

CONSTRUCTION NEWS



TUNNEL PROJECT HITS MILESTONE

Laborers Local 60 and statewide labor organizations joined fellow trades on Sept. 2 to mark the two-year anniversary of the groundbreaking of the \$1.9-billion Kensico-Eastview Water Tunnel, a massive project that will strengthen the region's water infrastructure. **Story on Page 30**

Photo Credit: NYS DEP

Rescue & Recovery at Ground Zero

Answering a Nation's Call With Courage and Knowhow

By GEORGE DRAPEAU III

NEW YORK—As the world watched in stunned disbelief at the horror unfolding in Lower Manhattan on the morning of September 11, construction company crews and managers raced to Ground Zero to assist in the rescue and recovery efforts. From passing buckets of debris in seemingly endless human chains to specialists hoisting massive amounts of steel wreckage, New York's construction workers worked around the clock performing the heaviest lift of their lives. In the process, they garnered worldwide respect for their ability and courage.

The following day, Sept. 12, many companies from our area arrived at Ground Zero with an arsenal of equipment, management knowhow and labor personnel offering supplies and expertise. In those early hours, companies—many that are members of the regional trade associations, volunteered their idle inventories of dump trucks, runoff containers, cranes, excavators and bulldozers. Among the crucial equipment called for and sent to the site were cutoff saws and blades, cutting torches with oxygen and acetylene tanks.

The Mount Vernon-based firm Granite/Halmar Construction Co. reassigned 50 of its workers who were pulled from other jobs and transported to the disaster area. Other companies, such as Yonkers Contracting Co. sent in crews and

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Building the Region's Next Generation of Skilled Trades

CIC Campaign Promotes the Benefits and Opportunities of Union Construction Careers

TARRYTOWN—The Construction Industry Council of Westchester & Hudson Valley, Inc. reports that it will launch later this month a first-of-its-kind integrated media campaign geared at making the case for well-paying careers in the union trades.

The initiative is designed to introduce adults aged 18 to 35 across Westchester County and the Mid-Hudson Valley to careers in the union construction trades—and, at the same time, reinforce why union contractors remain the re-

gion's standard for quality, safety and on-time delivery. Before it concludes next year, the campaign is projected to generate more than 21 million impressions.

CIC officials noted that there is a career waiting in Westchester and the surrounding counties of the Hudson Valley that does not require a four-year degree, does not come with staggering student debt, and pays a wage that can support a family from the first year forward. The Construction Indus-



Kevin Coranado, Trainee, Operating Engineers Local 137 at the Westchester Joint Water Works site in Purchase, NY.

try Council does not believe enough young people know this worthwhile opportunity exists. The organization is out to change that. The Tarrytown-based CIC is a professional trade organization representing

more than 600 businesses that are at the core of the region's construction industry. These include contractors, suppliers, consultants and other professionals servicing the construction and building

industries.

"This campaign is about changing the way people think about a career in construction. These are not just jobs, they are opportunities to learn a skilled trade, earn a good living, build a career, and build something that will last. Through apprenticeship and hands-on training, people can enter the industry with a pathway to long-term success, while earning benefits and

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Amazon Returns to IDA Seeking Less Incentives For \$607M Warehouse Project in Orange County

By JOHN JORDAN

SLATE HILL, NY—The controversial \$607-million Amazon fulfillment center project to be built at a former quarry on Route 6 in Slate Hill is on the cusp of securing its necessary approvals and commencing construction very soon.

Developer Scannell Properties and Amazon recently amended their application before the Orange County Industrial Development Agency for its 3.2-million-square-foot fulfillment center in Wawayanda and are now seeking approval of a 10-year PILOT (Payment in Lieu of Taxes Agreement) that would provide approximately \$69.6 million in incentives, compared with the prior, failed 15-year PILOT that was estimated at approximately \$80 million in financial assistance for the project.

A public hearing was held by the Orange County IDA on Sept. 10 at Minisink Middle School in Slate Hill, NY, and an IDA official told CONSTRUCTION NEWS that the

revised PILOT could be discussed and perhaps voted on at its next Board of Directors meeting on Sept. 30 at its headquarters in New Windsor, NY.

Bill Fioravanti, Chief Executive Officer of the Orange County Industrial Development Agency, announced the amended application for financial assistance by Amazon Services LLC and Scannell Properties #600 LLC for the \$607-million project at the IDA's Board of Directors meeting on Aug. 19 at the IDA's offices in New Windsor, NY.

In an Aug. 18 letter to the Orange County IDA, Robert G. Murray, an attorney with Harris Beach Murtha of Buffalo, NY, representing Amazon/Scannell, submitted the amended IDA application, which is the second revision of its original application for a 20-year PILOT request on March 21, 2025. Amazon/Scannell issued its first amended application, seeking a 15-year PILOT worth approximately \$80 million, on Sept. 23, 2025.

That proposal was eventually approved by the Orange County IDA, including \$31,008,750 in sales and use tax exemptions. However, State-appointed IDA Monitor Brian Sanvidge issued a "Notice of Violation," thereby vetoing the IDA vote on the incentives in late November 2025.

Since then, the project has been in limbo, mired in litigation, with a judge upholding the IDA monitor's veto of incentives, but another court upholding the Wawayanda Planning Board's approval of a needed height variance and site plan approval, among a host of court actions pertaining to the project.

Mr. Murray stated in the letter to the IDA that the 10-year PILOT "will deliver positive impacts to the Town of Wawayanda and Orange County," including approximately \$10 million more in projected tax payments than the previous 15-year PILOT proposal.

He noted that the 10-year PILOT would generate more



Matthew Stoddard, Business Manager of Ironworkers Local 417 in Wallkill, NY, and Recording Secretary of the Hudson Valley Building & Construction Trades Council, testified in favor of the Amazon project at the Orange County IDA public hearing on Sept. 10.

than \$32 million in tax payments than its original 20-year PILOT proposal.

According to figures supplied by the Orange County IDA, the total incentive package to Scannell/Amazon from the 10-year PILOT is \$69,707,010.88. Over the 10-year term, the PILOT will generate \$11,209,389

in revenue for Minisink Valley School District and \$5,431,119 for ambulance and fire services. Once the PILOT expires, Minisink Valley Schools will receive \$7.76 million in property tax revenue from Amazon in Year 11 alone.

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Guest Viewpoint

Stop Building Apartments, Start Building Mixed-Use Communities For Future Generations

BY PAUL ADLER, ESQ

Rockland County doesn't have a housing crisis. It has a community crisis.

We've spent years arguing over density, parking ratios, building heights, traffic counts and sewer capacity. Those are important discussions, but they're the not real conversation. The real question is this: What kind of communities do we want our children and grandchildren to inherit?

Somewhere along the way, we stopped designing neighborhoods and started approving projects.

As Chief Strategy Officer of Rand Commercial, I've watched proposal after proposal become a political battlefield. Every multifamily development is treated as either salvation or catastrophe. The result? Years of delay, mounting costs, fewer homes and a generation of young fami-

lies, teachers, civil servants, healthcare workers, first responders and seniors who simply cannot find a place to live in the communities they serve.

It's time to stop thinking about multifamily housing as an apartment complex and start thinking about it as a neighborhood.

The most successful neighborhoods in America were never built around demographics. They were built around relationships.

Imagine a community where the retired widow on the third floor becomes everyone's Nonna, Bubbe, Granny or Abuela, the trusted elder who watches a child for an hour after school, shares life lessons or simply knows everyone's name. Across the hall, a college graduate helps her navigate her smartphone,

orders groceries online or installs the latest software update. Downstairs lives the young firefighter, the Little League coach, the volunteer EMT, the schoolteacher and the small business owner.

That's not nostalgia. That's resilience.

Mixed income, multigenerational housing creates social capital that no government program can manufacture. It combats loneliness among seniors, supports working families, encourages volunteerism and creates the human connections that make neighborhoods safer, healthier and more prosperous.

Unfortunately, our land use approval system is working against exactly this kind of future.

Too often, planning boards and zoning boards function less as independent stewards of long-term planning and more as extensions of the prevailing political winds. Decisions that should be guided by comprehensive planning are frequently driven by election calendars, organized opposition or fear of change. That's not planning. That's politics. We can and must do better.

The region needs a county-wide Sustainable Growth Playbook that establishes a shared vision before the next controversial project arrives. It should bring together planners, elected officials, developers, civic associations, environmental advocates, school districts, infrastructure providers and the land use bar to agree on what balanced growth actually looks like.

When everyone understands the rules before the first application is filed, projects move more efficiently, municipalities reduce conflict, investors gain confidence and residents know that growth is occurring according to a thoughtful plan, not through political improvisation.

We also need to reconnect housing with economic development. Great communities don't end at the property line. They extend to thriving Main Streets where residents shop locally, dine locally, attend community theater, support local artists, volunteer with civic organizations, serve on planning boards, coach youth sports and strengthen the fabric of their hometowns. Housing policy is commu-



nity policy. Economic policy. Public safety policy. Workforce policy. Aging policy.

The question isn't whether Rockland County or the region will grow. It will!

The question is whether we'll continue approving isolated buildings or begin creating neighborhoods where generations know one another, businesses thrive, civic engagement flourishes and every resident has an opportunity not just to live here, but to belong.

That's the kind of growth our county deserves. And it's the kind of leadership this moment demands. ■

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

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Preliminary Designs Unveiled For \$50M Route 9 Project

ALBANY — On Sept. 4, New York State announced plans to transform U.S. Route 9, also known as Broadway, in the villages of Tarrytown and Sleepy Hollow by installing roundabouts at four key intersections and making other improvements to enhance public safety and improve traffic flow along this vital travel artery in Westchester County.

The upgrades are part of a \$50-million project now being designed by the New York State Department of Transportation that will balance the needs of all roadway users, including pedestrians and cyclists, while also facilitating continued economic growth and quality of life in these Hudson Valley communities.

New York State Department of Transportation Commissioner Marie Therese Dominguez said, "Thanks to the vision and leadership of

Governor Kathy Hochul, we are modernizing this crucial Hudson Valley roadway to enhance public safety and mobility for all users of the transportation system. We appreciate the invaluable input and ongoing collaboration with the community. The community meetings and workshops we held advanced the development and visualization of the concepts for this project. Stay tuned as we continue to work with the community to move forward and bring this innovative project to fruition."

In 2023, NYSDOT initiated the U.S. Route 9 Corridor Safety Enhancements preliminary engineering project to begin working collaboratively with the community and establish meaningful engagement. The Transportation Partnering Committee, comprised of community leaders, held a

series of public workshops to determine the needs of five Rivertown communities and establish a vision for the entire corridor. The public's input was incorporated into the project's preliminary design and enhancement concepts and helped shape NYSDOT's federal BUILD grant application for this 1.3-mile section of Broadway in Sleepy Hollow and Tarrytown.

The preliminary design for the upcoming project includes the installation of four modern roundabouts in Sleepy Hollow, replacing four signalized intersections. Roundabouts are engineered to maximize safety and minimize congestion, allowing traffic to flow more freely, thereby reducing congestion and travel times. Two other intersections that currently do not have traf-

Newburgh School District Opens \$75-Million New Career And Technical Educational Center

NEWBURGH, NY — A host of city, business and education leaders, along with local building trades representatives, gathered on Aug. 31 for the ceremonial ribbon cutting of the landmark \$75-million Career and Technical Education (CTE) Center built behind the Newburgh Free Academy building here.

The event, hosted by Newburgh Enlarged School District Superintendent Dr. Jackielyn Manning Campbell, celebrated the completion of the state of the art, 132,000 square foot building, which officially opened on Sept. 3 and serves 500 students. The CTE offers 17 different workforce training programs, including several that specialize in the construction and building trades.

The 17 programs include: Auto Body, Auto Technology, Cosmetology, Criminal Justice, Barbering, Construction (Carpentry), Construction Electrical, Fashion Design, HVAC, Health Sciences, Pet Grooming, Photography, Plumbing, Veterinary Science, Video Production and Welding.

The CTE project was built under a Project Labor Agreement with general contractor Pike Construction Services.

The *Mid-Hudson Times* reported that Superintendent of Schools Dr.



The ribbon cutting for the new Career and Technical Education Center was held on Aug. 31, and classes are now in session at the \$75-million facility.

Jackie Manning Campbell said at the event: “This new building really provides life altering possibilities for our children and our community.”

Newburgh Mayor Torrance Harvey described the new CTE center as “a super significant game changer in education in the Hudson Valley

and the State of New York.”

Todd Diorio, president of the Hudson Valley Building & Construction Trades Council, told CONSTRUCTION NEWS: “We are thankful for the long-term relationship between the Hudson Valley Building and Construction Trades and the

Newburgh School District and their commitment to local union labor in the use of PLAs for over two decades. We look forward to working closely and partnering with faculty and students from the CTE programs to fulfill our future needs in the construction industry.” ■



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Managing Construction in an Era of Volatility: Protecting Margins When Costs Won't Stand Still

By PATRICK SMITH, SVP, ORANGE BANK & TRUST

One of the biggest challenges for contractors today is that the price calculated when bidding a project may not be the price ultimately paid when it is time to build it. Material costs and labor are probably the two biggest pressures right now. On the labor side, there simply isn't the skilled labor force there used to be. Material costs remain unpredictable as global events and oil prices affect the industry.

Whether we realize it or not, oil affects almost everything in construction. It is the fuel contractors put into their equipment and trucks, but it is also involved in

transporting materials and producing many of the products used daily on a project, including asphalt, concrete, adhesives, insulation and more. This becomes a significant factor when prices are set today, but the actual work may not begin for six months or a year.

As a result, I'm seeing contractors here in the Hudson Valley become much more hands on with estimating. Owners, senior management and project managers are paying closer attention to both time and price. That means really understanding a project before bidding: visiting the site, talking with the

people who will be doing the work and making sure the assumptions behind the estimate are realistic.

Technology, Time and Efficiency

Contractors are increasingly using specialized software and AI for estimating, job cost reviews and project management. Technology is helping, but accurate estimating is instrumental to the success of a project. You have to win the work at a price that makes sense, maintain cash flow, manage the project and complete it on time. It all comes down to time and cost.

They are also finding ways

to protect themselves from material price volatility. One electrical contractor I know deals extensively with copper. He may submit a bid based on the current copper price but includes language in the contract addressing what happens if that price increases before work begins. Contractors are using expiration dates on bids, such as making a price valid for 60 days, or structuring contracts so that owners are buying materials directly. With both strategies, the goal is the same: avoiding committing to a price for materials that could be drastically different six months from now.



There are also opportunities to control costs by operating more efficiently. One contractor who performs rigging and installation work established smaller satellite locations near areas where he has significant projects. Rather than sending employees and equipment back and forth from one central location every day, equipment can remain closer to the job, and some employees can report directly there. When you consider labor, fuel, transportation and the time involved in moving people and equipment, those savings add up over time.

Financial Flexibility and Wise Advisers

Equipment itself is another area contractors should evaluate carefully. The decision to rent or buy equipment depends on the job, your company's cash flow, project length, upfront costs, maintenance requirements and your balance sheet. If a piece of equipment will be used occasionally, renting probably makes sense. But if it can be used on numerous projects throughout the year, it's worth comparing the ongoing rental expense against the cost of purchasing or financing it.

I've watched that calculation change as contractors grow. One concrete masonry customer initially rented equipment at different job sites. As his business expanded, we helped him finance a mobile concrete plant that he could move from project to project. Today, he owns three. Renting made sense when his company was starting; with greater volume and consistent utilization, ownership made more sense.

Just as important is maintaining adequate working capital. Contractors often have to pay employees, suppliers and other expenses before they are paid for the work themselves. Increasing material costs and project delays can widen that gap. That's why access to a



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Attorney's Column

Appellate Court Affirms Lower Court Denial Of Subcontractor's Claims Direct Against Owner

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

Our readers will not be surprised to learn that we believe that mechanic's liens are a powerful tool to assist unpaid contractors in collecting their money. We recently wrote about how failing to follow the requirements of asserting and foreclosing such liens is fatal to any subsequent recovery

a Costco on Third Avenue in Brooklyn, NY. Because of the proximity of the property to the Gowanus Canal, foundation piles were required. That scope of work was subcontracted to Marine Bulkheading, Inc. Marine performed its work but was not paid by Ibex. Marine filed a mechanic's lien and

mechanic's lien.) In an attempt to get around the now unrecoverable mechanic's lien and the bankrupt general contractor, Marine moved to amend its complaint to assert a quasi contractual quantum meruit claim directly against Costco, the project's owner. In so moving, Marine noted the

In an attempt to get around the now unrecoverable mechanic's lien and the bankrupt general contractor, Marine moved to amend its complaint to assert a quasi contractual quantum meruit claim directly against Costco, the project's owner.

on the lien (see July 2026 edition of CONSTRUCTION NEWS). In a nutshell, because the mechanic's lien is a statutory compromise that gives a contractor the right to sue someone with whom it has no contractual relationship, the need for the lienor to follow formalities, such as filing and renewing a Notice of Pendency, is emphasized.

In the recent case of *Marine Bulkheading, Inc. v. Ibex Construction Company, LLC, and Costco Wholesale Corporation*, an appellate court rejected an attempt by a subcontractor to get around the fact of a bankrupt general contractor and its own failure to renew a required Notice of Pendency by seeking to amend its complaint to include direct, non-lien foreclosure claims against the project's owner.

Background

In late 2015, Ibex Construction Company entered into a contract to construct

ultimately sued Ibex and Costco to foreclose the lien. Marine also asserted contract claims against Ibex. Marine filed a Notice of Pendency when it started the lawsuit but never renewed its filing after three years, as required by the statute.

Ultimately, Ibex filed for bankruptcy, and the lawsuit was stayed by federal law as a result. (Many practitioners mistakenly believe that a bankruptcy filing and the Automatic Stay prohibit taking any action against a bankrupt debtor. This is not true. A creditor is permitted to take actions to perfect and maintain liens pending the bankruptcy. The only thing prohibited by the Bankruptcy Code is an attempt to collect on that lien.)

By the time the lawsuit resumed, the deadline to renew the Notice of Pendency had passed. (And, if you read our recent column, you realize that this resulted in the effective voiding of the

delays to the case and that there would be no prejudice to Costco, as all facts were already known. Costco opposed, noting that there was already a contract between Marine and Ibex that covered the subject matter of the dispute and arguing that such direct subcontractor against owner claims were improper.

Decision

The motion court denied the motion, following well settled law that holds that where there is already a written contract governing the subject matter of the dispute, quasi contractual claims arising out of that same dispute are barred. Marine, with no other avenue to salvage any recovery, appealed. The Appellate Court affirmed, not only finding that the existing contract barred the proposed new claims, but also that "a property owner who contracts with a general contractor does not become liable to a subcontractor on a



Thomas Welby, P.E., Esq.



Gregory J. Spaun, Esq.

quasi-contract theory unless it expressly consents to pay for the subcontractor's performance. The owner's mere consent to and acceptance of improvements placed on his [or her] property by the subcontractor, without more, does not render it liable to the subcontractor."

Comment

While one has to admire Marine's attempt to extricate itself from the effects of both the GC's bankruptcy and its own failure to renew the Notice of Pendency, such efforts were too little, too late. As we noted in a recent column, mechanic's lien formalities are necessary because the mechanic's lien is a statutory compromise that gives a contractor the right to sue someone with whom it has no contractual relationship and, in most circumstances, provides security for the underlying debt. Here, the contractor failed to follow all of the required formalities to keep its lien in place, specifically, maintaining the Notice of Pendency by making sure that it was timely renewed. Accordingly, once the Notice of Pendency expired, so did the contractor's right to main-

tain the lien foreclosure lawsuit. Its post hoc efforts to salvage recovery by asserting alternative claims against the only remaining solvent defendant, the owner, were not sufficient as a matter of law.

Mechanic's liens must be prepared, filed, served, with proof thereof, and perfected and maintained correctly. It is simple, fast and inexpensive to renew a Notice of Pendency. It is very costly not to do so. Therefore, should you have any questions as to how to best protect your rights to recover on a mechanic's lien, you should consult with experienced construction counsel. ■

About the authors: Thomas H. Welby, an attorney and licensed professional engineer, is General Counsel to the CIC and the BCA and is the Founder of, and Senior Counsel to, the law firm of Welby, Brady & Greenblatt, LLP, with offices located throughout the Tri State Region. Gregory J. Spaun, General Counsel to the Queens and Bronx Building Association and an attorney and partner with the firm, co-authors this series.

Volatility Continued from P. 6

line of credit can be valuable, but the important thing is to establish that financial flexibility before you need it. You don't want to find yourself with a cash flow problem in the middle of a project and then start talking with your bank.

I also jokingly tell clients they need the "three wise men": a good accountant, banker and attorney. Specialization matters. You

want advisers who understand construction, its financials and the particular contractual and operational issues contractors face.

There will always be outside factors you cannot control. The contractors who will weather the volatility best will be the ones who prepare for it before it happens through careful estimating, embracing technology, maintaining cash reserves,

establishing credit and making strategic decisions about equipment and debt.

At the end of the day, the point is simple: Don't wait until you're feeling the financial pressure to start preparing for it. ■

About the author: Patrick Smith is Senior Vice President, Senior Relationship Manager, Construction Industry Banking at Orange Bank & Trust Company.

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Mayor Establishes Office of Worker Power To Support NYC Labor Organizing Efforts

NEW YORK—On Labor Day, New York City Mayor Zohran Kwame Mamdani signed an executive order establishing the Mayor’s Office of Worker Power (MOWP), the first office of its kind in the nation, to use the resources and convening power of City Hall to help workers get informed, connected and organized.

MOWP will work across City Hall and city agencies on outreach, education, policy, research and strategic partnerships focused on workers who lack meaningful benefits, adequate wages and a voice on the job. The office will be led by its inaugural Executive Director Tony Perlstein, a former longshoreman and UAW organizing director.

At a time when the average CEO of the 100 largest lowest paying corporations in the nation earned 614 times the average worker’s pay last year, and real median incomes are stagnating for working New Yorkers, the need for workers to come together and build power has never been greater. The office will help workers shape city policy and strengthen the city’s ability to identify and address violations of workers’ rights, city officials

stated.

“Every day, working New Yorkers show up, do their jobs and keep this city running. Too often, they have no say in the conditions they work under,” said Mayor Mamdani. “The Mayor’s Office of Worker Power will make sure workers have a seat at the table before exploitation becomes a crisis and violations become routine. We’re connecting workers to their rights, to each other and to the organizations ready to stand with them. Because when workers have power, this city works better for everyone.”

“This office allows us to get ahead of exploitation instead of simply responding to it,” said Deputy Mayor for Economic Justice Julie Su. “By building relationships with workers, unions and worker centers, we can understand what is happening on the ground and act before problems become crises. That is how we build an economy that delivers for working people.”

MOWP will be supervised by the Deputy Mayor for Economic Justice (DMEJ) and will draw on the convening power of City Hall, DMEJ’s policy and enforcement portfolio, partner agencies

and the expertise of worker organizations to help workers build power across New York City.

The new MOWP will:

- Convene rank and file workers, union leaders, worker centers, immigrant workers, gig workers and platform workers.
- Hold public hearings on significant worker issues.
- Provide referrals to organizations that support workers.
- Coordinate with city agencies to produce research on pressing issues facing workers.
- Develop policy proposals informed by workers’ experiences.
- Engage workers on emerging challenges, including new technologies, worker misclassification, immigration-based exploitation and climate risks to worker safety.
- Connect workers with information about their rights at everyday touchpoints, including workforce centers, libraries, IDNYC offices, schools and community events.

The office builds on the Mamdani administration’s record of strengthening worker protections. The administration’s crackdown on deceptive tipping practices

has delivered an estimated \$104 million in additional tips to the city’s roughly 70,000 app-based delivery workers since January, with workers on pace to earn approximately \$2,287 more annually. Mayor Mamdani opened the nation’s first “Deliveristas’ Hub” outside City Hall Park, offering a space for respite for delivery workers across the city.

The mayor recently announced a partnership between the Department of Consumer and Worker Protection (DCWP) and Manhattan District Attorney Alvin Bragg’s office to crack down on wage theft and other violations. In June, Mayor Mamdani signed an executive order protecting the 1.4 million New Yorkers who work outdoors from extreme heat. The Mamdani administration also recently came out in support of the Delivery Protection Act, a measure aimed at regulating the expansion of last mile delivery centers to protect residents and workers.

Mr. Perlstein brings decades of experience as a union and community organizer and a lifelong commitment to working people, community empowerment and public ser-



Tony Perlstein, Executive Director, NYC Office of Worker Power

vice. Born in the Bronx and raised in Brooklyn, he most recently served as a director in the organizing department of the United Auto Workers (UAW), having previously served as the union’s national co-director of education.

As a former longshore worker in the Port of New York and New Jersey, Mr. Perlstein was elected secretary treasurer of his local union and helped lead a successful national effort to raise wages and ensure new technology did not undermine workers’ standard of living. Before becoming a longshoreman, he organized New York City restaurant, warehouse, lumberyard and other industrial workers to advocate for better working conditions. ■

Yorktown Passes Apprenticeship Training Requirement To Bolster Local Workforce

By JOHN JORDAN

YORKTOWN, NY — The Town Board of Yorktown recently passed a law amending its Town Code to require contractors and subcontractors bidding on construction projects valued at more than \$500,000 to have apprenticeship agreements in place.

The law, which passed the Town Board by a 4 to 1 vote, requires that the apprenticeship programs be appropriate for the type and scope of work to be performed and be registered with the New York State Commissioner of Labor. The town held a public hearing on the local law to amend Chapter 78 of the Code of the Town of Yorktown, entitled “Procurement for Goods and Services,” and later approved the measure on Aug. 5.

Yorktown Supervisor Ed Lachterman said he believes Yorktown is the first municipality in Westchester County to have such an

apprenticeship training requirement. Edward Cooke, vice president of the Building and Construction Trades Council of Westchester & Putnam Counties, noted that Westchester County has apprenticeship language in its procurement policies, but he knows of no other locality to mandate apprenticeship training in Westchester. He said he hopes that other local governments will follow suit. Putnam County also has apprenticeship requirements as part of its bidding process.

Supervisor Lachterman, who was the sponsor of the legislation, said that the apprenticeship requirement came after discussions with several building trades representatives, including Mr. Cooke, Anthony Ascencao, business manager of Laborers Local 60, and Louis Picani, president of Teamsters Local 456, over an extended period of time.

“The apprenticeship programs not only provide paid on the job training, but there is also no student debt involved with it,” he said. “It is helping our kids build skills that will not only help build them up but will help build our nation the way technology is moving.”

In addition, he noted that the apprenticeship programs will provide firms with a skilled workforce, a level playing field for all firms in the bidding process and opportunities for Yorktown students enrolled in the programs. The town also requires contractors to pay their workers prevailing wages, but has not, to date, entered into Project Labor Agreements with the building trades.

Supervisor Lachterman said that with the new apprentice training requirement in place, “it opens the door for more PLAs, which can be very

beneficial to the town as well.” He said that several sewer contracts, which could go out to bid by the beginning of 2027, might be subject to the new apprenticeship training requirement.

The new law requires the contractor to have the apprenticeship training program in place at the time of bid submission, while subcontractors must have the apprenticeship training program in place within 90 days of the date of the award of the construction contract.

“Yorktown has an excellent model that will help stimulate opportunities in careers in the building trades for each resident and those in the surrounding communities,” Mr. Cooke said.

Also on Aug. 5, the Town Board approved a zoning amendment expanding the permitted uses at the Jefferson Valley Mall.

Under the newly updated



Yorktown Supervisor Ed Lachterman

zoning rules, the mall complex can now welcome craft breweries, amusement centers and indoor recreation facilities.

The expanded zoning scope is designed to facilitate growing interest from entrepreneurs looking to establish modern experience driven businesses at the mall. Among the proposed commercial uses are indoor trampoline parks and golf simulators, town officials stated. ■

Albany Update

Construction Begins on New Cutting Edge \$150-Million NYSDOT Laboratory Project

ALBANY — New York State officials announced on Sept. 2 that the New York State Department of Transportation and the Office of General Services have broken ground on the \$150.5-million project to build a consolidated, cutting edge materials testing facility for the New York State Department of Transportation at the W. Averell Harriman State Office Building Campus in Albany.

The state of the art Central Testing Laboratory will replace NYSDOT's outdated and undersized, 60 plus year old facilities with an expanded complex that will increase NYSDOT's ability to sustainably test and certify that the products and materials used on New York's roads and bridges are safe and can withstand the challenges of the 21st century. The new laboratory, estimated for completion in fall 2029, will help NYSDOT fulfill its mission to provide all New Yorkers with a safe and reliable transportation network, state officials said.

"The New York State Department of Transportation is a national leader in the deployment of reliable and adaptable materials on our roads and bridges, and this testing facility plays a major role in these efforts," Gov. Kathy Hochul said. "We are investing more in our state's infrastructure than at any other time in our history, the foundation of which begins with a laboratory that has the testing capacity to certify that the materials the department uses are the safest and most dependable products in the nation. This new facility will also ensure that New York State remains an innovative leader in developing and utilizing sustainable transportation materials on our roads and bridges, which will in turn increase resiliency throughout the state's highway system."

NYSDOT Commissioner Marie Therese Dominguez added, "The baseline of a safe transportation system begins and ends with the work that is performed every day in our Central Laboratory, and breaking ground on this new facility is a critical step in ensuring the safety of our roads and

bridges for generations to come."

NYSDOT's Central Testing Laboratory performs approximately 100,000 tests each year, evaluating the chemical, physical and performance properties of the thousands of materials used on transportation projects in New York State. An accredited central state laboratory is required by the Federal Highway Administration and is a cornerstone of NYSDOT's robust construction and materials quality assurance program. The laboratory tests ensure that all materials used meet state and federal quality and performance standards.

The current laboratory testing facilities are spread across two outdated buildings, the traffic signal laboratory and the drillers' operation center. While these facilities continue to safely perform critical testing functions, they fall short of modern building and laboratory standards and no longer meet NYSDOT's needs.

The new laboratory will consolidate all facilities into one location, optimizing an innovative layout to expand and enhance critical activities, accommodate new testing equipment and evaluate materials used on roads and bridges across the state. This new space will support NYSDOT's continued commitment to high quality materials, including asphalt and concrete performance mixes, to ensure they provide the resiliency, sustainability and traction characteristics to make roadways safer, especially during inclement weather. The Central Testing Lab has always been at the national forefront in establishing requirements for new equipment and testing methods to ensure that low carbon materials meet stringent technical and performance standards, establishing reliable methodologies to identify, verify and integrate low carbon materials into state infrastructure projects.

The new 114,500 square foot facility has been designed to meet New York State's sustainability standards by prioritizing energy efficiency. It will operate fully on electric power, us-

ing geothermal energy to heat and cool the building. The grounds outside will also include electric vehicle (EV) charging stations for fleet vehicles.

Building highlights will include:

- Advanced testing equipment for materials and traffic signal laboratories, featuring full electric power that utilizes a geothermal heating and cooling system with wellfields extending 800 feet below the surface. This sustainable system will harness the earth's natural temperature to provide reliable, efficient temperature control in the new building.
- A steel framed building with ethylene propylene diene monomer roofing on a concrete mat slab.
- A total of 17 core laboratories, a high bay strength lab for a 1 million pound rated, custom testing frame and a modern training area with retractable walls.
- Garage space with three drive through dou-



A rendering of the NYSDOT Central Testing Laboratory to be built at the W. Averell Harriman State Office Building Campus in Albany.

ble bays for holding large vehicles with trailers, fork-lift charging, an overhead crane, an environmental

chamber and traffic signal testing wall with space for staging, as well as office and warehouse spaces. ■

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A Nation’s Call Continued from P. 1

executives to help assess the damage and participate in the coordinated recovery program that would be announced days later.

Within a week of September 11, the New York City Department of Design and Construction had devised a plan to coordinate the recovery and debris removal. The site was divided to four parcels, with a lead contractor managing the clean-up work for its particular quadrant. The teams, all of which were based or had major offices in Manhattan, were Turner Construction, Plaza Construction, AMEC Construction Management, Bovis Lend Lease, and Tully Construction Inc.

Many demolition firms, engineering and subcontractors, assisted the team leaders and provided specialty personnel in the form of PEs, safety experts, and ironworkers, as well as heavy equipment taken from other projects around the city.

In the early days, the mission was to aid the fire department and the search and rescue because it was still considered a crime scene. Peter Tully of Tully Construction said that during the actual moments of the attack his crews were



working only a few hundred yards away, completing roadwork on the West Side Highway in lower Manhattan. He said his company’s involvement began with 15 pieces of equipment it re-assigned within hours after the catastrophe. That quickly swelled to 75 trucks a day entering and leaving the site. The firm also had more than 300 people on site working around the clock in two 12-hour shifts.

As the relief efforts shifted from rescue to recovery, the Army Corps of Engineers

stepped in to develop an overall debris-removal plan for the site. It dispatched at least 164 employees to New York City to coordinate the campaign.

“The early descriptions of the despair and conditions we heard from our contractors and partners in labor were hard to comprehend,” said Ross J. Pepe, quoted at the time. Then president of the Construction Industry Council Westchester & Hudson Valley, Inc., Mr. Pepe pledged the support of his 650-member trade associa-

tion to the relief efforts. Many contractors brought specialty skills to the recovery. Among them was William “Billy” Harris of Rockland County, who eventually directed debris transport from Ground Zero to the Staten Island Fresh Kills Landfill via heavy duty dump trucks and marine barges.

“I think more than any other industry, construction contractors and workers realize the enormity of the task at hand,” Mr. Pepe added at the time. “We understand the magnitude of

what it takes to create such magnificent structures. Everyone in our industry has a deep and new-found appreciation of the Iron Workers, Operating Engineers, the Laborers, the Teamsters and other union workers at the site. Through TV and newspaper photos, the world watched these guys doing a job that nobody would ever want to do.” ■

Editor’s note: this article is reprinted and slightly revised from Sept. 2001 edition of CONSTRUCTION NEWS.

WTC Health Program

The WTC Health Program now serves roughly 140,000 members across all 50 states, and FDNY deaths from 9/11-related illness have passed the 343 lost on the day. Much of the recovery work was done by Operating Engineers, Laborers and Iron Workers. Those who perished on September 11 included:

- Carpenters: 17
 - IBEW: 16
 - Painters: 6
 - Operating Engineers: 5
 - Mason Tenders: 4
 - Steamfitters: 3
 - Ornamental Iron Workers: 3
 - Sheet Metal Workers: 1
 - Iron Workers: 1
 - Lathers: 1 (aboard American Flight 93)
- Michael A. Boccardi, son of Carol Boccardi, long-time administrator for the Building & Construction Trades Council of Westchester & Putnam Counties, Inc., and the Construction Industry Council of Westchester & Hudson Valley, Inc.



Our Fallen Brothers

The tragic loss of life at the World Trade Center levied a heavy toll on the construction industry. Twenty-five years later, the lost members of our industry family are remembered for their lives cut short while performing their work with dignity and pride. They continue to remain in our hearts and memories as heroes.

WTC 25 Years Later: New Dynamics and its Lessons Are Driving the Nation's Future

TARRYTOWN, NY—The construction industry that rebuilt the original World Trade Center is very different from the one that rebuilt the One WTC complex and Freedom Tower in Lower Manhattan. So much of American life has changed in the past quarter of a century in terms of human behavior and the building/rebuilding of the physical world.

With a third of the U.S. population born after 9/11, we live in a country in which today's workforce views the job differently, explained Joseph Armentano, chairman and CEO of Paraco Gas Corporation. "Many people do not know what countries were involved in the attacks," which he labeled as a decisive moment in American history. His company traces its roots to the late 1970s and has experienced the evolution of the workplace through 9/11, the Great Recession of 2008-2009, and impacts of the COVID-19 pandemic.

"The employer-employee relationships transformed from those decades earlier, once based heavily on loyalty, to a workplace driven by transactional and career opportunities," he noted. "Every generation thinks that next generation is not as good as we are. But what we find out



is it's different."

The challenge, he said, is to manage a new generation of workers in a workplace and economy that has dramatically changed in so many ways. (His company has grown through acquisition and expansion to now employ some 480 people covering six states in the Northeast.)

"Employees today look for balance, change and are less loyal to employers," he stressed. "Employers need to recognize this change and be more flexible, something that does not come easy for the leaders of the generations before 9/11." ■



Key factors driving changes in the construction industry the past 25 years

- **Risk Transfer Restructured.** It has been underscored by terrorism coverage, which effectively vanished in late 2001 and had to be legislated back with the Terrorism Risk Insurance Act (TRIA) in 2002, according to an industry survey.
- **Prequalification and Compliance.** The determining question has shifted from "can you build it" to "can you document that you're allowed to build it." Getting on a big public job now means responsibility determinations, integrity monitors, SAM registration, apprenticeship-program requirements, DBE/MWBE/SDVOB participation, and mandatory site safety training.
- **Project Procurement.** Construction delivery has changed. Design-bid-build lost its monopoly to design-build, CM-at-risk, progressive design-build and P3s. (New York State gave DB more authority 2019.)
- **Cybersecurity.** This has become a construction concern both for firms and for the building systems they install.
- **Attacks on Immigration.** Forget the Fiscal Cliff, we're headed over the Labor Cliff. Industry sources project new labor needs at 349,000 new workers in 2026 alone, with another 457,000 in 2027, driven by retirements and reduced immigration. Estimates hold that up to 30% of construction workers are foreign-born, which makes current enforcement policy a direct risk to seeding a future workforce.
- **Resilience and carbon.** For New York specifically, Superstorm Sandy in 2012 arguably changed design practice as much as 9/11 did. These include flood elevation, relocated switchgear and generators, and ASCE 24 (Flood Resistant Design and Construction), the national standard for minimum requirements for the design and construction of buildings and structures in flood hazard areas.
- **A Culture of Safety.** Safety became its own design discipline with its evolving science, technology and expanded budgets. Now worker health has a long-tail liability. Fall protection, the 2016 silica rule, crane regulation after the 2008 NYC collapses—plus two genuinely new topics: mental health and suicide prevention in the trades, and the health legacy of Ground Zero itself. The WTC Health Program now serves roughly 140,000 members across all 50 states, and FDNY deaths from 9/11-related illness have passed the 343 lost on the day. Much of the recovery work was done by Operating Engineers, Laborers and Iron Workers.
- **Geographic separation, not just backup.** Redundancy is not just a fire-proof storage box in the basement. Contractors in 2001 kept drawings, submittals, payroll, bonding records and insurance certificates on paper in one office. That's now cloud-hosted, and often tested and checked, never assumed.
- **Redundancy in design.** The Governor Mario M. Cuomo Bridge was built as twin spans so that one can carry traffic when the other cannot. The Tappan Zee had no such option, and neither did its users. The same argument runs vertically: after the National Institute of Standards and Technology (NIST) investigation, buildings above 420 feet require an additional exit stairway and all new high-rise stairs are 50% wider, because the North Tower's three stairwells shared a single core and one impact took all three. Horizontally, the Gateway's new Hudson River tunnels make the identical case underground, alongside century-old tubes that Superstorm Sandy nearly finished off.

In a sense you could argue that the last 25 years have mostly been about government municipalities, businesses and the construction/design industry learning to ask if there is a shared failure point and where it is most likely to occur—and then paying to remove it.

Compiled and edited by George Drapeau III, with industry reports.

Economic Outlook

What the New Federal Housing Law Means for the Lower Hudson Valley

By MICHAEL J. PATON

Housing affordability has become one of the defining economic issues of this decade. Across much of the United States, home prices have risen faster than wages, mortgage rates remain well above the historically low levels experienced during the pandemic, and a persistent shortage of available homes has left many families priced out of homeownership. In response, Congress recently approved the bipartisan 21st Century ROAD to Housing Act, the most significant federal housing legislation in decades.

The law, which took effect in July, represents a rare example of broad bipartisan agreement on an issue affecting nearly every American community. According to the Bipartisan Policy Center, the legislation combines more than 40 housing related reforms designed

to increase housing supply, modernize federal housing programs, improve financing and reduce barriers to

has lagged. According to The Pew Charitable Trusts, the United States faces a housing shortage estimat-

modular housing by modernizing federal standards and improving access to financing. The legislation also

The legislation deserves credit for recognizing an important economic reality. Housing affordability cannot improve sustainably without increasing supply.

residential construction.

The central premise of the legislation is straightforward. America does not simply have an affordability problem; it has a supply problem. Economists across the political spectrum have argued that the country has failed to build enough housing for years. The resulting imbalance between supply and demand has pushed prices steadily higher, particularly in metropolitan regions where employment has remained strong but new construction

ed at between 4 million and 7 million homes, with restrictive zoning, lengthy permitting processes and financing barriers among the primary causes.

Rather than creating one large federal spending program, the new law attempts to address multiple obstacles simultaneously. One important provision streamlines portions of the federal review and permitting process for qualifying housing developments. Another expands opportunities for manufactured and

strengthens several existing housing initiatives, authorizes additional disaster recovery funding, expands rental assistance flexibility and encourages innovation in mortgage lending, particularly for first time buyers seeking smaller mortgages.

One of the most widely discussed provisions limits large institutional investors from expanding ownership of single-family homes beyond specified thresholds. The measure reflects growing concern that large investment firms have competed directly with families for entry level homes in many markets. While economists continue to debate the long-term impact of investor ownership, lawmakers concluded that individual buyers should have a better opportunity to compete for available housing. *Reuters* reports that the legislation limits institutional investors to approximately 350 single family homes while also encouraging additional residential construction to address the underlying shortage.

The legislation deserves credit for recognizing an important economic reality. Housing affordability cannot improve sustainably without increasing supply. Attempts to reduce prices through subsidies alone often stimulate demand without solving the underlying shortage. Increasing the number of homes available, by contrast, gradually reduces upward pressure on both purchase prices and rents.

However, the new law should not be viewed as an immediate solution. Housing markets respond slowly. Even if developers begin planning additional projects today, permitting, financing, infrastructure improvements, labor availability and actual construc-



tion frequently require several years before new homes reach the market. Consequently, prospective homebuyers expecting immediate price reductions are likely to be disappointed.

The implications become particularly interesting when viewed through the lens of the Lower Hudson Valley, especially Westchester County. Few regions better illustrate America's housing affordability challenge. Westchester combines a strong employment base, excellent schools, extensive commuter rail access to New York City and limited developable land. These characteristics have supported high property values for decades while simultaneously making new housing increasingly difficult to build.

For construction companies operating throughout Westchester and the Lower Hudson Valley, the legislation may create modest but meaningful opportunities. Federal encouragement of modular construction, manufactured housing and streamlined financing could broaden the range of economically viable residential projects. Smaller builders may benefit from expanded lending opportunities and reduced regulatory complexity. Municipalities seeking federal assistance may also have greater incentives to approve projects that increase housing supply.

Nevertheless, the greatest obstacles facing Westchester remain local rather than federal. Land is scarce. Infrastructure expansion is expensive. Many communities maintain restrictive zoning policies that limit higher density residential development. Public resistance to new construction

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Washington Update

Stopgap Fed. Transportation Funding Leaves Major IIJA Project Appropriations Uncertain

WASHINGTON — The Transportation Construction Coalition said President Trump’s recent signing of the continuing resolution (H.R. 6500) prevents an immediate lapse in federal surface transportation programs but leaves transportation agencies facing continued uncertainty about future federal funding commitments.

The stopgap funding bill, passed in the Senate in August and in the House of Representatives earlier that week, extends most federal surface transportation programs through Dec. 11. However, the measure does not restore the advance appropriations provided under the bipartisan Infrastructure Investment and Jobs Act, which established longer term

funding for programs such as Safe Streets and Roads for All, the National Infrastructure Project Assistance Program (MEGA) and the Bridge Formula Program.

“Congress took an important step by preventing an immediate funding lapse, but this short-term extension does not provide the long-term certainty states and communities need,” the Transportation Construction Coalition said in a statement released on Sept. 4. “Short-term extensions make it more difficult to plan and advance transportation projects that would improve safety, reduce congestion and modernize outdated infrastructure. Americans can already see the real-world consequences of those de-

lays every day. Congress should act before the new December deadline to provide long term transportation funding and keep critical transportation projects moving.”

A June survey from Narrative Strategies and The 535 found that 86% of voters consider delays in bridge safety repairs a serious problem, while 80% say delays in road upgrades are a serious problem. More than half, 51%, are aware of major road, bridge or transportation projects that have been delayed.

As the new Dec. 11 funding deadline approaches, TCC is urging Congress to restore long term funding certainty for federal transportation programs and provide states with the confidence

needed to continue advancing critical infrastructure improvements.

The Transportation Construction Coalition is a partnership of 34 national associations and construction unions representing hundreds of thousands of individuals with a direct market interest in federal transportation programs. Established in July 1996 and co-chaired by the American Road & Transportation Builders Association (ARTBA) and the Associated General Contractors (AGC) of America, the TCC focuses on federal budget and surface transportation program policy issues. The Construction Industry Council of Westchester & Hudson Valley, Inc. is an affiliate of ARTBA. ■

EPA, Army Propose Narrower WOTUS Rule

WASHINGTON — The U.S. Environmental Protection Agency and the U.S. Department of the Army announced on Sept. 4 a Supplemental Notice of Proposed Rulemaking to gather public input on additional regulatory language for defining “waters of the United States” (WOTUS) to be considered alongside the 2025 proposed rule.

This action reflects the agencies’ commitment to radical transparency and to developing a durable, final WOTUS definition that adheres to the Supreme Court’s direction in *Sackett v. EPA*, cuts bureaucratic red tape and protects water quality while recognizing that states and Tribes are best positioned to manage their own water resources.

The American Road & Transportation Builders Association reported that the proposal would tighten the definitions of “relatively permanent” waters and “continuous surface connection” and add a new definition of “perennial.” Most notably, “relatively permanent” waters would be limited

to “perennial” waters, meaning those with standing or continuously flowing water every day of the year under ordinary conditions, subject to limited exceptions.

For the transportation construction industry, the proposal could provide a clearer jurisdictional line for seasonal or intermittent features, including certain drainage channels, ditches, culverts and streams, ARTBA noted. The rule could also provide greater certainty when determining whether wetlands adjacent to a project are subject to federal permitting requirements. These changes could help reduce unnecessary federal permitting delays and uncertainty while still maintaining strong Clean Water Act protections.

ARTBA is reviewing the proposal and will provide members with additional analysis in the coming weeks.

The supplemental proposed rule will help EPA and the Army evaluate a wider range of options as they work toward a final rule that fully imple-

ments the Supreme Court’s 2023 decision in *Sackett*. Once finalized, the rule will provide greater predictability for landowners, farmers, ranchers, energy producers, the technology sector, developers and small businesses while protecting water quality in coordination with states and Tribes, according to the EPA.

While WOTUS determines where federal permits are required for certain activities, waters that fall outside federal jurisdiction remain subject to regulation under state, Tribal and local law, consistent with the framework of cooperative federalism that underlies the Clean Water Act.

“The EPA’s goal is a durable WOTUS definition that follows the law and ends burdensome regulatory uncertainty,” said EPA Administrator Lee Zeldin. “Today’s action reflects our continued commitment to transparency and public input, ensuring we have fully considered a wide range of potential policy options. We look forward to public feedback on this

supplemental notice, which will help strengthen the real-world expertise behind the final rule.”

“Under President Trump’s leadership and the Army’s ‘Building Infrastructure, Not Paperwork’ initiative, we are overhauling sclerotic government overreach to remove friction from our economy,” said Adam Telle, Assistant Secretary of the Army for Civil Works. “The Supreme Court’s *Sackett* decision delivered the certainty our nation has been seeking for decades, and today we are taking one more step to ensure our regulations adhere to that decision. We have worked alongside EPA Administrator Lee Zeldin to ensure we develop a rule that faithfully adheres to *Sackett* and provides an even more straightforward articulation of federal jurisdiction under Section 404 of the Clean Water Act.”

Once the supplemental proposal is published in the *Federal Register*, the agencies will accept public comments for 30 days. ■

Construction Industry Council Team Joins Volunteer NY Day of Service

The Construction Industry Council thanks Volunteer New York for bringing our community together for this meaningful Day of Service. On September 11, we remember those we lost, honor the courage and resilience shown in the days and years that followed, and recognize that one of the most powerful ways to remember is through service to others. CIC was proud to join so many members of our community in giving back and helping carry that spirit forward.



Members of the CIC joined Volunteer NY’s Day of Service on September 11, honoring those we lost on 9/11 and carrying forward the spirit of service, courage and community that emerged in its aftermath. From left: Fran Brunelle, Sharon Masciovecchio, Jeanne Marie Mazzari, Josh Masciovecchio, Laurel Brunelle, Diana Rojas-Hoyos, Elkin Hoyos, Matt Pepe, John Cooney and Ryan Capalbo.

Building the Hudson Valley's Next Construction Workforce

As Construction Grows and Experienced Workers Retire, Preparing the Next Generation is Essential

BY SHARON REGAN MASCIOVECCHIO

The Hudson Valley is continuing to grow, and with that growth comes an increasing need for the people who will build, maintain and modernize the region. From infrastructure and commercial development to housing, schools and public facilities, construction will remain an important part of the Hudson Valley economy. The Hudson Valley is building for the future. The challenge is making sure the workforce is ready to build it.

According to the New York State Department of Labor, the Hudson Valley's private sector employment reached 866,100 jobs in July 2026, the highest July employment level on record. During the 12 months ending in July, the region added 14,100 private sector jobs, including 1,600 jobs in mining, logging and construction. Westchester County's private employment grew 2.6% over the year, while Rockland County grew 3.2%.

The longer-term data also shows continued growth. NYS DOL's Quarterly Census of Employment and Wages shows that between 2021 and 2025, private sector employment across all industries in the region increased 10.5%, adding 77,021 jobs and reaching 812,405 jobs in 2025, a record high annual level. Average annual pay across all industries also increased during that period, reaching approximately \$76,000 in 2025.

Construction has been part of that growth. Between 2021 and 2025, employment in the construction sector increased 7.2%, adding approximately 3,900 jobs. The sector did experience a decline between 2023 and 2024, when employment fell 2.1% and approximately 1,200 jobs were lost. The latest annual data, however, shows construction employment moving upward again.

For the construction industry, the workforce challenge goes beyond filling positions that are open today. The industry must also prepare for the departure of experienced workers while developing a new generation of skilled tradespeople who can take their place and support continued growth.

That makes the connection between workforce development, education and

construction increasingly important.

NYS DOL's long term industry and occupational projections provide another indication of where the workforce will be needed. The Hudson Valley Region's 2022 to 2032 projections show construction industry employment growing approximately 2.9%. Within the construction trades occupational category, employment is projected to grow 5.8% over the same period.

The occupations showing the fastest projected growth include electricians, with

projected growth of 13.1%; tile and stone setters, 8.7%; operating engineers, 8.1%; construction laborers, 7.7%; and plumbers, pipefitters and steamfitters, 6.9%.

Those projections reinforce the need to continually bring new people into the trades. NYS DOL's projections account for both employment growth and replacement openings, meaning employers need workers not only for newly created positions but also to replace people who leave an occupation.

NYS DOL does not currently have data identifying the age of the Hud-



son Valley construction workforce, anticipated retirements or whether the current labor supply will be sufficient to meet construction demand over the

next five to ten years. The department likewise does not provide data comparing union and nonunion

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NEXT GEN LEADERS



Profiles of the Industry’s New Generation

RYAN DANYLUK

CIC/LOUIS G. NAPPI SCHOLARSHIP WINNER

Age: 25

Summary: Ryan Danyluk, 25, formerly of New Windsor, NY, studied Civil Engineering at Wentworth Institute of Technology in Boston. He now lives in Arlington, VA, and is employed by a leading construction company building data centers in Loudoun County, VA.

Title: Office Engineer

Employer: Hensel Phelps Construction Co., which specializes in building development, construction and facility services, is one of the largest employee-owned general contractors in the U.S., headquartered in Greeley, CO.

Achievement: A “fourpeat” recipient of the CIC Louis G. Nappi Scholarship Award (2018-2021).

Education:
B.S. in Civil Engineering in 2022 from Wentworth Institute of Technology in Boston. WIT specializes in science, technology, engineering, and design. He passed his EIT certification in 2022. Ryan graduated from the Newburgh Free Academy (high school) in Orange County.

Q. Your favorite college course?
“Third year, Soil Mechanics. I enjoyed the courses taught by WIT Professor Jim Lambrechts because he was so enthusiastic about projects, always finding the human context and elements in the sphere of things that are essentially scientific and the products of engineering. He was an impassioned storyteller and could demonstrate both the theory and practical application of virtually any subject we studied.”

Q. Standout events that brought you to today?
“I have to thank my dad. As a construction professional—he worked for Granite Construction, Tutor-Perini and Walsh Construction—he would bring me to jobsites, sometimes late at night, where I witnessed rollers, milling and other aspects of public works construction. He talked to me a lot about all the projects he worked on, mostly rail tunnel work in New York City.
“The learning never stopped. He would always make the time on ‘Bring Your Kids to Work’ days. I really liked that. My dad has been a huge influence. He made me want to follow in his footsteps.”

Q. The biggest challenges you now face at work?
“When I began working, I thought I would spend more time building. Turns out, I spend more time coordinating. It’s about managing different trade partners. I’m in charge of steel, electrical, civil contractors, and I encourage them all to do their jobs. Lots of time spent coordinating schedules and meetings, and making sure the work lines up with the design and the contract. There are lots of different problems every day and I’ve got to

do my best to solve them all.”

Q. What are the biggest surprises on the job?
“I was unprepared for the amount of teamwork and communications that is required to run a project smoothly. Poor communications leads to schedule delays. I see all the meetings in the morning, before team leaders go back to their crews. Everything is discussed: high-risk activities, weather issues, safety concerns. I wasn’t aware how much coordination was involved. I thought it just magically happened. It’s hard work to get everyone on the same page.”

Q. Any memorable quotes?
When I was a field engineer, I was the newest guy there. They kept piling it on, piling it on. Someone said to me, ‘Keep your head down, do your job, and people will notice. Even if you think you’re hidden, someone is looking at you.’”

Q. Words of wisdom to a young person entering the field?”
Don’t worry about the things you can’t control. Set high expectations for yourself and hold yourself accountable. You should be the person to expect the most out of yourself. “Also, when I was a field engineer, I learned that a good leader takes all of the blame and none of the credit. My job is to help others get the job done. It’s a good quality to take the blame and pass along credit.”

Q. Family relationship to the CIC:
He’s the son of Ann and Peter Danyluk, a construction professional employed at the time by CIC-member company Walsh Construction. The family has since relocated to Boston where Mr. Danyluk is a senior project manager for Railroad Construction Co.

Q. On a personal note?
“I enjoy running and trained for a marathon, which I ran. I joined an intermural league for Wednesday night’s Kickball on the National Mall in Washington. And I’m engaged to be married.”

*Written by George Drapeau III
Research assistant Karen Zedda*



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

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

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

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Safety Watch

Crane Safety: Proper Training and Supervision Cannot Stop at Crane Operator Certification

By COSTAS CYPRUS, ESQ.

Cranes are indispensable on certain construction projects, but their safe operation depends on more than equipment, written policies and an operator holding the proper certification. A recent Occupational Safety and Health Review Commission decision in *Secretary of Labor v. STIS, Inc. d/b/a Southeast Texas Industrial Services* provides an important reminder that construction employers must ensure operators are properly evaluated, trained and supervised before allowing them to operate equipment independently, especially when they are inexperienced.

The case arose from a tragic October 2023 accident at a steel mill construction project in Pueblo, CO. STIS had been hired as a subcontractor and employed several crane operators at the project. One operator, who had joined STIS

approximately one month earlier, attempted to move four pipes weighing approximately 800 pounds each using an 18-ton Manitowoc Grove carry deck crane. The crane tipped over during the lift, fatally crushing the operator. OSHA subsequently cited STIS for two serious violations involving operation of the crane beyond its rated capacity and failure to properly evaluate the operator.

One of the most significant

lessons from the decision concerns the distinction between an operator being certified and an employer determining that the operator is actually qualified to operate particular crane equipment. Here, the decedent operator did possess a crane certification from the National Commission for Certification of Crane Operators, albeit for only about a year. STIS had written procedures requiring new crane operators to undergo an “Equipment Operator Qualification,” in-

tors to demonstrate knowledge of operating manuals, load charts, crane configuration, hand signals, rated capacities and actual operation of the equipment. However, STIS could not produce documentation showing that the operator had completed the required practical evaluation. Although safety personnel testified that they had observed him operate cranes and believed he performed



instead of three, a supervisor questioned the decision but ultimately deferred after the operator responded that he knew what he was doing. That deference proved critical.

The ALJ determined that the operator was relatively inexperienced, having obtained his crane certification in 2022 and worked for STIS for only approximately one month. Under those circumstances, management should not have given him complete discretion concerning how the lift would be performed without appropriate supervision. The ALJ explained that supervisors are not justified in simply relying upon the judgment of an inexperienced employee.

Written Safety Programs Must Work in the Field

STIS had what appeared on paper to be a substantial safety program. Its policies required daily toolbox meetings, Job Safety Analyses, crane inspections, operator qualifications, pre operation hazard assessments and adherence to manufacturer requirements. Employees also had Stop Work Authority and were instructed to halt operations they believed were unsafe. Nevertheless, the ALJ found significant gaps between the written program and its implementation.

The Job Safety Analysis for the pipe moving operation identified hazards including “lines of fire,” “blind spots” and “heavy items” but did not identify crane overloading as a hazard. More significantly, the record did not establish that the decedent operator even attended the toolbox meeting that morning.

Here, the takeaway, often

Employers cannot assume that an operator’s license or certification ends the inquiry. Employers should independently verify that an operator possesses the skills, knowledge and ability to recognize and avoid risks associated with the specific equipment the employee will operate.

cluding written or oral and practical examinations. Its evaluation required opera-

well, those observations were informal and were not conducted as qualification evaluations.

The Administrative Law Judge emphasized that certification alone could not substitute for the employer evaluation required by relevant federal safety regulations. Employers cannot assume that an operator’s license or certification ends the inquiry. Employers should independently verify that an operator possesses the skills, knowledge and ability to recognize and avoid risks associated with the specific equipment the employee will operate.

Supervision Must Match the Operator’s Experience

The ALJ’s decision focused heavily on supervision. On the morning of the accident, management recommended using a larger 80-ton crane. The operator instead selected the smaller 18-ton crane. His regular supervisor, who possessed crane expertise, was absent from the project that day.

The supervisors who remained onsite were experienced construction professionals, but neither was a certified crane operator. Both essentially deferred to the operator’s judgment concerning crane selection and configuration. When the operator chose not to use outriggers, supervisors did not intervene. When he attempted to lift four pipes



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CIC Campaign Continued from P. 1

preparing for a secure future.” said John T. Cooney Jr., Executive Director, Construction Industry Council of Westchester & Hudson Valley.

The challenge facing the industry now and going forward is not a shortage of work. Across the Hudson Valley, demand continues to build infrastructure, housing, healthcare, and institutional construction. The challenge is who will do it. A generation of experienced tradespeople is moving toward retirement while the generation of young adults has been routed, almost by default, toward four-year college.

Mr. Cooney explained “The Hudson Valley is growing, and we need a skilled workforce ready to

build the roads, bridges, buildings, and infrastructure that our communities depend on. At the same time, there are young people, career changers and motivated individuals looking for a meaningful path forward. The construction industry offers a proven pathway to a rewarding career; one where you can learn a skilled trade, earn while you learn, receive excellent benefits and build a future you can be proud of. We want people to know that these opportunities are here, and that a career in the trades can truly change the direction of their lives.”

The CIC’s campaign is built on the premise that this is an awareness problem more than an interest problem. When young

adults see the wide range of jobs, the competitive wages and the career path laid end-to-end, the organization believes many students and young adults will consider the union trades a very attractive option.

Meeting a Young Audience Via Multiple Outlets

Roughly 85% to 90% of the campaign’s investment is directed toward linear TV, OTT (Over the Top media) and YouTube, and paid social—the channels best suited to reaching young adults not yet connected to the construction trades in any way, CIC officials explained.

Someone who has never considered a career in construction is not searching for one, so reaching that person requires channels of discovery rather than

channels of response. Video provides the medium to show the scale of the projects, the skilled crafts involved, and the crews on site, while out-of-home media places the message along the commuter routes where the work is already visible. Paid social delivers it to the phones where this audience makes most of its decisions. Beneath that foundation sits geo-targeted search, positioned to capture the demand the campaign creates. The campaign will be in English and with Spanish subtitles.

Timed to the Moments That Matter

The locally-focused media buy will be higher around the two moments when career decisions tend to be made: fall career-days

season and spring apprenticeship enrollment in the communities CIC members build in every day. The message will be focused on local careers, delivered through local outlets, about projects neighbors can drive past and recognize.

Speaking to the Pipeline’s Gatekeepers

A smaller but essential share of the campaign will speak directly to contractors, union members and apprenticeship programs. No amount of awareness among job seekers matters if the pipeline they enter is not ready to receive them. This aspect of the marketing program reinforces the CIC’s credibility with the trade audience and keeps referrals and applications moving efficiently toward apprenticeship and entry-level openings across the region.

The Case for Union, on Both Sides

The campaign carries two arguments at once. To prospective tradespeople, it makes the case for structured union apprenticeship: earning while learning, wages and benefits negotiated rather than improvised, rigorous safety training, and a credential that holds its value anywhere in the industry.

For owners, developers and municipalities, the campaign makes the parallel case for hiring union contractors—a trained and certified workforce, predictable schedules and a safety and quality record that protects a project’s budget as reliably as it protects the people on site. A pipeline into the trades only works if there is sustained demand at the other end, CIC officials stressed.

Building What Comes Next

When the campaign concludes in 2027, its success will be measured in more than impressions—in applications submitted to apprenticeship programs, in calls placed to member contractors, and in the number of young adults who now count construction among the careers genuinely available to them. The Construction Industry Council has spent decades representing the contractors who build in this region. This campaign is about building the workforce that will carry that work forward for the next generation of workers and their families who make the Hudson Valley their home. ■

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President, Montesano Brothers Inc. | Union Contractor

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Ciro A. Poccia, P.E.

Vice President ECCO III Enterprises, Inc. | Union Contractor

“What actually costs more is doing the job twice.”



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Kevin Coronado

Trainee, Local 137

“I'm twenty-something with a pension.”



Lauren Horowitz

MJB Enterprises • Teamsters Local 456

“If you're a woman who thinks the trades aren't for you—I'm the proof they are.”



Mathew Carraturo

Gas Mechanic/Foreman • Local 60 Laborers

“The trades aren't a backup plan. For me, they're the best plan.”



Sydney McCabe

Operating Engineer • IUOE Local 137

“I'm from Croton. This is my community. And right now, I'm literally helping build it.”

BuildTogetherHV.org

Low Bids

ELQ Industries, Road Systems Land NYSDOT Projects in Hudson Valley

ALBANY—The New York State Department of Transportation recently announced the selection of three apparent low bidders for work in the Hudson Vally region.

Road Systems LLC of Hammonton, NJ was the lowest of five bidders at \$2,040,729.00 for curve warning sign upgrades at various locations in Westchester.

Road Systems LLC of Hammonton, NJ was the lowest of seven bidders at \$544,239.00 curve warning sign upgrades at various locations in Orange and Rockland counties.

ELQ Industries Inc. of New Rochelle, NY was the lowest of six bidders at \$5,752,920.57 for emergency highway repairs where and when - various locations in Columbia, Dutchess, Orange, Putnam, Rockland, Ulster and Westchester counties.

Papitto Construction, ELQ Industries Secure Westchester County DPW Work

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

ELQ Industries Inc. of New Rochelle, NY was the lowest of five bidders at \$12,972,902.10 for parking structure infrastructure improvements, Norwood E. Jackson Correctional Center, Grasslands Campus, Valhalla, NY.

Papitto Construction Co. Inc. of Carmel, NY was the lowest of three bidders at \$2,080,665.00 for environmental remediation for petroleum-based products, various county facilities in Westchester. ■

Amazon Continued from P. 3

The IDA has since revised the value of the 10-year PILOT to \$69,598,263.

The Orange County IDA held a public hearing on the new 10-year PILOT on Sept. 10 at Minisink Middle School. A vote on the PILOT by the Orange County IDA Board could take place later in the month.

The controversial project proposed is considered to be among the largest-ever private investment projects in Orange County. The plan calls for the construction of a five-story Amazon robotic fulfillment/distribution center at 22 McBride Road in Slate Hill. Each floor (two below grade and three above grade) would total approximately 600,000 square feet.

L. Todd Dioro, president of the Hudson Valley Building and Construction Trades Council, told CONSTRUCTION NEWS that negotiations are ongoing on a possible Project Labor Agreement but noted that he fully expects the project to be built predominantly by union workers. The building trades have supported the project throughout the approval process.

The project will create approximately 2,427 total jobs, including 750 full-time jobs within three years of completion and up to 630 direct construction jobs and another 770 indirect construction jobs, according to a third-party economic impact study. Under a new state law, any project that receives a PILOT from an industrial development agency in Orange County must pay prevailing wage or enter into a Project Labor Agreement with the Hudson Valley Building & Construction Trades Council.

While IDA approval of the revised 10-year PILOT is not assured, one of the project’s most high-profile and vociferous opponents—New York State Senator James Skoufis—has softened his position on the project now that the incentive package has been reduced.

In a Facebook posting hours before the IDA public hearing on Sept. 10, Sen. Skoufis still complained about granting incentives to Amazon, stating: “To be perfectly clear, Amazon doesn’t need or deserve a single penny of incentives. Unfortunately, neither the federal nor state government has done the right thing and prohibited

property tax breaks for warehouse projects like this one. Until then, we live in an environment whereby large companies can come into communities, make demands, and threaten to take construction and post-construction jobs elsewhere to other communities that give them what they want.”

“In recent weeks, we were finally successful in driving Amazon back to the negotiating table,” Sen. Skoufis said in his Facebook post. “The end result is a major improvement, extracting \$30+ million in additional payments from Amazon to our community from what they tried to get away with—and they will pay full property taxes 10 years sooner than Amazon initially sought. This is more money to our school district, local infrastructure, and law enforcement—funding that local taxpayers would’ve had to make up if not for our relentless efforts.”

He also stated that Amazon will enter into a Project Labor Agreement with the Hudson Valley Building Trades. At press time, terms of the PLA were still being negotiated, according to several officers of the Hudson Valley Building Trades. Sen. Skoufis concluded his social media statement by noting that the IDA will soon be voting on an amendment to its policies that would prohibit the IDA from offering any PILOT tax breaks to any warehouse moving forward.

While some local residents continued to voice opposition to the project, a host of business and building trades officials testified at the public hearing in support of the project, including Sam Fratto, Business Manager of IBEW Local 363 of Wallkill, NY, and Vice President of the Hudson Valley Building Trades; Matthew Stoddard, Business Manager of Ironworkers Local 417 in Wallkill, NY, and Recording Secretary of the Hudson Valley Building Trades; Conor Eckert, President and CEO of the Orange County Partnership; Lucas Irace, Director of Business Attraction & Development for the Orange County Partnership; and Dan Depew, CEO and Executive Director of the Construction Contractors Association of the Hudson Valley of Newburgh, NY. ■

Next Workforce Continued from P. 17

construction employment, wages, retention or career outcomes.

What is clear from the available employment projections is that the need for skilled construction occupations will continue. That makes the pipeline into construction careers critical.

Registered Apprenticeship can be an important part of that pipeline. Apprenticeship provides a structured pathway into the industry by combining employment and on the job training with related classroom instruction. It allows individuals to develop industry recognized skills while building a career rather than simply preparing for a job.

The New York State Department of Labor oversees, promotes and expands Registered Apprenticeship programs across diverse industries. According to NYS DOL, the department currently supports more than 18,000 apprentices statewide, including more than 1,000 apprentices in the building and construction trades in the Mid-Hudson region.

“Registered apprenticeship programs play a key role in workforce pipelines in the construction sector, as they provide a reliable earn while you learn pathway that combines classroom instruction with supervised on the job training,” NYS DOL said in its response.

That model connects education directly to employment and gives individuals the opportunity to develop skills while working. Current NYS DOL apprenticeship programs serving the Hudson Valley include electrical work, carpentry, brick-laying, finishing trades, ironwork, asbestos work and other construction occupations.

The opportunity, however, is not simply to have apprenticeship programs available. The industry, schools, BOCES, unions, contractors and workforce organizations must make sure young people know these opportunities exist and understand what they can offer.

For many students, the traditional conversation about life after high school still focuses heavily on attending a four year college. Construction and the skilled trades offer another pathway: a career in which young people can learn a highly technical skill, earn a paycheck while developing that skill, receive benefits and build toward increasing levels of responsibility and compensation.

NYS DOL’s employment data also points to the earning potential within the industry. The average annual pay in the construction sector was approximately \$88,000 in 2025, about 16% higher than the \$76,000 average across all industries.

The challenge is reaching students early enough and changing the perception of what a construction career can be.

BOCES programs, high schools, career counselors, contractors and labor organizations all have a role to play. Students need opportunities to see the work firsthand, meet apprentices and journey level tradespeople, visit training centers and understand the career possibilities within the industry.

NYS DOL noted that it cannot speculate about business outreach strategies, but its employment data provides a clear picture of the opportunities available. The department’s apprenticeship system is designed to support training and career pathways for New Yorkers, including historically underserved communities, while helping businesses meet workforce needs.

Ultimately, the Hudson Valley’s workforce challenge is also an opportunity. The region has construction work to be done and careers to offer. The challenge is creating a strong enough pipeline of people who are prepared and interested in doing that work.

The construction industry does not simply need more workers today. It needs the next generation of skilled workers who will build the Hudson Valley for decades to come.

That is why the Construction Industry Council of Westchester & Hudson Valley is putting greater focus on building awareness of construction career opportunities through its Building the Construction Career Opportunities campaign. The initiative is designed to introduce young people, parents and educators to the wide range of careers available in construction and to help them understand the pathways that can lead from the classroom to a skilled trade and a lifelong career.

The work begins with awareness. Students need to see the opportunities, meet the people working in the trades, understand the training available and recognize that construction offers more than a job. It can provide a career, skills, earning potential and opportunities for advancement.

The Hudson Valley is building for the future. Preparing the workforce to build that future starts with making sure the next generation knows that there is a place for them in the construction industry. ■

What's New & Who's News

Audrey Zibelman Appointed Chair Of NYSERDA Board of Directors

ALBANY—New York Gov. Kathy Hochul announced on Aug. 19 the appointment of Audrey Zibelman as chair of the New York State Energy Research and Development Authority (NYSERDA) Board of Directors.

"I am pleased to appoint Audrey Zibelman, a world-renowned energy expert, as NYSERDA Board Chair, a selection that will continue the state's strong leadership in the clean energy transition," said Gov. Hochul. "Audrey's familiarity with New York's energy system and its policies, as

well as her previous contributions as chair of the New York State Public Service Commission, make her the ideal person to provide the guidance we need to continue to pursue an all of the above energy approach that serves all New Yorkers."

Ms. Zibelman has more than 35 years of legal, regulatory, operations, government and governance leadership experience in the United States, Europe, the Middle East and Australia. She served as managing director and CEO of the Australian Energy Market Operator,

chair of the New York State Public Service Commission, executive vice president of PJM, founder and CEO of Viridity Energy and an executive at Xcel Energy. Her most recent operating role was as a vice president and adviser to X, formerly known as Google's Moonshot Factory.

Ms. Zibelman currently is chair of the Board of Landis & Gyr, a global advanced metering company, and is a member of the boards of directors of Squadron Energy, an Australian renewable energy company, and EWEC, the Emirates Water and Elec-

tricity Company. She also is co-chair of the Pew Charitable Trusts Advisory Council on DER adoption, a strategic adviser to Alvarez & Marsal and an adviser to Aligned Climate Capital.

Previously, Ms. Zibelman was an appointed member of President Biden's National Infrastructure Advisory Council and the Department of Energy's Electric Advisory Committee. She has also served on regional and national boards responsible for reliability and the energy transition in the United States and Australia.



Audrey Zibelman

Ms. Zibelman's appointment was confirmed by the New York State Senate on June 4, 2026. ■

Antonia Junelind Appointed CFO For Skanska's USA Civil Operations

NEW YORK—Skanska, a leading global construction and development firm, announced the appointment of Antonia Junelind as chief financial officer of its USA Civil operations, effective Jan. 1, 2027. Ms. Junelind will succeed Jari Mäntylä as part of a longer-term leadership transition as Mr. Mäntylä shifts his focus to leading strategic initiatives for Skanska USA Civil while looking ahead to his future retirement. Ms. Junelind and Mr. Mäntylä will work closely together in the months ahead to ensure a smooth transition.

"Antonia brings a global perspective and a strong understanding of Skanska that will be valuable as we continue to grow," said Don Fusco, president and CEO, Skanska

USA Civil. "She brings tremendous energy, curiosity and a strong work ethic, along with a willingness to get into the details and do what it takes to move the business forward. Her experience and perspective will be valuable to our leadership team, and I believe she is a natural fit for USA Civil."

Ms. Junelind brings more than 15 years of experience with Skanska spanning finance, investor relations, transactions and business development. She currently serves as senior vice president of investor relations for Skanska AB and has also served as acting senior vice president of corporate finance and control. Earlier in her career, she held leadership roles within Skans-

ka's Commercial Property Development operations and Skanska Financial Services, as well as an international assignment with Skanska UK.

Mr. Mäntylä joined Skanska Finland as chief financial officer in 2010 before relocating to the U.S. in 2016 to become chief financial officer for Skanska's USA Civil unit. During his tenure, he has helped strengthen the financial performance of the business and worked closely with operational leaders and project teams to bring financial insight and discipline to business decisions.

"Jari has made a lasting impact," said Fusco. "He has helped build an incredibly efficient, high performing Finance organization



From left, Antonia Junelind and Jari Mäntylä

while earning tremendous trust across our business. His ability to make complex financial issues understandable has made him an invaluable partner to our operations and leadership team. We're fortunate that his experience and leader-

ship will remain with Skanska USA Civil as we make this transition."

Ms. Junelind and Mr. Mäntylä will work closely together in the months ahead to ensure a smooth transition, the company said in a press announcement. ■

Safety Watch Continued from P. 19

repeated in this series, is that a written safety program is only as effective as its implementation and enforcement. A toolbox talk or JSA should address the actual hazards associated with the assigned operation, and employers should document that the employees performing the work participated.

STIS also relied upon its Stop Work Authority policy, which allowed employees to stop unsafe work. The

ALJ found the policy insufficient because the supervisors lacked the crane expertise necessary to recognize improper configuration or operation beyond rated capacity. Stop Work Authority is only effective when employees and supervisors are sufficiently trained to recognize when intervention is necessary.

Under these circumstances and based on the evidence submitted, the ALJ affirmed the citations and

monetary penalties against STIS.

Lessons for Employers

The decision provides several practical takeaways. Employers should verify and document operator qualifications before permitting equipment operation; evaluate operators on the specific equipment and configurations they will encounter; ensure inexperienced operators receive appropriate supervision; conduct task specific JSAs

that address equipment capacity, configuration, outriggers, load weights and other foreseeable hazards; and train supervisors sufficiently to recognize when operations should be stopped. Employers must also ensure that their written safety procedures are actually being followed in the field.

Certification may establish that an operator has met certain requirements, but it does not eliminate the

employer's responsibility. Proper qualifications, meaningful training, competent supervision and active enforcement remain essential components of crane safety. ■

About the author: *Costas Cyprus, Esq. is a partner at the firm of Welby, Brady & Greenblatt, LLP, in White Plains. He practices construction law and commercial litigation and can be reached at 914-428-2100 or ccyprus@wbglp.com.*

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CONSTRUCTION NEWS



Vol. 42 No. 9

LABOR UPDATE 2026

P.25

Hudson Valley Building Trades Executives Confident Strong Project Pipeline Will Deliver in 2027

By JOHN JORDAN

TARRYTOWN - Despite economic headwinds that include tariffs, elevated material and diesel petroleum costs, high inflation and political discord that has produced project funding uncertainty, officials from Westchester-Putnam, Rockland County and the Mid-Hudson Valley regions tell CONSTRUCTION NEWS they are confident heavy highway, construction and building contractors should be busy in 2027.

Most building trades in the Hudson Valley have fared well thus far in 2026. Looking into their crystal balls, union leaders expect work to begin on as many as three major projects (Amazon in Orange County, Walmart in Orange County and IBM in Dutchess County) that, if local approvals and incentive packages are finalized, will involve approximately \$5 billion in total investment.

Combined with major public infrastructure projects, school and health care construction and utility work, those projects mean the region's building trades can expect a solid year in 2027 despite the conclusion of some major projects, such as the Champlain Hudson Power Express project that produced significant work in Rockland County and elsewhere in the region.

CONSTRUCTION NEWS spoke with Jeff Loughlin, president of the Building & Construction Trades Council of Westchester & Putnam Counties, Inc.; Edward Cooke, vice president of the Building & Construction Trades Council of Westchester & Putnam Counties, Inc.; Stephen Reich, co-vice president of the Building & Construction Trades Council of Rockland County; and L. Todd Diorio, president of the Hudson Valley Building & Construction Trades Council,

on the prospects for project work in 2027 in the region. All were in agreement that the trades should be very busy in the coming year.

Westchester, Putnam Counties



Jeff Loughlin, President Building & Construction Trades Council of Westchester & Putnam Counties, Inc.

Mr. Loughlin is also Business Manager of the International Union of Operating Engineers Local 137 of Briarcliff Manor, NY.



Edward Cooke, Vice President Building & Construction Trades Council of Westchester & Putnam Counties, Inc.

Mr. Cooke also serves as Business Representative of the North Atlantic States Regional Council of Carpenters and Local 279 in Hopewell Junction, NY.

OBSERVATIONS:

"Based on reports, 2027 will be very busy," Mr. Loughlin said.

"Work will be strong through the first, second and

third quarters of next year," Mr. Cooke said. He noted that the recent apprentice legislation approved by Westchester County has resulted in more apprentice opportunities than ever before in Westchester County. He noted that Carpenters Local 279 has brought in 75 new apprentices in 2026. He also said that school construction has been and will continue to be a major driver of work for the building trades region-wide.

PROSPECTS FOR 2027:

Mr. Loughlin noted that work will continue at Westchester Medical Center, White Plains Hospital, the Elizabeth Seton expansion project in White Plains and the new headquarters for the New York Power Authority in downtown White Plains. Significant work is expected at the NYC DEP Kensico and Hillview projects,

Please Turn to Page 27

Building a Culture of Care on the Jobsite

Construction Industry Moves Mental Health and Suicide Prevention Into the Safety Conversation

By SHARON REGAN MASCIOVECCHIO

TARRYTOWN, NY — The construction industry has always understood the importance of looking out for one another. Workers rely on their coworkers to identify hazards, prevent injuries and make sure everyone gets home safely at the end of the day.

Increasingly, that responsibility is extending beyond physical safety.

Mental health and suicide prevention are becoming an important part of the construction industry's safety conversation as unions, contractors and health and safety organizations work to break down the stigma surrounding mental health and encourage workers to ask for help when they need it.

The need is significant. According to CDC data cited by Westchester



County Department of Community Mental Health Commissioner Michael Orth, the suicide rate among men working in construction was 56 per 100,000 in 2021, compared with 32 per 100,000 among working men overall. The rate among workers in construction and extraction occupations was even higher, at 65.6 per 100,000.

Construction workers represented approximately 7.4 percent of the U.S. workforce but accounted for 17.9 percent of suicide deaths among people with a reported industry in the same 2021 analysis.

For an industry built around teamwork and safety, those numbers underscore the importance of

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Project Pipeline Continued from P. 25

along with utility work that he described as a “shot in the arm” for the trades and NYSDOT projects. He noted that members of Local 137 are already on site, working on the \$2.5-billion IBM Quantum project in Poughkeepsie, NY.

Other ongoing work includes the Westchester Joint Water Works Rye Lake Water Filtration Plant being built by Yonkers Contracting Co. Inc.; the multi-jurisdictional, nearly \$94-million Bear Mountain Redecking project by the New York State Bridge Authority, awarded earlier this year to El Sol Contracting/ES II Enterprises Joint Venture of Maspeth, NY; and the recently begun \$24.5-million project to replace two 59-year-old bridges along the ramp from Interstate 84 westbound to Interstate 684 southbound in the Town of Southeast in Putnam County by ECCO Enterprises of Yonkers.

Upcoming work includes a \$38.9-million Westchester County DPW project involving replacement of the Tarrytown Force Main and rehabilitation of the Route 119 Gravity Sewer System, being undertaken by Deboe Construction Corp. Negotiations continue with the Town of Yorktown on a new firehouse project valued at approximately \$36 million. A \$30-million renovation project is out to bid by the New York State Office of Parks, Recreation and Historic Preservation at the John Jay Homestead in Katonah, NY. The Stoneleigh Avenue interchange adjacent to Putnam Hospital is going out to bid under the second PLA negotiated between the building trades and the Kevin Byrne administration.

Rockland County



Stephen Reich,
Co-Vice President
Building & Construction
Trades Council
of Rockland County

Mr. Reich also serves as Business Manager of Laborers Local No. 754 of Chestnut Ridge, NY.

OBSERVATIONS:

Mr. Reich said Rockland County’s building trades have been very busy in the last two years, bolstered at least in part by work on the Champlain Hudson Power Express project that is now completed. He said that if the projects in the pipeline come to fruition, the Rockland building trades can expect a “decent year. Will it be like the last two? No.”

He noted that state regulations governing the award of brownfield tax credits currently do not mandate prevailing wage requirements, which Mr. Reich said must be changed. He also is holding discussions with Orange & Rockland Utilities in an attempt to secure more union participation in the utility’s work and create more transparency on some significant projects let by the utility.

PROSPECTS FOR 2027:

A \$50-million I-287-Garden State Parkway bridge replacement project is expected to go out to bid by NYSDOT in the fall of this year, along with renovation work on the nursing core at the Rockland Psychiatric

Center that was put out to bid by the New York State Dormitory Authority in Orangeburg. Bids were due on Sept. 10, and the contract has been valued between \$27 million and \$29 million. Another \$11-million building project is set to get underway also at the Rockland Psychiatric Center site.

Other work includes the Nyack Water Plant Upgrade project, valued at approximately \$7 million; the Bear Mountain Bridge deck replacement project (Rockland has 50% jurisdiction); and significant culvert and drainage work valued between \$35 million and \$40 million by NYSDOT from Stony Point to Bear Mountain Circle, scheduled to go out to bid in early 2027. Rockland County and some municipalities (Haverstraw, Ramapo, Stony Point) are also planning some bridge repair or replacement projects next year.

In terms of private work, the building trades expect some work from the 454,000-square-foot Grassy Point warehouse project in West Haverstraw if approved and a potential high-end housing project at a portion of the Letchworth Village site that, when put out to bid, could provide some work for the union trades.

Mid-Hudson Region



L. Todd Diorio, President
Hudson Valley Building
& Construction Trades
Council

Mr. Diorio also serves as Eastern New York Laborers District Council Business Manager.

OBSERVATIONS:

“I see 2027 being a very good year,” Mr. Diorio said.

“If all these (major) projects kick off, the local trades are going to have to expand membership, which I am pushing a lot of the guys to do.” He noted that expanding membership could mean reaching out to non-union workers and organizing. If all the projects come online, Mr. Diorio said the Hudson Valley Building Trades could very well reach 100% employment.

“Some of the trades have grown in the past five to 10 years and other trades have not. Some trades have to step up to the plate and do a better job recruiting members,” Mr. Diorio said.

PROSPECTS FOR 2027:

The Hudson Valley Building Trades are monitoring the approval process for three major projects—the Walmart distribution project in the Town of Wallkill valued at approximately \$1.6 billion, the IBM Quantum project in the Town of Poughkeepsie in Dutchess County valued at \$2.5 billion and the \$607-million Amazon fulfillment center to be built in the Town of Wawayanda.

The controversial project is perhaps nearing the finish line, as a revised PILOT agreement was scheduled to be the subject of a public hearing on Sept. 10 and could be voted on by the Orange County Industrial Development Agency at its next Board of Directors meeting on Sept. 30.

A major project could advance in the coming months at West Point,

Building 606, a project valued at approximately \$400 million, as well as renovations to Thayer Hall at West Point (approximately \$700 million). Mr. Diorio also expects significant school construction work regionwide, as well as a number of large NYSDOT and New York State Thruway projects, such as the \$25-million bridge project in Woodbury in Orange County awarded to ECCO III Enterprises of Yonkers and the more than \$83-million bridge job in Greene County to be performed by Harrison & Burrows Bridge Constructors Inc. of Glenmont, NY.

He also noted that the trades will continue to see major water infrastructure project work from the New York City Department of Environmental Protection on watershed-related work. Recently, ECCO III Enterprises announced that the firm and its lead designer, STV, were awarded NYC DEP’s first-ever solicited Design-Build Contract: “Design-Build 1: Upstate Roadway Reconstruction & Improvements Project.”

This Design-Build Project involves work at three of NYC DEP’s reservoirs in its Upstate Watershed: the Croton Lake Reservoir in Yorktown, the Ashokan Reservoir in Olive and the Schoharie Reservoir in Prattsville. The primary scope of work at all three sites involves roadway reconstruction, culvert replacements and stormwater management upgrades.

All work discussed by the building trades involves projects that they expect to be built predominantly by union workers or under Project Labor Agreements. ■

Economic Outlook Continued from P. 14

often prolongs approval processes regardless of changes in federal law. In practice, local planning boards, municipal governments and county officials will continue to exercise far greater influence over housing production than Washington.

For contractors, however, even incremental improvements can translate into meaningful business opportunities. Additional multifamily developments, mixed use projects, adaptive reuse of commercial

buildings and expanded modular construction all generate demand for architects, engineers, tradespeople, suppliers and construction managers. Regions like Westchester, Rockland, Putnam, Dutchess and Orange counties could experience increased residential investment if local governments become more receptive to higher density housing.

The broader economic effects also deserve attention. Housing affordability

influences labor markets, business expansion and regional competitiveness. Employers increasingly struggle to recruit workers when housing costs consume an excessive share of household income. Young professionals often delay homeownership or relocate to more affordable regions, reducing the long-term economic vitality of high-cost metropolitan areas. Increasing housing supply therefore benefits not only prospective homeowners,

but also employers seeking to attract and retain skilled workers.

Whether the legislation ultimately succeeds will depend less on Washington than on the willingness of states and municipalities to embrace additional residential development. For the Lower Hudson Valley, that may be the law’s greatest challenge. If local governments continue to restrict new construction, affordability is unlikely to improve significantly re-

gardless of federal incentives. If, however, communities view this legislation as an opportunity to modernize zoning, encourage responsible growth and expand housing options, the region could experience increased construction activity while gradually improving affordability. ■

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.*

Suicide Prevention Continued from P. 25

recognizing mental health as part of protecting the workforce.

The Pressures Behind the Numbers

Frank Marchese of the New York State Laborers' Health and Safety Fund has seen firsthand the challenges facing construction workers.

Construction can be a highly competitive and demanding industry. Workers may face uncertainty about future employment and the seasonal nature of work, particularly in the Northeast. Injuries and chronic pain can create additional pressures, especially when missing work means missing a paycheck.

Mr. Marchese also identified financial pressures during layoffs and the off season, increased drug and alcohol use, the use of pain medications and access to firearms as factors that can contribute to the industry's vulnerability to mental health challenges.

For years, construction's culture of toughness and

self-reliance also made it difficult for workers to share their struggles with coworkers, supervisors or management.

But that culture is changing.

A Shift in the Construction Culture

Mr. Marchese said there has been a significant and welcome shift over the past decade in how construction workers, unions and contractors approach mental health. The mental health of workers is increasingly being recognized as an important part of overall job-site safety.

That change can be seen in the growing demand for mental health and suicide awareness presentations. According to Mr. Marchese, the majority of requests received by the Laborers' Health and Safety Fund for site visits and toolbox talks are now centered around mental health and suicide awareness.

The industry's traditional commitment to looking out for one another is becoming

an important tool in addressing mental health.

"We have seen a definitive shift in our approach to the mental health and well-being of our members. We treat each other differently, we talk differently, we take responsibility for one another," Mr. Marchese said.

Westchester County Department of Community Mental Health Commissioner Michael Orth sees the same cultural shift as an important part of suicide prevention.

For generations, construction safety has focused primarily on physical hazards such as falls, machinery, electrical hazards and protective equipment. Today, Mr. Orth said, worker safety must also include mental health, substance use and suicide prevention.

Construction workers can face a unique combination of pressures, including physically demanding and sometimes dangerous work, chronic pain and injuries, irregular schedules, seasonal employment, financial pressures, time away from family and concerns about job security.

Changing the culture requires more than putting a phone number on a poster, Mr. Orth said. Mental health and suicide prevention should become part of everyday safety practices through orientation, toolbox talks, supervisor training, employee assistance programs, union support and ongoing education.

Recognizing When Something Has Changed

One of the most important roles a coworker can play is simply paying attention.

Warning signs are not always obvious. A worker who is normally engaged may suddenly become withdrawn, irritable or unusually quiet. Someone may begin missing work, arriving late, having difficulty concentrating, taking greater risks or simply not seem like themselves.

Other warning signs can include increased alcohol



or substance use, changes in sleep, significant anxiety or agitation, feelings of hopelessness, talking about being a burden to others, giving away possessions, saying that others would be better off without them, or talking about death or suicide.

The important point is not to ignore a change that causes concern.

A coworker does not need to be a mental health professional to reach out. A simple conversation can be the first step.

For someone who is concerned about a coworker, asking, "I've noticed you haven't seemed like yourself lately. Are you doing okay?" can open the door to a conversation.

And if there is concern that someone may be thinking about suicide, it is appropriate to ask directly.

Asking someone whether they are thinking about suicide does not put the idea into their head. It can instead provide an opportunity for an honest conversation and help connect the person with support.

Hope Lives Brings the Message to the Jobsite

The Laborers' Health and Safety Fund's Hope Lives

campaign is helping keep that conversation visible within the construction industry.

Now entering its sixth year, Hope Lives focuses on consistent messaging and making access to resources as seamless as possible. A single QR code on Hope Lives materials provides members with quick access to information and resources.

The campaign has also made suicide prevention visible in the everyday construction environment, including 988 and Hope Lives stickers on hardhats and Hope Lives merchandise.

"Hope Lives has brought mental health in the construction industry front and center and it is undoubtedly one of my proudest moments in this union," Mr. Marchese said.

The campaign reflects a broader change in the way the industry views mental health. Rather than treating mental health as something separate from safety, unions and contractors are increasingly incorporating it into the same culture of responsibility that has long been part of construction.

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Need Help? Call or Text 988

If you or someone you know is struggling with thoughts of suicide, a mental health crisis, substance use or emotional distress, call or text 988 to reach the 988 Suicide & Crisis Lifeline.

The service is available 24 hours a day, seven days a week, free and confidential. People can also contact 988 when they are concerned about a friend, coworker or family member.

Call or text: 988 Online: 988lifeline.org

If someone is in immediate danger or has a life-threatening emergency, call 911 or go to the nearest emergency department.

Suicide Prevention continued from P. 28

Don't Walk By It
Mr. Orth believes that message needs to continue.
“We want workers to look out for one another psychologically just as they look out for one another physically,” he said.
That can mean noticing a change, asking a question, listening without judgment and helping someone connect with appropriate support. It can also mean following up with a coworker after the initial conversation.
Leadership is important as well. When respected leaders, supervisors, union representatives and industry professionals talk openly

about mental health, it gives workers permission to do the same.
Mr. Orth’s message to the construction industry is straightforward:
“Safety in the construction industry has always meant looking out for one another. That same commitment must extend to mental health and suicide prevention. We need to create a culture where noticing when someone is struggling, asking how they are doing, and helping them connect to support is as much a part of workplace safety as preventing a physical injury. Sometimes a simple conversation can make an extraordinary difference—

and it can save a life.”
Help Is Available
A worker does not have to wait until reaching a crisis point to ask for help.
A person can talk with someone they trust, including a family member, friend, coworker, union representative, employee assistance program, healthcare provider or counselor.
And there is another resource available at any time.
CALL OR TEXT 988
The 988 Suicide & Crisis Lifeline is available 24 hours a day, seven days a week. Anyone experiencing emotional distress, depression,

anxiety, substance use concerns, thoughts of suicide or simply feeling overwhelmed can call or text 988.
You can also contact 988 if you are concerned about someone else and need guidance about what to do.
A trained crisis counselor will listen, provide support, assess safety and help connect callers with appropriate resources. You do not have to be on the verge of suicide to contact 988, and you do not have to know exactly what kind of help you need before reaching out.
Call or text: 988
Online: 988lifeline.org ■

What You Can Do on the Jobsite

- NOTICE THE CHANGE** If a coworker suddenly seems different, don't ignore it.
- ASK THE QUESTION** A simple “Are you okay?” can open the door.
- LISTEN WITHOUT JUDGMENT** You don't have to have all the answers. Sometimes listening is the most important thing you can do.
- CONNECT TO HELP** Encourage the person to reach out to a trusted person, union representative, employee assistance program, healthcare provider or 988.
- FOLLOW UP** Continue to check in. Let your coworker know that you meant it when you said you were there for them.

In construction, looking out for one another has always been part of the job. Now, that responsibility is taking on a broader meaning. A safe jobsite is one where workers are protected not only from physical hazards, but where people feel seen, supported and comfortable asking for help.

Source: Centers for Disease Control and Prevention, National Vital Statistics System, 2021.



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Laborers Celebrate Two-Year Milestone At Site of Kensico-Eastview Water Tunnel

By **GEORGE DRAPEAU III**

MOUNT PLEASANT, NY—Members of Laborers Local 60 and its statewide umbrella organizations gathered with other trades on Sept. 2 to celebrate the two-year groundbreaking anniversary of the massive \$1.9-billion new water tunnel here in Westchester. The eight-year project, when completed, will stretch two miles—from the Kensico Reservoir in Central Westchester to the Catskill Delaware Ultraviolet Disinfection Facility in Eastview here to provide clean water to millions of New Yorkers.

How much water? It was estimated to be enough to serve nearly half the population of the state, or about nine million people, according to the project’s owner, the New York City Department of Environmental Protection. NYC DEP noted that the new facilities will also provide

more operational flexibility and safeguards to maintain and protect the downstate region’s drinking water supply.

Laborers L.U. 60 Business Manager Anthony Ascencao thanked the DEP for advancing the work under the terms of a project labor agreement (PLA). “We appreciate DEP’s commitment to the skilled trades and to the men and women who make their livings in the construction industry.”

Mr. Ascencao also recognized Frontier-Kemper for being “a strong union contractor and for the partnership and cooperation the company has shown to Laborers Local 60.”

He continued, “But most importantly, I want to recognize the Laborers and all the other building trades working on this project. You should be proud of what you’re do-

ing here. A lot of times, we go to work every day, put in our hours, do our job, and go home. We don’t always stop and think about the significance of what we’re actually building. This is a historic project. A lot of what you do doesn’t always get noticed—but this project doesn’t get built without you.”

Some described the work as once in a generation. Others calculate that a project like this only comes around once in a century, which may be closer to the math. The project will be New York City’s largest water-supply tunneling effort in Westchester County since the 1940s. The eight years to completion put the final ribbon cutting into the early 2030s, nearly 100 years after the start of the Delaware Aqueduct in 1937.

The first phase of construction includes site preparation at the DEP campus adjacent to Kensico Reser-

voir, new road alignments, electrical and DEC management security facilities. The joint venture team, PJS Montesano JV, LLC, combines the resources of Paul J. Scariano, Inc., and Montesano Brothers, Inc. The enterprises was the lowest bidder competing for the contract, which the DEP awarded for \$107 million.

Phase II, which is projected to overlap Phase I, will follow by the digging of two large shafts, 400 feet-500 feet deep, the tunneling between the two shafts, and the addition of several new facilities and upgrades at the Kensico campus. All phases of the project are expected to span a 10-year period with the new tunnel coming fully online by 2035.

Other sponsors of the Worker Appreciation Lunch included New York State Laborers’ Health & Safety Fund and the New York State LECET Fund. ■



From left, Kim Shutt, CM, of Bidwell Environmental Health and Safety Consulting, Laborers Joeo Tirad, Carlos Carbario of Teamsters L.U. 456, and Laborers Roberto Chavez of Frontier-Kemper Constructors, Inc.



From left, P.J. Smith of LiUNA Health and Safety, Local 60 Alonzo Bennett, LECET’s Beth Cheverie, Local 60 Business Agent Mike Moreira and Business Manager Anthony Ascencao, LECET’s Jeremy Degado, Harold Berean of LiUNA Health and Safety, Local 60 Business Agent Jay Fragoso, Shop Stewart Anthony Ricciardi and V.P. Carols Gonzalez.



NYS Laborers Local 60 gather to celebrate the two-year groundbreaking anniversary.

Photos by **GEORGE DRAPEAU III**

CAI Awards \$72,000 in Academic Grants To 12 Hudson Valley Students

TARRYTOWN, NY — In its continuing efforts to increase the number of experts and professionals working within the building and construction sectors in the Lower Hudson Valley, the Construction Advancement Institute (CAI) awarded \$72,000 in early August to 12 regional undergraduate and graduate students. The students are enrolled in a range of disciplines, including engineering, architecture, construction technology, construction management and other construction related programs. CAI is the educational and advocacy organization aligned with the Building Contractors Association of Westchester & The Mid-Hudson Region, Inc.

More than two dozen scholarship applications, which included school transcripts and essays, were reviewed by the CAI Scholarship Committee in June, said CAI Chairman Mark Fante of Darante Construction Ltd. of Elmsford, NY. Each of the 12 recipients received a \$6,000 grant for use during the current 2026 to 2027 academic school year. The grants were mailed beginning in August.

"The scholarship funds that CAI awards annually for academic excellence and achievement are one of several annual charitable efforts performed by the organized labor and construction contracting community aimed at benefiting families and schools throughout the Hudson Valley region and nationwide," Mr. Fante said. "We hope that by issuing these scholarships, we can strengthen the ranks of engineers and technologists employed at companies that are members of the BCA. It's how we continue to grow our economies while keeping our member companies competitive."

Since the inaugural scholarships were awarded in 2009, the CAI Scholarship Program has awarded 158 grants to more than 85 students attending more than 45 colleges and universities throughout the United States. This year's grants bring the total amount awarded by CAI to more than \$736,000 since the program's first year, when only six grants were awarded.

The following scholars were chosen from among the many applicants:



Christopher Altomare, of Yonkers, NY, will be a senior attending Sacred Heart University in Fairfield, CT. Christopher is pursuing a degree in electrical engineering and mathematics. He is the grandson of Mario Altomare, a member of Bricklayers & Allied Craftworkers Local 1 NY.



Natalia Azevedo, of Yonkers, NY, will be a sophomore attending the New York Institute of Technology in Old Westbury, NY. Natalia will be pursuing a degree in architecture. She is the daughter of Rui Azevedo, a member of Carpenters Local 279.



Carter Bucci, of Ardsley, NY, will be a freshman attending Hobart and William Smith Colleges in Geneva, NY. Carter is pursuing a degree in engineering and mathematics. He is the grandson of George "Rusty" Meinel, a member of Bay Crane and Operating Engineers Local 137.



Anthony Darrow, of Hopewell Junction, NY, will be attending Syracuse University in Syracuse, NY. Anthony is pursuing a degree in civil engineering. He is the son of Justin Darrow, an employee of the BCA member company Darlind Associates.



Michael LaMagna, of Mamaroneck, NY, will be a junior at the University of Connecticut in Storrs, CT. Michael is pursuing a degree in civil engineering and construction engineering. He is the grandson of Vincent Ibelli, a member of Carpenters Local 279.



Alexis LeBlanc, of Mahopac, NY, will be a sophomore at the University of Rhode Island in Kingston, RI. Alexis is pursuing a degree in mechanical engineering. She is the daughter of Joseph LeBlanc, a member of Operating Engineers Local 137.



Luke Marotta, of New Fairfield, CT, will be a sophomore at the University of New Hampshire in Durham, NH. Luke is pursuing a dual degree in sustainability and political science, with a focus on construction management, minoring in international security. He is the grandson of Jay Martino, of Martino Contractors, Inc., a BCA member company.



Abigail Meinel, of Bedford Hills, NY, will be a college freshman at Texas Christian University in Fort Worth, TX. Abigail is majoring in engineering. She is the daughter of James Meinel, who works for Bay Crane and Operating Engineers Local 137.



Luca Piazza, of Valhalla, NY, is a freshman at High Point University in High Point, NC. Luca is pursuing a degree in civil engineering. He is the son of John Piazza of Piazza, Inc., a BCA member company.



Hailey Weber, of Southbury, CT, will be a junior at the University of Connecticut in Storrs, CT. Hailey is pursuing a dual major in civil and environmental engineering. She is the daughter of James Weber, a member of Operating Engineers Local 137.



Valeriano Valdovinos, of New Rochelle, NY, will be a college sophomore at the University of Hartford in West Hartford, CT. Valeriano is pursuing a degree in aerospace engineering. He is the son of Valeriano Valdovinos, a member of Laborers Local 60.



Anthony Zhina, of Carmel, NY, will be a freshman at SUNY Polytechnic Institute in Utica, NY. Anthony is pursuing a degree in civil engineering. He is the son of Luis Zhina, a member of Carpenters Local 279. ■

Advance Testing Now Under SOCOTEC Brand

NEW YORK—SOCOTEC recently announced the completion of the rebranding of Advance Testing, bringing the Campbell Hall, NY based company under the SOCOTEC brand while reinforcing its long-term commitment to delivering construction materials testing, geotechnical engineering and inspection services for critical infrastructure projects across the United States.

For more than three decades, Advance Testing has partnered with transportation agencies, public owners, contractors and engineering firms to help deliver safe, resilient infrastructure throughout the Northeast. Joining the SOCOTEC brand reflects the company's continued evolution while preserving the expertise, relationships and responsiveness clients have relied on for years.

Today, SOCOTEC brings

together more than 1,700 professionals, more than 40 offices and more than 25 laboratories across the United States, providing clients with access to a broader network of technical specialists while maintaining the local teams that understand their markets and projects.

The expanded platform strengthens SOCOTEC's ability to support infrastructure programs of every scale. Clients also gain access to complementary expertise, including environmental consulting, specialty engineering, building performance, forensic investigations, project advisory and advanced laboratory services.

"Advance Testing has always been built on technical excellence, trusted relationships and a commitment to helping our clients deliver successful projects," said Patrick Kiernan, president of

Advance Testing. "Joining the SOCOTEC brand allows us to build on that legacy by giving our clients access to a much broader range of expertise, national resources and specialized capabilities, while continuing to work with the same local teams they know and trust."

Over the past several years, SOCOTEC has significantly expanded its presence across the United States through strategic investments and acquisitions, creating one of the country's leading technical consulting, engineering and testing organizations. This national footprint enables the company to support increasingly complex infrastructure programs while continuing to invest in people, laboratories, technology and technical expertise.

For existing Advance Testing clients, the transition is straightforward. The le-

gal entity, contracts, project teams and day-to-day contacts remain unchanged. Clients will simply begin seeing the SOCOTEC name and visual identity across proposals, reports, invoices and other communications, company officials stated.

"America's infrastructure demands technical partners that combine deep local knowledge with national capabilities," said Nicolas Detchepare, CEO of SOCOTEC USA. "Advance Testing has earned an outstanding reputation in construction materials testing and geotechnical engineering. Bringing the company under the SOCOTEC brand strengthens our ability to support clients with broader expertise while preserving the responsiveness and technical excellence that have made Advance Testing a trusted partner for decades."

The rebranding reflects



SOCOTEC's broader strategy of bringing together leading technical experts under one national brand, enabling clients to access a comprehensive range of engineering, testing and consulting services throughout the life cycle of infrastructure and building projects.

On Sept. 1, SOCOTEC reported that it had also completed the rebranding of American Engineers Group. Founded 65 years ago, AEG serves public and private clients throughout the Mid Atlantic. It is headquartered in Mechanicsburg, PA, and operates a network of four offices serving the region. ■

Antonio A. Rodrigues of Roger & Sons Concrete Joins Construction Advancement Institute Board

By **GEORGE DRAPEAU III**

TARRYTOWN, NY—Antonio A. Rodrigues, a veteran operations manager for Roger & Sons Concrete, Inc., was unanimously elected to the Board of Directors of the Construction Advancement Institute of Westchester and Mid-Hudson, Inc. His board appointment, which became effective at the CAI's quarterly meeting on June 18, was announced by Executive Director F. Matthew Pepe of the Building Contractors Association.

As a new board member of CAI, "Tony" Rodrigues will help direct the group's management campaigns and programs for improving safety and accident prevention, apprenticeship training, professional development and college scholarships in the downstate region. The CAI is affiliated with the BCA, which represents the interests of more than 50 major building

and subcontracting companies that serve the public and private sectors as signatory employers with many of the union building trades in the Lower Hudson Valley and New York City.

He is the nephew of longtime CAI board member Antonio Rodrigues, who retired from the board earlier this year.

For more than 20 years, Mr. Rodrigues has overseen major construction projects, including bridges, water treatment plants, complex foundations and high-rise buildings ranging in size from 200 feet to more than 1,400 feet. Among his notable roles and projects were serving as a lead supervisor on the new Buffalo Bills stadium, the rebuilding of World Trade Center Buildings 3 and 4, with Building 2 now underway, and major ongoing redevelopment work taking place downtown in the City of White Plains.

Mr. Rodrigues is the third generation of a family contracting company that began with his grandfather, Acacio "Roger" Rodrigues, 50 years ago. Headquartered in New York, Roger & Sons Concrete has a lengthy legacy driven by pride of workmanship, he explained.

"I began working summers and vacations throughout high school and started full-time in October 1994," he said. "The family—my grandfather, my father and uncles—guided me in learning every trade we employ today, and I can still successfully perform the work myself on any given day."

He continued, "I started my career as a field tradesman, and I have since had the privilege of working alongside and learning from some of the greatest professionals in the industry."

He now serves on the Executive Board of the Cement League of New York City, where he and several others

negotiate labor agreements on behalf of association members with all the union trade locals involved in concrete construction spanning schools, hospitals, buildings and project work outside of heavy infrastructure, he explained.

Diversity, Mr. Rodrigues said, is key to Roger & Sons' future. As a minority business enterprise, he sees the company pivoting to markets that are both established and emerging.

"Our motto is that 'the short-term goal is ensuring there is a long-term,'" he added. "As a union concrete contractor serving Manhattan and the downstate region, we as an employer and the CAI/BCA as organizations must broaden our outreach into different market segments. I believe the union sector of the industry must continue to develop new technical skills and strengths to take on the most challenging projects." ■

NYSDOT Continued from P. 4

fic signals will have them installed to increase vehicle and pedestrian safety at those locations.

The roundabouts will be located at the following intersections in Sleepy Hollow: U.S. Route 9 and Pierson Avenue/Gordon Avenue, U.S. Route 9 and Pocantico Street, U.S. Route 9 and Bedford Road/New Broadway, and U.S. Route 9 and Beekman Road.

Based on community input, the plan also includes a 10-foot-wide shared use path for cyclists and pedestrians. The 0.75-mile path will also be

physically separated from motor vehicle traffic.

Safety enhancements will include new sections of sidewalk to establish a continuous network on both sides of U.S. Route 9, along with curb extensions, enhanced crosswalks and leading pedestrian intervals at signals. Bus stops along the corridor will be made ADA compliant and upgraded with new shelters and benches to improve access to mass transit.

U.S. Senators Chuck Schumer and Kirsten Gillibrand recently announced that the

U.S. Department of Transportation had awarded \$25 million to NYSDOT for the project through the highly competitive Better Utilizing Investments to Leverage Development (BUILD) grant program. Now that funding is secured, the final design will move forward with the approval process on the northernmost section in Tarrytown and Sleepy Hollow. Construction is anticipated to begin in 2028.

Senate Majority Leader Andrea Stewart Cousins said, "I am very pleased that the funding is now in place so that State

DOT can start construction on these much-needed vehicle, bike and pedestrian improvements on Route 9 in Tarrytown and Sleepy Hollow. It is part of a larger Route 9 project that extends south to Hastings on Hudson. In 2023, to jump start the project, which was advocated by local leaders and their residents, I added \$5 million to the State Budget. I am grateful to Governor Hochul for her continued support and to the State Department of Transportation for their continuous community outreach. I thank Minority Leader Schumer and

Senator Gillibrand for the resources to make this happen."

Westchester County Executive Ken Jenkins said, "Route 9 is a main thoroughfare for our communities, and this investment will make Broadway much safer and more accessible for the drivers who rely on it every day. By improving our intersections, creating safer connections for pedestrians and making our transit more accessible, we are addressing the needs of our residents and contributing to the growth of Tarrytown and Sleepy Hollow." ■

REGIONAL BID ALERT

NYSDOT Region 8

Bid Letting Date: Sept. 17, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM, Albany, NY 12232

Contract: D265820
PIN# 881609

Project Description: Columbia, Dutchess, Orange, Putnam, Rockland, Ulster, Westchester counties, highway graffiti removal requirements - various locations.

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

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

Bid Letting Date: Oct. 1, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM, Albany, NY 12232

Contract: D265832
PIN# 881626

Project Description: Dutchess, Orange, Westchester counties, signal optimization - various locations.

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

Goals: DBE: 0.00%

Region 9

Bid Letting Date: Sept. 17, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM, Albany, NY 12232

Contract: D265806
PIN# 902809

Project Description: Chenango Co., bridge replacement - NY Rt 23, Town of Plymouth.

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

Goals: DBE: 0.00%

Bid Letting Date: Sept. 17, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM, Albany, NY 12232

Contract: D265829
PIN# 900431

Project Description: Otsego Co., bridge rehab - NY Rt 51, Town of Butternuts.

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

Goals: DBE: 0.00%

Region 10

Bid Letting Date: Sept. 17, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM, Albany, NY 12232

Contract: D265836
PIN# 081076

Project Description: Nassau, Suffolk Cos., drainage cleaning & replacement - various routes, Village of Old Brookville, Towns of Islip, Oyster Bay and Southold.

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

Goals: DBE: 0.00%

Bid Letting Date: Sept. 17, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM, Albany, NY 12232

Contract: D265811
PIN# 001770

Project Description: Suffolk Co., bridge painting & steel repairs - Robert Moses Causeway over Great South Bay Bridges, Town of Suffolk.

Bid Deposit: 5% of bid

Goals: DBE: 0.00%

Bid Letting Date: Oct. 1, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM, Albany, NY 12232

Contract: D265840
PIN# 081092

Project Description: Nassau, Suffolk Cos., crack sealing & joint overlay repairs - various locations.

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

Goals: DBE: 0.00%

Bid Letting Date: Oct. 1, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM, Albany, NY 12232

Contract: D265818
PIN# 081073

Project Description: Suffolk Co., asphalt pavement resurfacing - NY Routes 111 & 27A, various locations.

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

Goals: DBE: 0.00%

Region 11

Bid Letting Date: Sept. 16, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265786
PIN# X73154

Project Description: Kings Co., bridge rehabilitation - 907C (Owl's Head Viaduct) over 61st Street., pre-bid meeting, best value procurement.

Bid Deposit: 5% of bid.

Goals: DBE: 0.00%

Bid Letting Date: Sept. 17, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265800
PIN# XM2542

Project Description: Bronx, Queens Cos., highway sign structure replacements - various routes, City of New York, PLA candidate,

Bid Deposit: 5% of bid

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

New York State Thruway Authority

Bid Letting Date: Sept. 23, 2026
Contract # D215110 TANY 26-23B

Description: superstructure replacement of the Garden State Parkway connector bridge over the Thruway (I-87/I287) at MP 23.53 in Rockland County.

Goals: MBE 5.0%, WBE 5.0%, SDVOB 3.0%

Bid Deposit: \$750,000.00

Bid Letting Date: Sept. 30, 2026
Contract# D215081 TAA 26-13R

Description: rehabilitation of various bridges on I-87 and I-90 at mileposts 95.27, B12.89 and B19.04 in Columbia and Ulster counties.

Goals: MBE 11.0%, WBE 11.0%, SDVOB 3.0%

Bid Deposit: \$200,000.00

Westchester County DPW

Westchester County DPW

Bid Due Date: Sept. 16, 2026

Contract: 25-516

Title: Primary Sludge Gravity Thickener Process Improvements, Mechanical Rehabilitation of Sludge Thickeners, Yonkers Joint Water Resource Recovery Facility, Yonkers, NY.

Description: The work under this contract consists of providing all necessary labor, material and equipment required to rehabilitate the primary sludge gravity thickener collection equipment, including but not limited to the piping and valves; the installation of new primary sludge bar screens; and/or the replacement of the existing influent bar screens. The work will also include all mechanical, structural, architectural, electrical, instrumentation, controls, HVAC, and plumbing work and appurtenances as required.

Bid Estimate Range: \$11.5 million to \$12.5 million

Mandatory Pre-Bid Inspection: Scheduled for 10:00 a.m., Aug. 25, 2026; meeting at the Yonkers Joint Water Resource Recovery Facility, 1 Fernbrook St., Yonkers, NY. MANDATORY attendance is required. Bids will be rejected from contractors not in attendance at this meeting, or those who fail to sign the attendance sheet.

Contact: John Coelho, 914-995-5144.

New York State Dormitory Authority

Proposal Due Date: Sept. 17, 2026

THIS SOLICITATION IS FOR EXPRESSIONS OF INTEREST (EOI) ONLY.

Title: OMH Creedmoor Psychiatric Center Building 40 Automatic Transfer Switch Replacement (EOI)

Solicitation #:3881909999

Issue Date:08/20/2026

Subcontracting Provisioning Goals (%)

Minority Owned:18%, Women Owned:12%, Service-Disabled Veteran Owned:6%

Contract Terms: Sept. 30, 2027

Location Where Goods to be Delivered or Service Performed—Creedmoor PC, 79-25 Winchester Blvd, Queens Village, NY 11427

The project consists of, but is not limited to, the removal and replacement of the existing Automatic Transfer Switch in Building 40, including associated electrical connections, wiring, testing, commissioning, and all required incidental work to provide a complete and fully operational system.

Estimated Cost Range for Scope of Work: \$600,000 - \$650,000.

Bidders for the construction of this project will be selected only after the review and evaluation of the qualification packages received in response to this notice.

Please note that the project drawings and specifications attached to DASNY's website associated with this solicitation do not reflect 100% construction / bid documents. The documents provided are for reference only. Finalized construction / bid documents shall be distributed to the qualified contractors invited to bid.

Bid Due Date: Sept. 22, 2026

Title: City University of New York, Borough of Manhattan Community College, Emergency Sewer Repair at Theater 1 & Associated Asbestos Abatement

Minority, Women and Small Business Enterprises Only

Contract: C1576 General Construction

Project# 3892109999

Sealed bids for the above Work located at Borough of Manhattan Community College, 199 Chambers

St., New York, NY, 10007, Peter Jackson, Sr. Project Manager, DASNY NYC Office, 28 Liberty Street, 55th Floor, New York, New York, 10005, PJackson@dasny.org, 917-453-8154, 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, from Minority, Women and Small Business Enterprises, in accordance with Section 1678 (29) of the Public Authorities Law of the State of New York, available to be read at 2:00 PM local time on Sept. 22, 2026, will be considered. Minority and Women Business Enterprises must be certified by Empire State Development – New York State Government (ESD). Small businesses pursuant to section 131 of the NYS Economic Development Law, defined as firms which is resident in New York State, independently owned and operated, not dominant in its field, and employs one hundred or less persons. 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: Peter Jackson, Sr. Project Manager, DASNY NYC Office, 28 Liberty Street, 55th Floor, New York, New York, 10005, PJackson@dasny.org, 917-453-8154, (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 is scheduled on Sept. 9, 2026, at 10:00 a.m. at Borough of Manhattan Community College, 199 Chambers St., New York, New York, 10007. Please contact Peter Jackson at 917-453-8154. 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.



Making a Career of It



Cody Loniewski

Age: 39

Member: Carpenters Local 279

Location: Hudson Valley

Summary: Cody is a graduate of Tappan Zee High School, Class of 2005. He began his career working for his father at his residential carpentry business. Cody credits this time with teaching him the fundamentals of carpentry and helping him realize the importance of taking pride in his work. From there, he transitioned to the union and is proud of his work ethic and the quality craftsmanship he provides. Cody resides in Rockland County with his wife, Brittany, and their three children, Marley, Mavis and Sonny.

Position: Business Agent, Carpenters Local 279

Recent Employers: Prior to becoming a business agent, I was a foreman for Kane Contracting.

Recent Projects:

- The three most recent projects I worked on in the field were:
- Morgan Stanley Headquarters, Westchester branch
 - Optum Healthcare, Brewster, NY
 - Smyth Building, Stamford, CT

Ongoing Responsibilities:

- Union organizer/business agent
- Local 279 Executive Board member, financial secretary
- Delegate to the North Atlantic States Regional Council of Carpenters

Education, Training, Licenses/Certifications:

- Bachelor’s degree in Behavioral Science from York College of Pennsylvania
- Graduate of the Carpenters four year Apprenticeship Program
- OSHA 10
- First Aid/CPR and many other certifications



Why this career choice?

I joined the Carpenters Union because I’ve always taken a great deal of pride in my work. Union carpenters are highly skilled and trained to work efficiently, safely and to a high standard. What I enjoy most about the trade is being able to step back at the end of the day and see something I helped build, whether it’s a wall I framed, ceiling grid I installed or another part of a project that I can point to and say, “I built that.” There’s something incredibly fulfilling about being able to see the results of your hard work every day and knowing that you’re contributing to something that will last.

Biggest challenges in your work?

It was a big transition going from being on a job site every day to being an organizer/business agent. It was like starting over as an apprentice, learning a new career. I went from working with my tools on to representing the carpenters who build our local communities. It is a big responsibility and not one that I take lightly.

What are the biggest surprises working in the trade?

One of the biggest surprises for me is seeing just how strong the brotherhood and sisterhood within the union really is. Being a union carpenter is a lot like being part of a sports team. The more

you work together and support each other, the stronger you become as a group. What has really stood out to me is that you become part of something bigger. That sense of belonging and being part of something bigger than yourself is something I didn’t expect, and it has become one of the things I value most about being a union member.

Most memorable quote:

“The future belongs to those who build it.” — Douglas McCarron

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

Attitude is everything. Showing up on time, ready to learn and ready to work is 90 percent of the battle. If you bring that every day, the rest will fall into place.

Greatest accomplishments so far?

Marrying my wife, who constantly pushes me to be the best version of myself. She forced me out of my comfort zone and convinced me to join the Carpenters Union 12 years ago. She is always by my side and supports me in whatever I do. On top of that, she has blessed me with three beautiful children.

Favorite interests or hobbies?

Spending time with my family, coaching my kids in sports.

BY RYAN CAPALBO

Construction Industry Council Hosts Union, Construction Workers Night at Memorial Field

By RYAN CAPALBO

MOUNT VERNON, NY — The Construction Industry Council of Westchester and the Hudson Valley (CIC) proudly sponsored Union & Construction Workers Night at The Stadium at Memorial Field in Mt. Vernon, NY, on Saturday, Aug. 29. Close to 2,000 people were in attendance on a beautiful Saturday night to watch the home team, Westchester SC, face off against Spokane Velocity FC in a United Soccer League One matchup.

The CIC was happy to welcome members and families from Soulful Synergy LLC, Children's Village, Big Brothers Big Sisters of Westchester, United Way, Mount Vernon Boys & Girls Club and J&E Loading LLC to the game.

The night itself could not have been more ideal, as the weather gave fans one last perfect summer weekend. At halftime of the game, CIC staff and members from Soulful Synergy LLC were welcomed onto the field for recognition. A statement from the CIC was read aloud, explaining its mission to be the voice of the construction industry in the Hudson Valley, as well as thanking all of its members who are involved in highly skilled union trades, such as electrical work, ironwork, roofing, boilermaking, plumbing, carpentry, bricklaying, operating heavy machinery and sheet metal work.

Afterward, Westchester SC expressed its gratitude for the hard work that the many men and women in construction and the trades do for the community, as well as to the CIC for its contributions to the evening.

Fans enjoyed the amenities and modernized seating at the stadium, which completed renovations in 2022, during the game. On display from the grandstands were the eight-lane track, scenic rock wall and high definition scoreboard, which displayed the CIC logo throughout the night. The CIC had a table set up at the entrance of the stadium to educate guests about the work it does and help familiarize prospective future laborers with information about the benefits of working in the trades. Many children also en-

joyed giveaways from the CIC and Westchester SC, which had a table set up to help guide guests through the stadium.

"We had a fun time! The energy in the stadium was awesome, and it was a great way for our graduates to connect in a different setting. Big thanks to CIC for putting it all together!" said Dwayne Norris, co-founder and COO of Soulful Synergy.

Unfortunately, while everyone was having a great time watching the game and enjoying the atmosphere, the night ended with a 3 to 1 loss by Westchester SC. ■





READY ON DAY 1



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