your rights to recover on a mechanic's lien, you should consult experienced construction counsel. ■

About the authors:

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Perspective

Smart Adaptive Reuse Programs Spark Bright Futures for Outdated Buildings

By STEVE CORLETTA

Adaptive reuse, the transformation of a vacant or underused building for an entirely new purpose, is more than a trend. Over the years, the strategy has become a major sector of the construction industry because of its efficiency, savings in materials and time, sustainability benefits and the goodwill it can generate in the communities where projects are located. The benefits of repurposing a vacant mall, factory

or office building are clear. The footprint already exists, the site is often easily accessible and utilities and surrounding infrastructure are usually in place. In

many cases, a reuse project preserves a beloved local landmark while providing modern amenities and new opportunities for the community.

Existing buildings also offer significant sustainability benefits by preserving valuable building components while reducing demolition waste and the need

Construction managers may encounter deteriorating masonry, undersized structural systems or outdated utilities that require extensive upgrades. Asbestos, lead paint or other hazardous materials can also emerge once demolition begins.



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for new concrete, lumber, steel and other materials. Unique architectural features can often be incorporated into the redesign, adding character while reducing environmental impacts.

In Johnson City, NY, LeChase Construction Services transformed a long vacant shoe factory into Victory Lofts, a 156 apartment residential community. The project blends contemporary design and modern amenities with original features such as expansive factory windows and exposed brick that reflect the building's industrial heritage. The development earned recognition from several organizations, including the New York State Office of Parks, Recreation and Historic Preservation.

Victory Lofts is part of a growing movement. According to the American Institute of Architects, retrofitting, renovating, adapting and remodeling existing buildings account for approximately half of all architecture billings in the United States.

The trend continues to accelerate. RentCafe reports that office to residential conversions increased from 31,200 units in 2022 to nearly 70,700 units last year, helping address the nation's housing shortage.

The healthcare industry has also embraced adaptive reuse. As shopping malls and retail stores have closed, healthcare providers have found value in converting former retail spaces into medical facilities, a trend now commonly known as "medtail."

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Economic Outlook

Prediction Markets:
Their History and Economic Impact

By MICHAEL J. PATON

Prediction markets are financial exchanges in which participants trade contracts tied to the outcomes of future events. The price of each contract reflects the market’s collective estimate of the probability that an event will occur. For example, if a contract tied to the outcome of an election trades at \$0.65, the market is effectively assigning a 65% probability to that outcome. Economists have long been interested in prediction markets because they offer a mechanism for aggregating dispersed information into a single, continuously updated forecast.

The theoretical foundation for prediction markets lies in classical economic thought. Friedrich Hayek, a Nobel Prize-winning economist, argued that knowledge is decentralized and that markets serve as the most efficient mechanism for aggregating that knowledge through prices. In this framework, prediction markets extend the traditional role of prices beyond goods and services to beliefs about future events. According to the Brookings Institution, prediction markets can rapidly incorporate new information and often produce forecasts that rival—or even exceed—those of experts and statistical models.

Although prediction markets may appear to be a modern innovation, their origins stretch back several centuries. Informal betting on political outcomes was common in Europe as early as the Renaissance, including wagers on papal elections. In the United States, organized betting markets on presidential elections were active during the late 19th and early 20th centuries. According to the National Bureau of Economic Research, these early markets were surprisingly sophisticated, with trading volumes large enough to attract professional participants and generate meaningful price signals about electoral outcomes.

The modern era of prediction markets began in 1988 with the creation of

the Iowa Electronic Markets at the University of Iowa. This academic experiment

and gambling instruments. The growth of prediction markets has been rapid.

about political, economic and geopolitical risks. From an economic per-

Prediction markets face several challenges. Regulation remains a significant barrier to growth. Because these markets resemble both financial exchanges and gambling platforms, they exist in a legal gray area.

demonstrated that even small markets with limited stakes could produce highly accurate forecasts. According to the University of Iowa, the Iowa markets consistently outperformed traditional polling methods in predicting U.S. election results. Their success helped legitimize the idea that markets could serve as forecasting tools rather than merely gambling platforms.

In the early 2000s, corporations and governments began experimenting with prediction markets. Companies such as Google used internal markets to forecast product launch dates and project completion timelines, while pharmaceutical firms explored their use in predicting research outcomes. According to the MIT Sloan School of Management, these internal markets often revealed information that was not captured through traditional management processes, improving organizational decision-making. However, regulatory concerns slowed broader adoption, particularly after the cancellation of the U.S. Department of Defense’s proposed Policy Analysis Market in 2003.

In recent years, prediction markets have experienced a dramatic resurgence, driven by advances in technology and changes in regulation. Platforms such as Kalshi and Polymarket have expanded access to event-based trading, allowing participants to speculate on a wide range of outcomes, from elections to economic indicators. According to the Commodity Futures Trading Commission, the regulatory classification of these markets remains complex because they share characteristics of both financial derivatives

and gambling instruments. Industry estimates suggest that total trading volume has increased from single-digit billions of dollars just a few years ago to tens of billions of dollars annually today. According to *Forbes*, monthly trading volumes have surged, reflecting increased retail participation and growing institutional interest. Similarly, analysts cited by Greenwich Associates argue that prediction markets are evolving into a new source of data for investors, providing real-time signals

spective, prediction markets perform several important functions. First, they aggregate information. Participants bring diverse knowledge and perspectives, and market prices synthesize this information into a single probability estimate. This aligns closely with Hayek’s insight that markets are uniquely suited to process decentralized knowledge. According to the Brookings Institution, this information aggregation function is one of the primary reasons prediction



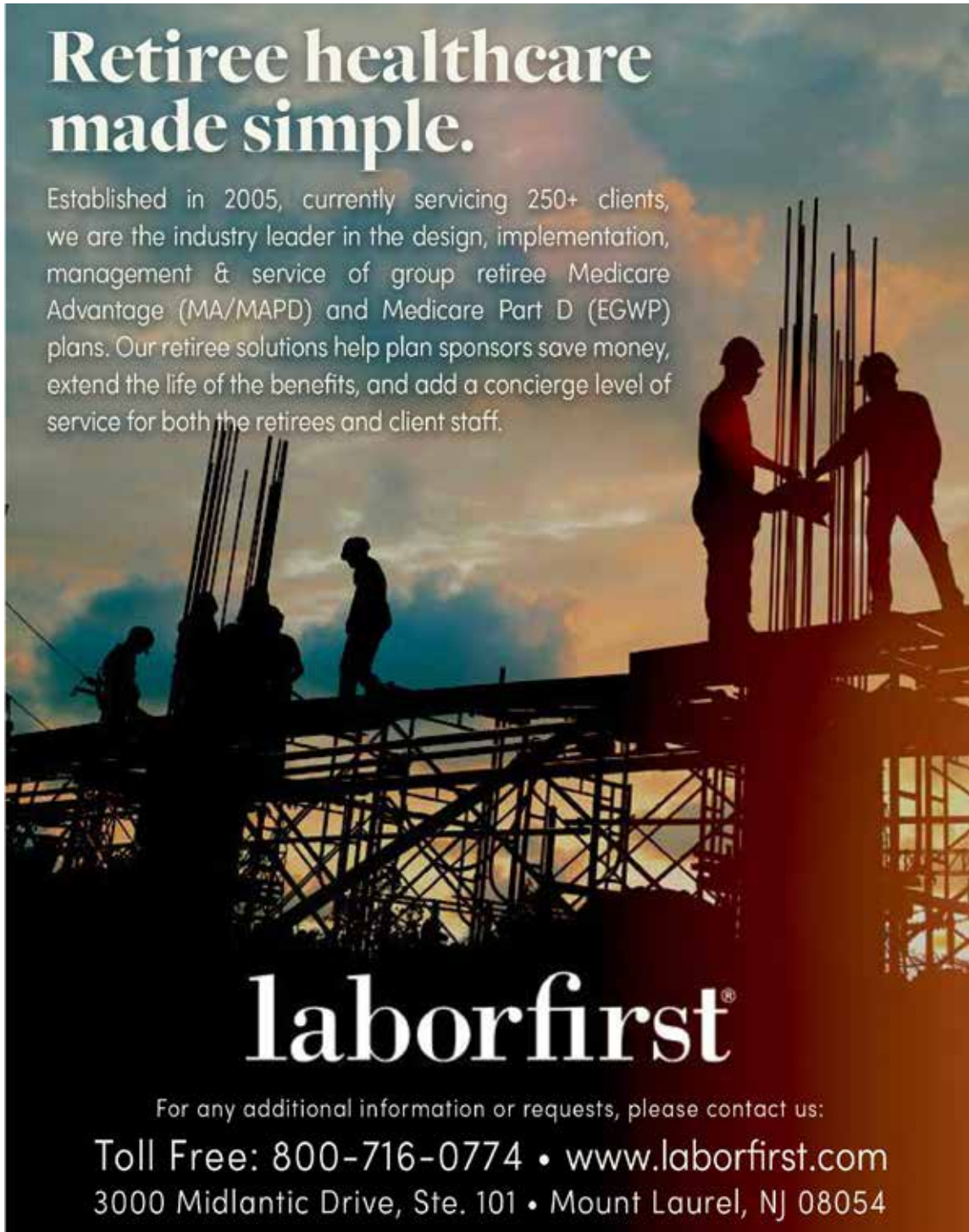
markets often outperform individual experts.

Second, prediction markets provide continuous, real-time forecasting. Unlike traditional forecasts, which are updated periodically, market prices adjust instantly as new information becomes available. This makes prediction markets particularly useful in

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Making a Career of It



Kayla Newton, P.E., WEDG



Age: 34

Job Title & Employer

Senior Project Manager, Marine Waterfront Engineering, GZA GeoEnvironmental, Inc.

Louis G. Nappi Scholarship received:
2011 and 2012

University Attended and Major:

Roger Williams University, Bristol, RI., graduated in 2014 with a bachelor’s degree in Civil Engineering. Merrimack College, Andover, MA, graduated in 2015 with a master’s degree in Civil Engineering.

Favorite Course or Subject:

Geotechnical Engineering/Retaining Structures

Why this professional choice?

I’ve always enjoyed math and science, and growing up I spent summers working with my dad for his construction company. Those experiences sparked my interest in both the technical and hands-on sides of engineering. Civil engineering was a natural fit because it combines problem-solving and design with the opportunity to see projects come to life in the field. One of the most rewarding aspects of my career so far is watching something that starts as a concept on paper become a tangible project that serves a real purpose and has a lasting impact.

What are the biggest challenges in your work?

In the waterfront environment, no two projects are ever the same. Each site presents its own unique set of challenges—from existing infrastructure and environmental conditions to the complexities of constructing in and around the water. Being able to adapt and plan continually through the project is key. This is one of the biggest challenges and among the ones I enjoy the most. It keeps the project interesting and engineers on their toes.

What, if any, were the biggest surprises when you entered the field?

I was surprised by how there is rarely a single “right” solution. Every project needs to balance cost, schedule, constructability, regulations, client objectives, etc. Any one of those factors can become the primary driver of the final design.

Most memorable quote:

Not a direct quote but a summary of advice: listen before solving.

Your words of wisdom for a young person entering the field?

Always ask questions and stay curious. There truly are no stupid ques-

tions. Also, before designing something, take the time to understand how it is constructed and performs in reality. Better yet, take every opportunity to see things constructed in person. This gives an engineer the perspective needed to design something that is practical and constructable.

Greatest accomplishment so far or goals you’ve set for yourself?

One of my biggest accomplishments so far has been earning my Rhode Island PE license. It was a goal I set for myself early in my career, so reaching that milestone was really rewarding. Since becoming licensed, I’ve grown a lot professionally and have had more opportunities to lead projects and mentor younger engineers. It’s been satisfying to see how much my confidence and responsibilities have expanded over time. Right now, I’m focused on obtaining PE licenses in additional states as I continue to grow in my career.

Favorite interests or hobbies?

I love running, especially along the water with a great playlist. I also enjoy taking on DIY projects around my house with my husband. They don’t always come out perfect, but I like learning new skills and take pride in doing the work myself (of course, with a lot of help from my family).

Family (member) relationship to CIC and Nappi Scholarship?

My father, Alex Newton, is employed with Dam-Fino Construction CO Inc. in Cortlandt Manor, NY.

* The WEDG® (Waterfront Edge Design Guidelines) certification is a national, evidence-based rating system developed by the Waterfront Alliance to standardize resilient, sustainable and accessible waterfront design.

EDITED BY GEORGE DRAPEAU III
RESEARCH BY KAREN ZEDDA



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47th Annual CIC Golf Classic Draws More Than 400 Guests

By RYAN CAPALBO

SCARBOROUGH, NY—Once again, the legendary Sleepy Hollow Country Club played host to one of the most anticipated events of the year for the contracting community. Under clear blue skies and comfortable temperatures, golfers gathered for the 47th Annual CIC Golf Classic on July 13, bringing together contractors, union leaders, labor organizations, suppliers and public officials for a day of networking, friendly competition and celebration.

Joining the contractors, suppliers and union leaders were: New York State Senate Majority Leader Andrea Stewart-Cousins; Westchester County Executive Ken Jenkins; Deputy Westchester County Executive Joan McDonald; Westchester County Commissioner of Transportation and Public Works Hugh Greechan, P.E.; State Senators Pete Harckham and Robert Rolison; State Assembly Members Chris Burdick, Jonathan Jacobson, Dana Levenberg and MaryJane Shinsky; and Village of Briarcliff Manor Mayor Steve Vescio.

Continuing the successful format introduced last year, the outing featured morning and afternoon shotgun starts, with 200 golfers enjoying the championship course and its scenic Hudson River views. Hole 16 proved to be a favorite photo opportunity for many foursomes, although golfers agreed the picturesque hole was more challenging than it appeared.

While the afternoon golfers were on the course, the popular Louis G. Nappi Bocce Tournament once again drew enthusiastic participants and spectators. Following the day's competitions, golfers and guests

gathered on the terrace overlooking the Hudson River for a cocktail reception before moving to the banquet tent, where 408 attendees enjoyed dinner and remarks from CIC Executive Director John Cooney Jr.

During his presentation, Mr. Cooney highlighted the organization's ongoing commitment to strengthening the construction industry through apprenticeships, mentorship and workforce development initiatives that continue to build careers and support the region's future.

The evening concluded with the presentation of golf and bocce awards, followed by a raffle that generated plenty of excitement among attendees.

Individual winners included Matt Benedon, First Place AM, and Gunner Granito of Shawn's Lawns, Inc., First Place PM. The First Place Team consisted of Don Cervantes, Jake Granito, Nicholas Wendell and Gunner Granito of Shawn's Lawns.

Other winners included Gianluca Ruggiero of Gianfia Corp., Longest Drive AM; Jake Granito of Shawn's Lawns, Inc. Longest Drive PM; Matt Pucila of Ecco III Enterprises, Inc., Closest to the Pin AM; Dan Bianco of NYS Laborers LECET, Closest to the Pin PM; Beth Cheverie of NYS Laborers LECET, Closest to the Pin Ladies; Joe Spost of LeChase Construction Services, Closest to the Line AM; Kieran Keaveney of KCM Construction Inc, Closest to the Line PM; Rocco Circosta and Jarred Stellar of Peckham Industries Inc., Louis G. Nappi Bocce First Place; and Mike Cruz and Carlos Gonzalez of Local 60, Louis G. Nappi Bocce Second Place. ■



The first place team for the day from Shawn's Lawns, Inc.; from left, Nick Wendell, Jake Granito, Gunnar Granito and Don Cervantes.



The second place team for the day from left, Bill Hughes, Doug Anderson, Peter Serencsics, Ross Grubin from Chubb.



From left, Al Catalano, NYS Building Trades, Beth Cheverie NYS LECET, Mike Clifford, Masons Local 1 and James McGowan, James McGowan & Son Masonry.



From LeChase Construction Services; from left, Joe Spost, Steve Corletta, Pat Lynch and Fred Sciliano.



From ECCO III Enterprises, Inc.; from left, Thomas Quinn, David White, Michael Calciano and Ciro Poccia.



From Riggs Distler & Co, Inc.; from left, Mike Basilone, Carlos Afonso, Zach Spencer and Scott Donadio.



From left, Ed Cooke, NYS Assemblyperson MaryJane Shimsky, Senate Majority Leader Andrea Stewart-Cousins, President Teamsters Local 456 Louis Picani, and Westchester County Executive Ken Jenkins.



From left, the first place Bocce team was Rocco Circosta and Jarred Stellar from Peckham Industries Inc., and the second place team was Mike Cruz and Carlos Gonzalez from Laborers Local 60.



From left, Lucas Ascencao, Joseph Scipioni, Anthony Ascencao and Carlos Ascencao from Laborers Local 60, George Pacchiana from Thalle Industries Inc. , Jay Fragoso, Omar Sanchez, Carlos Gonzalez, Mike Moreira and Mike Cruz from Local 60 and Patrick Purcell from NYS LECET.

Albany Update

2026 MWBE Expo Slated for July 23 At Javits Center in New York City

ALBANY—Empire State Development recently announced that registration is now open for the 2026 New York State Minority and Women Owned Business Enterprise (MWBE) Regional Opportunities Expo, which will be held at the Jacob K. Javits Convention Center in New York City on Thursday, July 23.

The event will connect MWBEs with state agencies, authorities, prime contractors and economic development partners representing each of the state’s 10 regions through matchmaking sessions, networking opportunities, educational workshops and information on upcoming contracting opportunities.

Empire State Development President, CEO and Commissioner Hope Knight said, “New York’s MWBE community is a driving force behind our state’s economy, and the Regional

Opportunities Expo is designed to help these businesses make meaningful connections, compete for state contracts and access the resources they need to grow. By bringing together agencies, contractors and entrepreneurs from across New York, we are creating new pathways for small businesses to succeed while building a stronger, more inclusive economy.”

The MWBE Regional Opportunities Expo brings together New York State agencies, authorities and prime contractors with a significant presence throughout the state to provide MWBEs with information on contracting opportunities. This year marks the first time the Expo will be held at the Javits Center. MWBEs will have the opportunity to network with state procurement officers, MWBE liaisons and private companies, allowing them

to promote their business services and build meaningful relationships.

Attendees can also meet privately with representatives of select economic development projects during live matchmaking sessions, creating opportunities for productive discussions and potential contract connections.

New this year, the Expo will spotlight high growth industries and business development topics relevant to the small business community. Topics include access to capital, the state’s efforts to eliminate red tape and bureaucratic obstacles, and new opportunities in clean energy and sustainability.

In Fiscal Year 2024-25, New York State disbursed \$3.3 billion in payments to MWBEs, the highest MWBE utilization spending in the program’s history, and achieved a statewide utilization rate of more than

30% for the fifth consecutive year.

The 2026 New York State MWBE Regional Opportunities Expo will also feature:

- **Live Matchmaking** where MWBEs can speak directly with decision makers and learn about contract opportunities that align with their businesses.

- **MWBE Opportunities Showcase** featuring presentations on state projects, scopes of work and ways

MWBEs can get involved.

- **Workshops and Panels** covering topics such as access to capital, emerging industries and economic development opportunities across the state.

- **Networking Opportunities** with state agencies, private companies and local organizations where MWBEs can make connections, share information about their businesses and build meaningful partnerships.■

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Economic Outlook Continued from P. 9

rapidly evolving situations, such as elections and financial crises. According to the University of Chicago Booth School of Business, market-based forecasts have frequently demonstrated high levels of accuracy in these contexts.

Despite these advantages, prediction markets face several challenges. Regulation remains a significant barrier to growth. Because these markets resemble both financial exchanges and gambling platforms, they exist in a legal gray area. According to the Commodity Futures Trading Commission, policymakers continue to debate how best to regulate them while balancing innovation and consumer protection.

Another concern is the potential for manipulation or insider trading. While economic theory suggests that well-functioning markets should be resistant to manipulation, real-world conditions—particularly in smaller or less-liquid markets—can lead to distortions. According to the Centre for Economic Policy Research, empirical evidence on the robustness of prediction markets is

mixed, with some studies finding they do not always outperform alternative forecasting methods.

In conclusion, prediction markets represent a powerful application of market principles to the challenge of forecasting. Rooted in classical economic theory and supported by decades of empirical research, they have evolved from informal betting systems into sophisticated platforms with growing economic significance. Their ability to aggregate information and generate real-time probability estimates makes them a valuable tool for decision-making in both the public and private sectors. However, their continued development will depend on resolving regulatory and ethical challenges. As they mature, prediction markets are likely to play an increasingly important role in shaping how individuals, businesses and governments understand and anticipate the future. ■

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.

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Built to Last: 70 Years of the Interstate Highway System and its Future Role in the Hudson Valley

BY SHARON MASCIOVECCHIO

Every day, hundreds of thousands of people travel the Hudson Valley’s interstate highways without giving much thought to how they came to define the region’s economy. For 70 years the Interstate Highway System has connected communities, moved commerce and created opportunities that continue to shape where we live, work and build.

That legacy began on June 29, 1956, when President Dwight D. Eisenhower signed the Federal-Aid Highway Act, launching one of the most ambitious public works programs in American history. Inspired in part by his experiences traveling across the country and observing Germany’s autobahn system during World War II, Eisenhower envisioned a modern highway network that would strengthen national defense, improve mobility and unite the nation through infrastructure.

The Interstate Highway System did far more than



Interstate 87, the New York State Thruway, serves as the region’s primary north-south transportation corridor, connecting New York City with Albany and beyond.

build roads. It built opportunity. Seventy years later, that system continues to pay dividends in the Hudson Valley.

Over the past seven de-

CADES, the nation’s interstate highways have fueled economic growth, strengthened national defense, expanded commerce and opened

new markets. They have connected manufacturers to suppliers, businesses to customers and workers to jobs. Few public investments have delivered a greater return on investment or had a more profound impact on the American economy.

Here in the Hudson Valley, that impact is evident every day.

Interstate 87, the New York State Thruway, serves as the region’s primary north-south transportation corridor, connecting New York City with Albany and beyond. Interstate 84 links the Hudson Valley to Pennsylvania and New England, making it one of the Northeast’s most important freight routes. Interstate 287 connects Westchester County to the greater New York metropolitan area, supporting commuters, commerce and regional business activity.

Together, these highways have helped transform the Hudson Valley into one of New York’s most dynamic economic regions. They support virtually every sector of our economy, from construction, manufacturing and logistics to healthcare, higher education, tourism and commercial development. Every day they move millions of people and countless tons of goods that keep our regional economy moving.

“The Interstate Highway System transformed the Hudson Valley into one of the nation’s most important economic corridors,” said

John T. Cooney Jr., executive director of the Construction Industry Council of Westchester & Hudson Valley. “Seventy years later, those same highways continue to support our economy, our workforce and our quality of life. As businesses continue to invest in the Hudson Valley, we must remain committed to maintaining and modernizing the infrastructure that keeps pace with economic development. Strong infrastructure not only supports existing employers, it helps attract new investment, strengthens our competitiveness and makes the Hudson Valley a place where companies want to grow and people want to build their careers. Infrastructure is not an expense. It is an investment in our future.”

Behind every mile of highway, every rehabilitated bridge and every improved interchange are the union contractors, skilled tradespeople, engineers and construction professionals who build and maintain the infrastructure that keeps the Hudson Valley moving. Their expertise has helped shape the region for generations, and their work will continue to define its future as new investments strengthen transportation networks, support economic development and improve quality of life throughout the region.

While population growth in the Hudson Valley has tempered in recent years, the

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NYC Update

AmEX Breaks Ground on New Headquarters At 2 World Trade Center in Lower Manhattan

NEW YORK—American Express held a groundbreaking ceremony on July 9 for its nearly \$6-billion global headquarters at 2 World Trade Center in Lower Manhattan. Joining the celebration were Lisa Silverstein, CEO of Silverstein Properties; New York City Mayor Zohran Kwame Mamdani; Kathryn Garcia and Kevin O’Toole, Executive Director and Chairman of the Port Authority of New York and New Jersey; Gary LaBarbera, President of the Building and Construction Trades Council of Greater New York; and other elected officials and industry leaders.

The ceremony marked the start of construction on the new American Express Tower, which will span nearly two million square feet and rise nearly 1,250 feet. Hundreds of employees, government leaders, community members and project partners attended the event, which celebrated American Express’ long-standing commitment to Lower Manhattan and its continued investment in the neighborhood.

The new American Express Tower will be the final commercial building to complete the World Trade Center campus redevelopment and will become a landmark addition to the Manhattan skyline. The project is expected to create more than 3,200 direct and indirect construction jobs during development and contribute an estimated \$5.9 billion to the New York City economy and \$6.3 billion to the New York State economy. American Express expects to begin welcoming employees to the building in 2031.

Opening the event, Denise Pickett, President of Enterprise Shared Services at American Express, reflected on the company’s more than 175 year history in Lower Manhattan.

“For American Express, this project is far more than a new headquarters. It is a reaffirmation of our belief in this city, our commitment to our colleagues and our enduring connection to the community we have proudly called home for nearly two centuries. Since our

founding in 1850, New York has shaped who we are, and in turn, we have sought to contribute to its growth, vitality and success. Today’s groundbreaking marks the next chapter in that shared story.”

Speaking about the vision for the company’s new headquarters, Pickett added:

“The new American Express Tower will be a place where ideas are sparked, partnerships are forged



Please Turn to Page 23 A rendering of the new American Express Tower at 2 World Trade Center.



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Safety Watch

Traffic Control Plans Help Prevent Struck by Accidents at Work Sites

By COSTAS CYPRUS, ESQ.

Struck-by hazards are an ever-present concern for employees working in close proximity to moving equipment. Whether the project involves roadway construction, utility installation, site development or commercial building construction, dump trucks, loaders, excavators, rollers, cranes and other heavy equipment routinely operate in areas occupied by workers on foot. As equipment movement increases, so too does

the potential for serious struck-by incidents.

The Occupational Safety and Health Review Commission (OSHRC) decision

serves as an important reminder that contractors should not wait until an OSHA inspection or workplace incident to evaluate

administrative Law Judge (ALJ) ultimately vacated the citation issued under OSHA's General Duty Clause, the decision highlights the

From a documentation standpoint, contractors should maintain written traffic control plans, daily job hazard analyses, toolbox talk records, equipment inspection reports, and training documentation.

involving Lane Construction Corporation (Lane)

their traffic control procedures. Although the Admin-

istrative Law Judge (ALJ) ultimately vacated the citation issued under OSHA's General Duty Clause, the decision highlights the

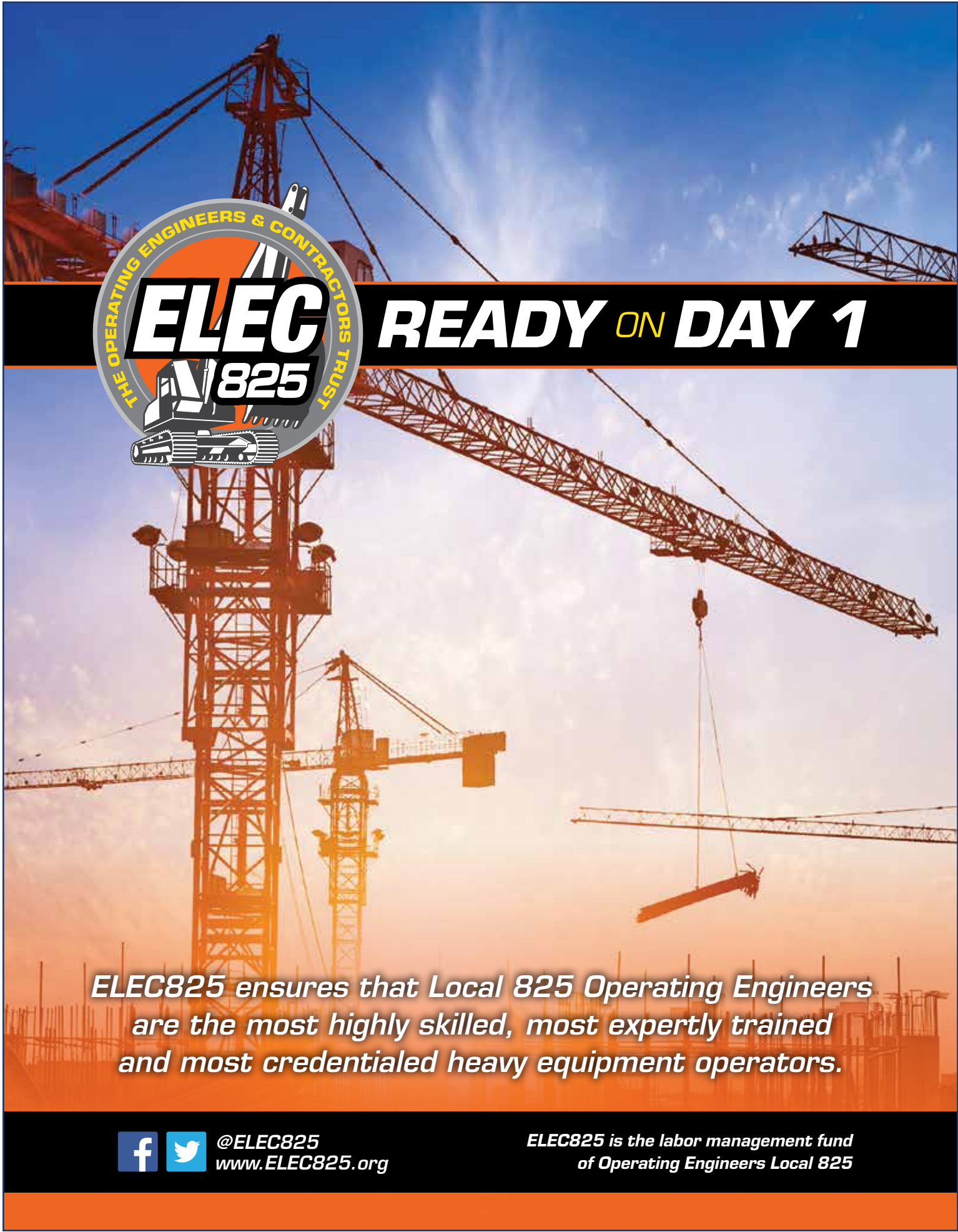


vehicle movement hazards before an accident occurs.

The case involved a highway construction project where OSHA alleged that employees working behind backing dump trucks were exposed to struck-by hazards during paving operations. Specifically, a truck driver operating a dump truck in reverse struck and killed a Lane superintendent. At the time, Lane's employees were in the process of milling and repaving a section of Veterans Expressway in Tampa, FL. OSHA contended that additional protective measures should have been implemented to protect employees from backing construction vehicles. While the ALJ ultimately concluded that OSHA failed to satisfy its burden of proof under the General Duty Clause, the decision should not be viewed as minimizing the dangers associated with construction traffic. Rather, it reinforces that contractors should develop comprehensive traffic control plans that address the unique conditions present on each project.

Every construction project has different traffic patterns. Delivery vehicles enter and exit the site throughout the day. Heavy equipment constantly changes locations as work progresses. Employees frequently move between active work areas. Without proper planning, these constantly changing conditions can create confusion between equipment operators and workers on foot.

An effective traffic control plan begins well before equipment arrives on site. Contractors should identify designated travel routes for



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Comprehensive Plan Looks to ‘Envision’ The Future Needs of Rockland County

By JOHN JORDAN

NEW CITY, NY—Rockland County recently released the final draft of its comprehensive 485 page “Envision Rockland” plan, which is intended to help shape county policies and initiatives for decades to come.

County officials are now seeking public comment on the final draft through Aug. 4. Topics covered and recommendations for future action include land use, zoning and development, housing, transportation, infrastructure, economic development, natural resources, parks and open space, sustainability, community services and facilities, and cultural, historical and agricultural resources. The county’s last comprehensive plan was released in 2011.

In announcing the report’s release on July 1, Rockland County Executive Ed Day said, “Community input has been at the heart of the Envision Rockland planning process from the very beginning. We encourage residents to review the Final Draft Plan and share any final feedback as we move toward adoption. Thank you to everyone who has contributed their time, ideas and expertise throughout this important effort. Your participation has helped shape a vision that reflects the priorities of Rockland County, and we look forward to keeping the public informed as the process moves forward.”

Rockland County Legislature Chairman Jay Hood Jr. added, “The Legislature looks forward to hearing from residents during the public hearing process as we consider this important plan for Rockland County’s future. We encourage everyone to review the Final Draft, share their thoughts and help ensure the final plan reflects the needs and priorities of our communities.”

The report states that, through clearly defined goals, policies and recommendations, the plan seeks to address the challenges facing the county and its municipalities while providing “a roadmap for managing change thoughtfully and equitably, reflecting the values and aspirations of residents, municipalities, workers and regional partners.”

“The Plan does not regulate land use, but guides elected officials and decision makers as they consider land use, transportation, infrastructure and capital investments,” the report states.

The 18 month planning process was guided by the Rockland County Department of Planning and a Technical Advisory Committee made up of representatives from county departments, the Rockland County Legislature, the County Executive’s Office and the Rockland County Planning Board. In addition, the county convened a Community Advisory Working Group made up of residents and stakeholders from a broad range of communities and



June 2026 Final Draft

organizations throughout Rockland County.

Some of the report’s recommendations include:

Land Use and Development

Undertake a comprehensive Hudson River waterfront plan to identify locations for new or expanded public access points, improve waterfront connections between communities, identify opportunities to restore natural areas, recommend climate adaptation and flood mitigation strategies, promote tourism supporting amenities and identify funding sources for major initiatives.

Continue to pursue regional transportation corridor studies and action plans. Examples include Route 59, I-287, Route 306 in the Town of Ramapo and Route 202 in northern Rockland County.

Housing

“Increasing housing opportunities in Rockland County requires a structured approach that recognizes local control over zoning and land use decisions while leveraging the county’s expertise and resources,” the report states.

Recommendations include providing technical assistance to municipalities, developing model affordable housing ordinances, providing funding for zoning code updates, supporting the county’s public education campaign on housing, encouraging context sensitive infill development, promoting Planned Unit Developments where appropriate and considering the conversion of excess county owned properties for housing.

Transportation

Continue to explore the use of

roundabouts in intersection redesign projects where appropriate.

Continue to coordinate with the Thruway Authority to address congestion on I 87/287.

Seek opportunities to widen the westbound roadway to four lanes approaching the Palisades Interstate Parkway. Currently, the roadway narrows from four lanes to three at Exit 11.

Encourage the Thruway Authority to continue corridor preservation efforts during construction projects to ensure adequate space for future transit improvements.

Explore the feasibility of Exit 14X, a proposed new interchange between Exits 14 and 14B. Although there is no formal plan or funding in place, officials have

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Built to Last continued from P.16

region continues to see significant private investment in manufacturing, healthcare, housing, higher education, distribution and mixed-use development. As businesses continue to recognize the Hudson Valley as an attractive place to invest, maintaining that momentum will require a transportation network capable of supporting long-term economic growth.

At the same time, employers across nearly every industry are competing for skilled workers. Reliable infrastructure plays a vital role in attracting and retaining that workforce. Employees want communities where transportation is efficient, commutes are predictable and infrastructure supports a high quality of life. Companies evaluating where to expand or relocate also look for regions that demonstrate a commitment to maintaining the roads, bridges, utilities and public infrastructure that modern businesses depend upon.

For the construction industry, that presents both a challenge and an opportunity.

Every highway reconstruction project, bridge rehabilitation, interchange improvement and infrastructure investment creates family sustaining careers for contractors, engineers, labor organizations and the skilled trades. These projects not only improve mobility and safety, they strengthen the regional economy and position the Hudson Valley for continued private investment.

As many segments of the Interstate Highway System enter their eighth decade of service, the focus has shifted from expansion to preservation and modernization.

Aging infrastructure, evolving freight patterns, emerging technologies and increasing demands on the transportation network require thoughtful planning and sustained public investment.

The Interstate Highway System stands as one of the greatest public works achievements in American history because previous generations had the foresight to build for tomorrow, not just for the needs of their day.

That same vision is needed today.

Maintaining and modernizing the Hudson Valley’s transportation infrastructure is essential to supporting economic development, attracting employers, retaining a skilled workforce and ensuring our region remains competitive for decades to come. Whether it is improving highways, rehabilitating bridges, upgrading transit systems or investing in resilient infrastructure, these projects represent investments in the future of our communities.

For the construction industry, infrastructure is more than concrete, steel and asphalt. It is the foundation upon which economic opportunity is built.

As we celebrate the 70th anniversary of the Interstate Highway System, we should also recognize the responsibility we share to continue investing in the infrastructure that will support the Hudson Valley’s next generation of growth. Just as the visionaries of 1956 built a transportation network that transformed America, the investments we make today will determine the strength, competitiveness and prosperity of the Hudson Valley for generations to come. ■

Low Bids

ECCO III Wins \$25M NYS Thruway Bridge Project in Orange County

ALBANY—The New York State Thruway Authority recently announced the selection of **ECCO III Enterprises Inc.** of Yonkers, NY as the apparent low bidder for the replacement of the Pine Hill Road Bridge over I-87 at MP 47.58, rehabilitation of the I-87 Bridge over Smith Clove Road at MP 47.04, and resurfacing and safety improvements on I-87 Between MP 46 and MP 48 in Woodbury, NY.

ECCO III Enterprises was the lowest of seven bidders at \$25,483,000.00 for the project in Orange County.

Mace, Metro, DeBoe Construction Land Westchester DPW Environmental Jobs

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

Mace Contracting Corp. of New Rochelle, NY was the lowest of three bidders at \$21,483,000.00 for pumping station rehabilitation program: Hastings, Dobbs Ferry, Main Street and Ludlow Street Pumping Stations, North Yonkers and South Yonkers Sanitary Sewer District, in the Villages of Hastings-on Hudson and Dobbs Ferry, and City of Yonkers, NY.

DeBoe Construction Corp., a unit of PJS Group of New Rochelle, NY, was the lowest of 10 bidders at \$39,878,000.00 for replacement of Tarrytown Force Main (Phase II) and rehabilitation of Route 119 Gravity Sewer, Tarrytown Pumping Station, Saw Mill Sewer District in the villages of Tarrytown and Elmsford, NY.

Metro Environmental Services of Farmingdale, NY was the lower of two bids at \$5,027,250.00 for environmental remediation for petroleum-based products at various county facilities in Westchester. ■



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.



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50 Main Street, Suite 1600, White Plains, NY 10606
PHONE: 914.428.2100 FAX: 855.740.2860 www.WBGLLP.com

Walmart continued from P. 1

the facility would not serve as a last mile distribution center, but instead would supply Walmart stores and other last mile facilities.

Walmart confirmed its interest in the Wallkill site following a media inquiry from CONSTRUCTION NEWS.

“We’re in the very early stages of evaluating this opportunity and appreciate the opportunity to work with local and county leaders. We don’t have any additional information to share at this time,” a Walmart spokesperson said.

Walmart representatives made a presentation exclusively to the Town of Wallkill Planning Board on June 17. The Planning Board took no action on the proposal.

L. Todd Diorio, president of the Hudson Valley Building and Construction Trades Council, told CONSTRUCTION NEWS that the building trades have held several productive meetings with Walmart representatives and that the retailer has committed to signing a Project Labor Agreement if the project moves forward. Mr. Diorio added that the building trades stand ready to support the project during the approval process.

Conor Eckert, president and CEO of the Orange County Partnership, also released a statement to the newspaper.

“The process remains in its early stages as the company evaluates a potential project in the market. We’re pleased to support the preliminary site selection process.”

The project also includes a gated parking area with an emergency access connection, 1,215 employee parking spaces and 1,050 truck parking spaces. The facility would be built on a 9.3 acre parcel owned by Walmart, which also owns an additional 127 adjoining acres.

Other project components include a generator and battery storage system to support the facility’s automation, a wastewater treatment plant and water storage tanks for fire protection.

Although few financial details have been released, Michael Weeks, engineer for the Town of Wallkill, told the Planning Board during a Jan. 12, 2026 meeting that the facility is expected to employ approximately 810 workers per 12 hour shift during peak operations when discussing projected water and sewer demand. ■

Perspective Continued from P. 8

Former shopping malls offer open floor plans, convenient locations and abundant parking. According to Capital One Shopping, approximately 25,000 malls operated across the country 40 years ago. Today, about 1,200 remain, and that number continues to decline.

LeChase saved nearly a year during construction of the University of Rochester Medicine Saunders Center for Orthopaedics & Physical Performance by redeveloping a former Sears store and adjoining mall space. Today, the 19-acre, 330,000 square foot facility, the

largest orthopedic center in the Northeast, provides patients throughout the Rochester region with convenient access to a wide range of services.

Despite the advantages, adaptive reuse projects often present challenges that are not immediately apparent. Construction teams rarely know exactly what they will encounter until walls are opened. That is why careful planning, experience and a different approach than traditional ground up construction are essential.

Water intrusion, rust and deterioration may not

be identified during pre-construction inspections. Existing drawings are sometimes incomplete or inaccurate, particularly in buildings that have undergone previous renovations. Construction managers may uncover deteriorated masonry, undersized structural systems or outdated utilities that require significant upgrades. Asbestos, lead paint and other hazardous materials also may be discovered once demolition begins.

The University of Rochester Medicine project illustrates those challenges. The original light gauge steel

framing system, which adequately supported the former retail space, could not accommodate the heavy mechanical systems and piping required for a modern healthcare facility. As a result, crews constructed an entirely new structural steel frame to support the equipment.

As with any construction project, collaboration among construction managers, architects, engineers and owners is essential. The more comprehensive the evaluation before work begins, the better positioned the project team will be to anticipate and man-

age unforeseen conditions. It is equally important to clearly define each party's responsibilities should unexpected issues arise.

Adaptive reuse projects require patience, creativity and a willingness to solve problems that cannot always be anticipated. When managed effectively, however, they transform obsolete buildings into valuable community assets that can serve future generations.■

About the Author: *Steve Corletta is Regional Operations Manager with LeChase Construction Services in its New York Metro office in Armonk, NY.*

Safety Watch Continued from P. 18

construction vehicles, establish separate pedestrian walkways where feasible, determine loading and unloading locations, and minimize situations requiring equipment to back through active work areas. Eliminating unnecessary backing movements remains one of the simplest and most effective methods of reducing struck-by exposures.

Traffic control plans should also account for changing site conditions. As projects progress, excavation areas expand, materials are relocated, temporary access roads change, and new subcontractors arrive.

Communication is equally important. Equipment operators, laborers, supervisors, subcontractors, and delivery drivers should all understand how traffic will move throughout the project. Daily pre-task meetings provide an excellent opportunity to discuss anticipated vehicle movement, identify congested work areas, and coordinate deliveries with ongoing construction activities.

When backing operations cannot be eliminat-

ed, contractors should establish clear procedures governing those activities. Spotters should be properly trained, positioned where they remain visible to equipment operators, and utilize standardized hand signals or reliable communication devices. Operators should understand that backing operations should stop immediately whenever visual contact with the spotter is lost.

Technology can further enhance these safety efforts. Many contractors have equipped fleets with backup cameras, proximity detection systems, object recognition technology, enhanced mirrors, and audible warning devices. While these systems should never replace attentive operators or effective traffic control planning, they provide additional layers of protection that may prevent a serious incident.

Equally important is maintaining separation between employees on foot and moving equipment whenever possible. Clearly designated exclusion zones

around cranes, excavators, loaders, and dump trucks help minimize opportunities for employees to inadvertently enter equipment travel paths or blind spots. Supervisors should continually monitor these areas to ensure workers understand and respect those boundaries.

Training should also extend beyond equipment operators. Employees working around heavy equipment should understand equipment blind spots, swing radius hazards, stopping distances, backup alarm limitations, and the importance of making eye contact with operators before approaching equipment. Temporary workers and newly hired employees deserve particular attention, as they may be unfamiliar with established traffic patterns or project-specific safety procedures.

From a documentation standpoint, contractors should maintain written traffic control plans, daily job hazard analyses, toolbox talk records, equipment inspection reports, and training documentation. If OSHA

conducts an inspection following an incident, these documents often demonstrate that the contractor identified foreseeable hazards and implemented reasonable measures to control them before work began.

However, traffic control plans are not merely documents prepared to satisfy contractual requirements or owner specifications. When properly developed and consistently enforced, they serve as one of the most effective tools available to reduce struck-by hazards, improve coordination among multiple trades, and protect employees working in dynamic construction environments.

In sum, contractors should consider the following:

- Develop a project-specific Internal Traffic Control Plan rather than relying on a generic template.
- Follow the principles contained in the Manual on Uniform Traffic Control Devices for roadway work when applicable.

Utilize guidance from organizations such as the National Institute for Occupational Safety and Health,

the American Road & Transportation Builders Association, and state departments of transportation regarding work zone safety.

- Establish designated haul routes, pedestrian-free equipment zones, backing procedures and spotter protocols.
- Review and update the traffic control plan whenever site conditions materially change.

As construction projects continue to become larger and more complex, careful planning of vehicle movement should remain a priority. A well-designed traffic control plan, reinforced through daily communication, ongoing supervision, and periodic reassessment helps ensure worker safety.■

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.*

Envision Continued from P. 19

discussed the potential need for a new exit to address continued population growth in the Town of Ramapo.

Continue working with the New York State Department of Transportation to advance the planned but delayed Phase II improvements to the Palisades Interstate Parkway north of Exit 9, including pavement,

guardrails, drainage improvements and corridor aesthetics.

Infrastructure

Continue implementing recommendations contained in the 2020 Rockland County Comprehensive Water Conservation and Implementation Plan.

Develop and implement a County Water Plan to guide sustainable water

use, monitor conservation efforts and adapt strategies as conditions change.

Strengthen groundwater protection.

Strengthen drought preparedness and water supply resilience.

Promote water conservation and high efficiency water use in county operations and major developments.

Continue identifying sanitary sewer system capacity constraints.

Continue reducing inflow and infiltration in sanitary sewer collection systems.

Employ green development and infrastructure practices at county facilities.

Public Comment Period Runs From July 14 to Aug. 4

Written comments may

be submitted by email to RCPlan@co.rockland.ny.us and will be considered alongside testimony received during the public hearings. Residents are encouraged to visit www.envisionrockland.com to review the Final Draft Plan, learn more about the planning process and stay informed about upcoming milestones. ■

REGIONAL BID ALERT

NYSDOT
Region 8

Bid Letting Date: July 16, 2026

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

Contract: D265790
PIN# 881560

Project Description: Columbia, Dutchess, Orange, Putnam, Rockland, Ulster, Westchester Cos., crack sealing & mastic - various locations.

Bid Deposit: 5% of Bid (~ \$75,000.00)

Goals: DBE: 0.00%

Bid Letting Date: July 16, 2026

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

Contract: D265817
PIN# 809946

Project Description: Westchester Co., lighting enhancements - Cross County Parkway, Town of Eastchester, Cities of Mount Vernon & Yonkers.

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

Goals: DBE: 0.00%

Bid Letting Date: July 30, 2026

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

Contract: D265821
PIN# 881480

Project Description: Putnam, Rockland, Westchester Cos., where & when structures repair - various municipalities.

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

Goals: MBE: 0.00%, WBE: 0.00%, SDVOB: 0.00%

Bid Letting Date: July 30, 2026

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

Contract: D265822
PIN# 881777

Project Description: Columbia, Dutchess, Orange, Ulster Cos., where & when structures repair - various municipalities.

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

Goals: MBE: 0.00%, WBE: 0.00%, SDVOB: 0.00%

Bid Letting Date: July 30, 2026

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

Contract: D265824
PIN# 811366

Project Description: Westchester Co., safety guiderail terminal replacements - Rt I-684, Village of Harrison, Towns of Harrison & North Castle. No Plans.

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

Goals: DBE: 0.00%

Region 10

Bid Letting Date: July 16, 2026

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

Contract: D265804
PIN# OSSR25

Project Description: Nassau, Suffolk Cos., overhead sign structure replacement - various locations.

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

Goals: DBE: 0.00%

Bid Letting Date: July 30, 2026

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

Contract: D265812
PIN# OSLR26

Project Description: Nassau, Suffolk Cos., requirements traffic signal & lighting contract - various locations., incentive/disincentive provisions.

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

Goals: MBE: 8.00%, WBE: 7.00%, SDVOB: 6.00%

Bid Letting Date: July 30, 2026

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

Contract: D265799
PIN# 022967

Project Description: Suffolk Co., bridge repairs - Long Island Expressway (I-495) over Commack Road, Town of Smithtown.

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

Goals: DBE: 0.00%

Westchester County
DPW

Bid Due Date: July 15, 2026

Contract: 24-528

Title: Infrastructure Improvements for Gas Main Extension, Westchester County Airport, Towns of Harrison and North Castle and Village of Rye Brook, NY.

Description: The work under this contract consists of providing all labor, materials and equipment required for the installation of a new gas main service to the north complex at the Westchester County Airport and associated work. NOTE: The Contractor is directed to the Special Notice regarding Project Labor Agreement (PLA).

Bid Estimate Range: \$7 million to \$7.5 million

Mandatory Pre-Bid Inspection: Held June 9, 2026. MANDATORY attendance was required. Bids will be rejected from contractors not in attendance at this meeting, or those who failed to sign the attendance sheet.

Contact: Jeffrey Dean, 914-995-3361.

New York State
Dormitory Authority

Bid Due Date: July 16, 2026

Title: Office of Mental Health, Mid-Hudson Forensic Psychiatric Center—Sanitary Sewer and Water Supply Replacement

C667 General Construction
Project# 3590009999

Sealed bids for the above work located at 2 River Road, New Hampton, New York 10958, 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. 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 July 16, 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: David Chapman, Project Manager, 2834 Route 17M, Box 158, New Hampton, New York 10958, 518-860-6086, DChapman@DASNY.org, (the Owner’s Representative) and DASNY at ccontracts@dasny.org. Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY’s website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting will be held on June 16, 2026, at 10:00 AM at DASNY Field Office Conference Room, MHFPC, 2834 Route 17M, New Hampton, NY 10958. Contact David Chapman at 518-860-6086. 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>.

York/307274192739368.

Bid Due Date: July 23, 2026

Title: Office for People with Developmental Disabilities Bronx DDSO Hostel 2565 Retaining Wall at Bedford Park Boulevard.

Contact# C1013 General Construction

Project# 3804509999

Sealed bids for the above work located at Bronx DDSO, 236 Bedford Park Blvd, Bronx, New York 10458, 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.

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. 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 July 23, 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: Lucy Sanchez, Project Manager, DASNY NYCO, 28 Liberty Street, 55th Floor, New York, NY 10005, lsanchez@dasny.org, 646-594-0918, (the Owner’s Representative) and DASNY at ccontracts@dasny.org. Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY’s website; <http://www.dasny.org> or the OGS website; <http://www.ogs.state.ny.us>.

A Pre-Bid Meeting was scheduled on July 1, 2026, at 10:00 AM at Bronx DDSO, 236 Bedford Park Blvd, Bronx, New York 10458. 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>.

What's New & Who's News

Jason Newman Named President Of J. Fletcher Creamer & Son, Inc.

HACKENSACK, NJ—Jason Newman was named president of J. Fletcher Creamer & Son, Inc., in May 2026. Prior to this promotion, he served as the company's vice president of Construction Management. He has more than two decades of experience with the infrastructure construction firm.

J. Fletcher Creamer & Son, Inc., a nationally recognized infrastructure contractor, is consistently ranked among the ENR Top 400 Contractors. A longtime leader within the organization, Mr. Newman

joined the company in 2002 after graduating from Clemson University with a degree in Mechanical Engineering. Over the course of his career, he has developed deep expertise across the company's lines of business, with particular strength in underground utilities, trenchless technology and complex infrastructure project delivery.

"I'm proud that I've never worked anywhere else in my 24 years since graduating university," Mr. Newman commented. "Solving problems together and working

as a team, I am truly appreciative of everyone who has taken time to teach me something during my journey here."

Prior to his recent appointment, Mr. Newman was responsible for the execution of all projects constructed and directly supervised the area managers that lead Creamer's branches. He has helped to advance Creamer's trenchless and rehabilitation capabilities, including spray-in-place pipe applications and other specialized infrastructure solutions, the company

said in a statement.

"With his strong foundation in field execution, operational leadership and technical innovation, he leads the company with both hands-on and a full understanding of the business and a long-standing commitment to solving construction challenges," the company added.

Mr. Newman and his wife, Michele, have two daughters. "When I find some time, I enjoy skiing and hiking and travel, especially to South Carolina to visit my parents," he noted. ■



Jason Newman

Erin Carroll Named Managing Director At American Global's Office in NYC

JERICO, NY—American Global announced on July 1 that Erin Carroll has been promoted to Managing Director, New York. She previously served as Senior Vice President, leading a team of construction insurance professionals based in New York that delivers innovative risk management solutions to clients nationwide.

In her new role, Ms. Carroll will serve as a senior operating leader, helping drive strategic growth initiatives,

talent development, client engagement, and operational excellence while supporting the firm's long-term vision and expansion in New York, the company said.

Ms. Carroll joined American Global in 2016 and has played a key role in the growth of the company's New York insurance practice. In announcing her promotion, the firm praised her ability to build strong relationships with clients and colleagues while helping de-

velop the next generation of industry professionals.

"I'm incredibly honored by this recognition and grateful for the opportunity to continue working alongside such an exceptional team," Ms. Carroll said. "American Global has built a culture that values collaboration, expertise, and putting clients first, and I'm proud to be part of an organization that continues to invest in its people and in developing inno-

vative solutions for clients. I'm excited to keep building our team, strengthening our client and carrier partnerships, expanding our impact in New York, and helping our clients navigate the evolving challenges of the construction industry."

Ms. Carroll has worked in the insurance industry since 1999. She holds a Bachelor of Arts in Economics from Binghamton University and is based in New York. ■



Erin Carroll

AmEx Continued from P. 17

and innovation thrives. It will bring together talented colleagues from across our company in an environment designed to inspire creativity, strengthen collaboration and empower people to do the best work of their careers. Most importantly, it will reflect who we are as a company: forward looking, customer focused and committed to creating meaningful opportunities for future generations."

Throughout the ceremony, speakers underscored the importance of the project not only for American Express, but also for Lower Manhattan and New York City and New York State.

Lisa Silverstein, CEO of Silverstein Properties, reflected on the World Trade Center's legacy and transformation over the past two

decades.

"This is an important milestone for our city, American Express and Silverstein Properties. But it also symbolizes triumph, and what can be accomplished in this country following what happened here nearly 25 years ago."

New York City Mayor Zohran Kwame Mamdani said:

"I am proud to welcome American Express's new global headquarters to Lower Manhattan. This is not just a sign of confidence in the future of our city. It is an investment in thousands of good jobs, the local economy, sustainability and the final piece of the rebuilt World Trade Center. This project will continue to benefit New Yorkers for many decades to come."

Kathryn Garcia, Executive Director of the Port Authority of New York and New Jersey, spoke about the role the new American Express Tower will play in completing the World Trade Center campus.

"As we approach the 25th anniversary of 9/11, starting construction of 2 World Trade Center is not just a significant step forward for Lower Manhattan, but it is also an inspiring demonstration of New York's strength and resilience in the face of adversity. This investment by American Express in a new, state of the art tower advances our shared goal of completing the restoration of the World Trade Center as a site that supports commerce, remembrance, culture, community, transit and tourism

for all the world to see."

Echoing those remarks, Kevin O'Toole, Chairman of the Port Authority of New York and New Jersey, said:

"Today's groundbreaking for the final commercial tower at the World Trade Center is an important milestone in fulfilling a promise made 25 years ago to rebuild, to restore and to remember in the aftermath of 9/11. A new 2 World Trade Center, overlooking a magnificent memorial and museum and alongside a performing arts center, will strengthen one of our nation's most important centers for commerce, culture and remembrance."

Gary LaBarbera, President of the Building and Construction Trades Council of Greater New York, emphasized the project's importance for New York's

workforce.

"The groundbreaking at 2 World Trade Center represents a critical milestone for this project that not only represents a reinvestment into our city, but a commitment to creating thousands of good paying union careers for hardworking New Yorkers. This brand new headquarters in Downtown Manhattan will not only represent a new chapter for American Express, but also for the tradesmen and tradeswomen who will now have the opportunities to pursue the middle class and support their families. Our members are eager to leverage their skills and craftsmanship to help efficiently push forward this next step in successfully rebuilding the World Trade Center campus." ■

IT'S *OUR* TIME!

WISHING OUR CONTRACTORS, ASSOCIATIONS,
AND OUR HARD WORKING MEMBERS A SAFE
AND PRODUCTIVE CONSTRUCTION SEASON!

