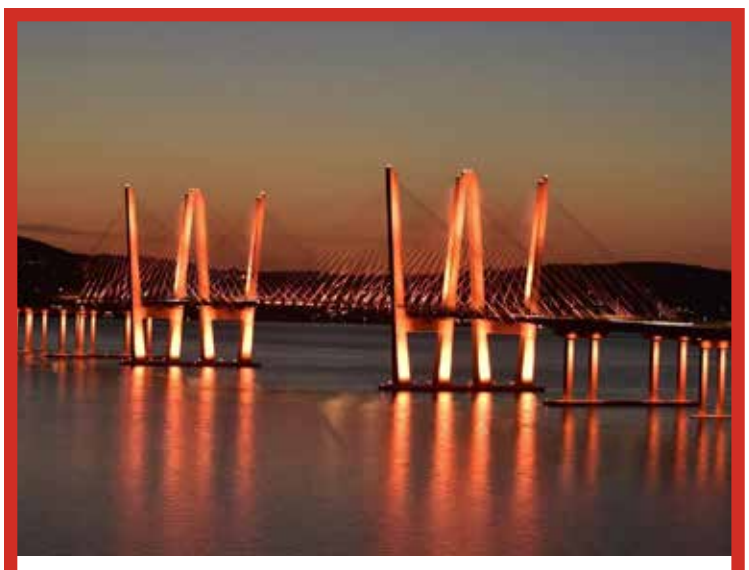
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CONSTRUCTION NEWS

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Remembering Jamil Wilson

The Mario M. Cuomo Bridge was illuminated orange on Oct. 30 in honor of Thruway Authority worker Jamil Wilson, who was tragically struck and killed by a motor vehicle while performing mowing operations on the Cross Westchester Expressway on Oct. 19. Story on page 16

Photo Credit: New York State Thruway Authority

Election 2026

Midterm Blue Tsunami's Near-Term Industry Impacts

By JOHN JORDAN

WASHINGTON—Analysts are beginning to theorize what impact the Democratic victory, characterized by some as a "blue tsunami" in the recent midterm election, will have on the transportation and building sectors going forward. Most are hopeful that Congress and the Trump Administration will collaborate on a bipartisan effort to increase transportation infrastructure spending in the new year.

Reasons for the Democratic rout centered on inflation, the high cost of living, the Iran war, tariffs, corruption, opposition to data centers and declining support for President Trump, according to multiple polls.

At press time, construction industry advocacy organizations remained focused on pressing Congress to pass extensions of funding for federal highway and transit programs, which are set to expire on Dec. 11.

While the final count is still in doubt, Democrats easily won majorities in both the House and Senate in the 2026 midterm election. As of Nov. 5, Democrats held a 54-44 majority in the Senate and a 247-153 advantage over Republicans in the House. While Democrats took control of both chambers, the party fell short of a filibuster-proof majority of 60 votes and a veto-proof majority of 67 votes in the Senate, as well as the 290 votes needed for a veto-proof majority in the House. Therefore, Congress must move forward in a bipartisan manner to enact meaningful legislation, both during the lame-duck session for the remainder of 2026 and going forward once

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NYCDEP Updates CIC Gathering on $2.5B In Planned Hudson Valley Tunnel Projects

By RYAN CAPALBO

WHITE PLAINS, NY—Approximately $2.5 billion in tunneling projects in the Hudson Valley will be key to the future of the nation's largest municipal water supply. That is what Adam Bosch, executive director for strategic operations and research at the New York City Water Supply, told the Construction Industry Council when he provided the keynote address at the council's 2026 Fall Membership Meeting at the Sonesta Hotel in White Plains.

After giving a brief history of the water systems that provide New York City and the surrounding Hudson Valley with their drinking water, Bosch turned his attention to detailing two tunneling projects that are currently under construction by the New York City Department of Environmental Protection (NYCDEP) and its contractors.

The first is the Kensico-Eastview Connection (KEC), a brand-new tunnel designed to deliver water from Kensico Reservoir to the Catskill-Delaware Ultraviolet Treatment Facility in Eastview.

"This project is key to the resilience of the city's water supply," Mr. Bosch told the attendees. "This will provide us with another aqueduct to deliver water between these critical locations in the system. The new tunnel was also designed with enough capacity to meet the future growth demands of New York City and Westchester County, and it will also allow us to shut down other parts of our system for inspection and rehabilitation."



Adam Bosch, executive director for strategic operations and research at the New York city Water Supply.

The tunnel will be about two miles long and 27 feet in diameter when it is completed in the early 2030s. The tunnel will be excavated with a tunnel boring machine that is currently being built. It is expected to be delivered to the site sometime in 2027.

On the Kensico site, several new buildings will need to be constructed, including a new screen chamber and an electrical building. Work will also be done to rehabilitate an existing intake structure at the reservoir. These buildings will be used to move, screen, and treat the water as it goes into the new tunnel. Three shafts will also be constructed via blasting to gain access to the subsurface and build the various tunnels and interconnections that will move water through the facilities.

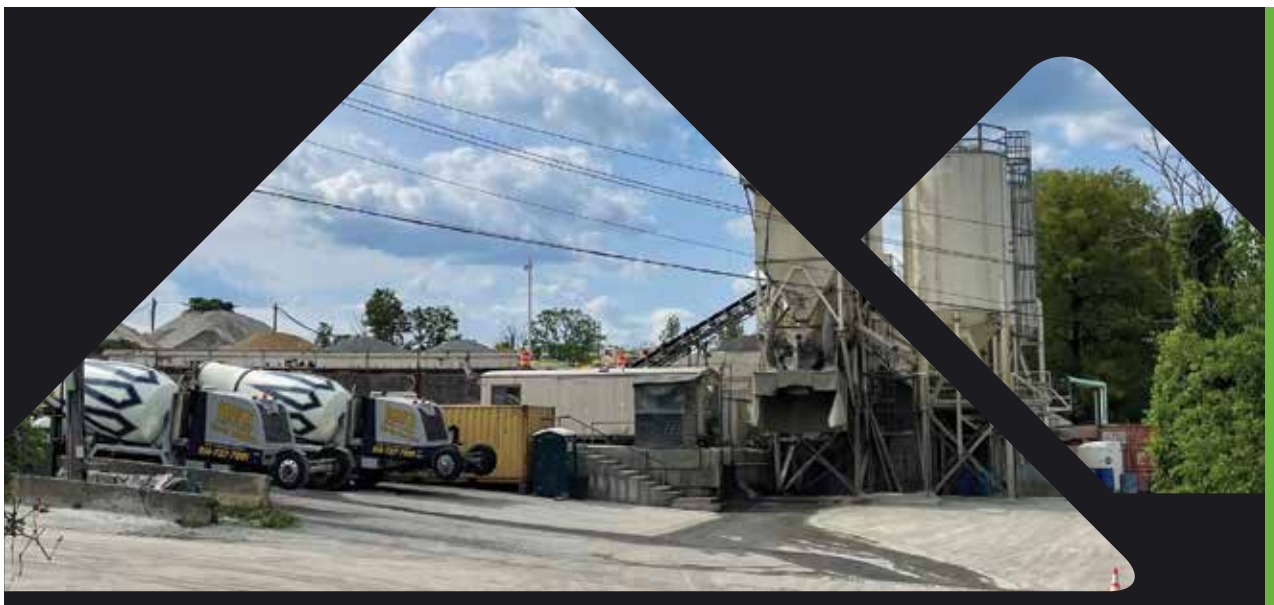
Blasting is currently happening at the Kensico site to build one of the shafts and

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Westchester County Increased MWBE Spending by 85% to $171 Million in 2025

WHITE PLAINS—Westchester County officials recently marked significant milestones in the level of contract awards to Minority- and Women-Owned Business Enterprises (MWBEs), including substantial year-to-year growth in MWBE contracting last year.

The county increased MWBE awards in 2025 by approximately 85%, from $92 million in 2024 to $171 million in 2025, and has awarded more than $550 million in MWBE contracts since 2018.

Westchester County Executive Ken Jenkins said, "More than half a billion dollars in contracts awarded to minority- and women-owned businesses represents more than a milestone—it represents real opportunities for businesses, entrepreneurs and families throughout Westchester. We have worked to expand access to county contracting, break down barriers and make sure that businesses of all sizes and backgrounds have an opportunity to compete. The 85% increase we saw in just one year demonstrates the progress we are making, and we remain committed to building on that momentum."



From left, Westchester County Executive Ken Jenkins, Deputy County Executive Joan McDonald, Westchester County Office of Economic Director Bridget Gibbons and Director of Minority and Women-Owned Business Development Martha Lopez joined MWBE contractors in celebrating the significant increase in county MWBE spending last year.

Currently, more than 2,500 MWBE businesses are registered with the Westchester County MWBE Program.

Deputy County Executive Joan McDonald noted, "These numbers reflect our commitment to making Westchester a place where businesses of all backgrounds can grow and succeed. By expanding access to county contracts, we are creating opportunities for entrepreneurs who want to invest, build and do business here. This milestone reflects our progress and our continued commitment to strengthening Westchester's economy and supporting the businesses that help our communities thrive."

Westchester County Office of Economic Development Director Bridget Gibbons added, "Getting to this milestone is the result of sustained outreach and collaboration across county government and with our business community. We want minority- and women-owned businesses to understand how to navigate the procurement process, identify opportunities and successfully compete for county business. The tremendous growth we saw from 2024 to 2025 shows that those efforts are producing measurable results."

With MWBE contracting reaching $171 million in 2025, Westchester County officials stated that county government will continue working to expand participation, strengthen relationships with the business community and create additional opportunities for minority and women entrepreneurs.

Director of Minority and Women-Owned Business Development Martha Lopez said, "When we expand opportunity, we strengthen Westchester's entire economy. These contracts support businesses, create jobs and help build wealth in our communities. We are proud of how far we have come, but this milestone is also about where we go next. We will continue working to make Westchester a place where businesses have the opportunity to grow, compete and succeed."

The benefits of registering as an MWBE include having a business listed in the county's online database, increasing its visibility to county departments, contractors and others interested in doing business with MWBEs. MWBEs also receive notifications of contract opportunities and special invitations to workshops, seminars and training sessions designed to help small businesses succeed.

To learn more or register as a minority- or women-owned business in Westchester County, visit https://westchestercatalyst.com/. ■

Feds Award Nearly $108 Million to NYSDOT For Needed New Rail Overpass in New Castle

NEW CASTLE, NY—The Federal Railroad Administration has awarded the New York State Department of Transportation (NYSDOT) up to $107,712,000 to improve safety at a dangerous Metro-North Harlem Line rail crossing at Roaring Brook Road in New Castle.

The U.S. Department of Transportation announced the award for the Roaring Brook Road Grade Crossing Elimination Implementation Project on Oct. 30. The project was the largest of 91 grant awards totaling $1.24 billion across 37 states.

The project will replace the existing at-grade crossing with a new roadway overpass, separating vehicular traffic from train tracks. Once complete, the overpass will eliminate the risk of collisions between vehicles and trains, reduce traffic delays and improve daily commutes.



Roaring Brook Road, New Castle.

The Roaring Brook Road rail crossing currently sees more than 9,000 vehicles and 107 passenger trains every day and has been the site of numerous accidents. Transportation officials and New York elected officials have long advocated for rail crossing safety improvements. In 2015, six people were killed when a Metro-North train collided with a car stuck on the tracks at the Commerce Street crossing in Valhalla.

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Guest Viewpoint

New York's Scaffold Law: A Long-Awaited Opportunity for Fair, Balanced Reform

BY KEN FUIRST AND JASON SCHICIANO

There is renewed optimism throughout New York's construction and real estate communities. Governor Kathy Hochul has indicated a willingness to examine reforms to New York's Scaffold Law, commonly known as Labor Law Sections 240 and 241, as part of future budget discussions. For contractors, developers, property owners, municipalities, school districts, and insurance professionals, this represents a significant opportunity to address one of the most consequential liability statutes in the nation.

For decades, New York has stood apart from every other state because of the unique legal standards imposed by Labor Law 240 and 241. While the law was originally enacted to protect construction workers from gravity-related injuries and unsafe working conditions, its unintended consequences have dramatically increased insurance costs and, ultimately, the cost of construction across the state.

As an insurance broker specializing in construction and real estate risks throughout New York, we have witnessed firsthand how the Scaffold Law impacts nearly every construction project. Whether the project involves affordable housing, schools, hospitals, infrastructure improvements, commercial developments, or bridge construction, the cost of insuring these risks has become a major component of project budgets.

The primary challenge stems from the law's standard of absolute liability. Under current interpretations, owners and general contractors can be held fully liable for certain worker injuries involving elevation-related hazards, regardless of whether they exercised reasonable care. In many cases, liability can attach even when extensive safety procedures were in place and the worker failed to follow them.

This legal framework creates a difficult environment for insurers. Unlike most liability claims where fault can be evaluated and apportioned among the parties involved, Labor Law 240 claims often leave little opportunity to mount an effective defense once the statutory requirements have been met. As a result, insurers frequently face significant settlements and verdicts regardless of the facts surrounding the worker's own conduct.

The financial impact has been substantial. Insurance carriers price policies based upon expected losses, and New York's unique liability environment has led to significantly higher premiums for contractors, subcontractors, developers, and property owners. These elevated insurance costs are ultimately passed along to project owners and taxpayers.

The effect extends far beyond the construction industry. Every additional dollar spent on insurance is a dollar that cannot be used for labor, materials, equipment, or project expansion. When municipalities build schools, when state agencies repair bridges, or when developers construct housing, insurance expenses become part of the overall project cost. Those increased costs often translate into higher rents, higher property taxes, larger public budgets, and fewer projects moving forward.

Infrastructure projects are particularly affected. Public entities must account for these insurance costs when budgeting for roads, bridges, and public facilities. In an era when New York faces significant infrastructure needs and a growing demand for affordable housing, many stakeholders argue that reforming the Scaffold Law could help stretch limited construction dollars further without compromising worker safety.

Importantly, advocates for reform are not calling for the elimination of worker protections. New York has made significant progress in workplace safety over the years, and protecting workers should remain a top priority. Rather, many industry participants support bringing New York in line with the overwhelming majority of states by adopting a comparative negligence standard.



Ken Fuirst



Jason Schiciano

Under a comparative negligence framework, liability would be allocated according to the degree of fault attributable to each party. If an owner, contractor, or subcontractor failed to provide a safe work environment, they would remain responsible for their share of the loss. However, if a worker ignored safety protocols, failed to use provided fall protection equipment, or otherwise contributed to the accident, that conduct could also be considered when determining liability.

Such a system would not prevent injured workers from pursuing legitimate claims. Instead, it would allow courts to evaluate the facts of each case and allocate responsibility accordingly. This approach is used successfully in virtually every other state and is viewed by many in the construction, real estate, and insurance industries as a more balanced method for resolving workplace injury claims.

From an insurance perspective, reform could create a more predictable underwriting environment. Greater predictability often leads to increased market competition, improved availability of coverage, and more stable pricing. Over time, this could help reduce insurance costs for contractors and project owners while encouraging greater investment in construction and development projects throughout New York.

The discussion surrounding Scaffold Law reform has historically been contentious. Labor organizations, contractors, property owners, insurers, and lawmakers all have important interests at stake. However, the governor's willingness to revisit the issue provides an opportunity for meaningful dialogue focused on both worker safety and economic competitiveness.

As New York continues to confront housing shortages, aging infrastructure, and escalating construction costs, it is essential that policymakers examine every factor contributing to project expenses. Reforming Labor Law 240 and 241 may not solve every challenge facing the industry, but it could represent a significant step toward creating a fairer and more balanced system.

The construction and real estate industries remain hopeful that any future revisions will preserve critical worker protections while allowing liability to be apportioned among all responsible parties. Such a change would better reflect the realities of today's construction environment and could help reduce the costs that ultimately burden property owners, taxpayers, businesses, and consumers across New York.

The coming budget discussions may provide the best opportunity in years to achieve that balance. For an industry that builds the homes, schools, hospitals, and infrastructure on which New Yorkers depend, that is welcome news indeed. ■

About the Authors: *Ken Fuirst and Jason C. Schiciano are Co-Presidents of Levitt-Fuirst Associates, Ltd., an independent insurance brokerage headquartered in Tarrytown, NY. Both have extensive experience serving the construction and real estate industries, with a focus on insurance, risk management and liability issues affecting businesses throughout New York and beyond.*

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Election 2026 Continued from P. 1



Cait Conley won election for the 17th District House seat.



Gov. Kathy Hochul was elected for a second term of office.

the new session of Congress convenes in January 2027.

Democrats also made significant gains in New York State, with Gov. Kathy Hochul winning re-election over GOP challenger Bruce Blakeman. At press time, Democrats held a supermajority of 42-13 in the Senate and 101-36 in the Assembly over Republicans. Another high-profile Democratic victory was that of Cait Conley, who defeated Republican incumbent Congressman Mike Lawler for the 17th District House seat.

Analysts are taking a wait-and-see approach to determining what impact the midterm elections will have on the transportation construction sector in New York State. At press time, the industry was awaiting the release of the new Five-Year Capital Plan by the New York State Department of Transportation. State transportation funding, particularly for large capital projects such as the Gateway Tunnel Project and the Second Avenue Subway, has been impacted by funding delays and disputes with the Trump Administration.

Since some state infrastructure projects rely on federal funding, the contentious relationship between the Trump Administration and New York State has made capital program planning problematic.

Dave Bauer, president and chief executive officer of the American Road and Transportation Builders Association (ARTBA), penned a memo to the Board of Directors and Chapter Executives outlining his views on the impact the midterm election results will have on the transportation industry. The Construction Industry Council of Westchester & Hudson Valley, Inc. is a state chapter affiliate of ARTBA.

He noted that ARTBA's top priority during the lame-duck session remains reversing the $13.5 billion in cuts to highway and transit programs included in the extension that expires on Dec. 11.

The incoming Congress will feature at least 18 new senators and up to 100 new members of the House, making this one of the largest freshman classes in recent history. ARTBA will be meeting with all of their offices after they are sworn in on Jan. 3, 2027, Mr. Bauer stated.

He said these newly elected officials are already hearing from countless stakeholders, some with competing priorities. "Your engagement with them at home and in Washington, D.C., is essential to ensure they understand how the pending highway and transit program reauthorization impacts communities and how continued delays impact safety, mobility and economic growth," he stated.

Despite significant Democratic wins, bipartisanship will still be required to pass legislation. Senate Democrats will not meet their chamber's 60-vote threshold to overcome a filibuster. Mr. Bauer noted that the Senate Environment and Public Works Committee has a history of reaching consensus on reauthorization legislation. "This underscores ARTBA's ongoing commitment to bipartisan policies and political activities to advance industry priorities," he noted.

Several members of Congress integral to the passage of the 2021 infrastructure law are leaving Congress, including Republican Sens. Bill Cassidy (R-LA), Mitch McConnell (R-KY) and Thom Tillis (R-NC), as well as Republican Reps. Don Bacon (R-NE), Brian Fitzpatrick (R-PA) and Jeff Van Drew (R-NJ).

He reported that Rep. Rick Larsen (D-WA), the likely next chair of the House Transportation & Infrastructure Committee, has pledged to continue working in a bipartisan manner. He plans to use the "BUILD America 250 Act," which advanced through committee nearly unanimously, as a foundation for new legislation when the process starts anew in January.

"It remains to be seen if President Donald Trump and congressional Democrats will seek common ground on transportation issues, or if the President will embrace his veto authority," Mr. Bauer stated.

The Transportation Construction Coalition echoed ARTBA's call for restoring federal transportation funding and enacting a fully funded, multi-year surface transportation reauthorization during the lame-duck session. The TCC warned Congress that the consequences of inaction would affect the programs states and communities rely on to repair aging bridges, ease highway congestion and deliver critical safety improvements.

"When Congress returns to Washington, lawmakers have an urgent responsibility before the Dec. 11 deadline: restore advance appropriations programs and pass a multi-year transportation reauthorization bill. The current funding lapse puts critical infrastructure upgrades and repairs at risk. States and communities need funding and certainty to plan projects, keep workers on the job and deliver safer, more reliable roads, bridges and transit systems," the TCC stated.

Advance appropriations for Division J programs were not included in the September continuing resolution passed by Congress, resulting in several federal programs losing dedicated funding on Oct. 1.

The programs no longer supported under the current extension include:

- The Bridge Formula Program provides $27.5 billion to help states repair, rehabilitate and replace bridges. ARTBA reports that more than 220,000 bridges, roughly 35% of all U.S. bridges, require major repair work or replacement.
- The Safe Streets and Roads for All program has provided $3.9 billion in federal funding to more than 2,000 communities across all 50 states and Puerto Rico, saving lives and reducing serious traffic-related injuries.
- The National Infrastructure Project Assistance Program (MEGA) has made $1.8 billion available to support highway, bridge, freight, port, passenger rail and public transportation projects nationwide. ■

Tunneling Continued from P. 1

the foundation for the large screen chamber. The entire project will be finished in the mid-2030s, and the finished tunnel will have a capacity of 2.65 billion gallons of water.

NYCDEP is also working to complete a second tunnel project that began more than a decade ago. Work will soon restart to finish the Delaware Aqueduct Bypass Tunnel, a new tunnel under the Hudson River between Newburgh and Wappinger that will move water around a leaking section of the Delaware Aqueduct. Once the bypass tunnel is completed, the leaking section of the existing aqueduct will be plugged and taken out of service forever.

Initially put into service in 1944 in an emergency to provide additional water to support World War II efforts in New York City, the Delaware Aqueduct today conveys about 50% of the city's drinking water. At 85 miles long, the Delaware Aqueduct is the longest continuous tunnel in the world.

The leak in the Delaware Aqueduct was first discovered in the 1990s when an electrical utility worker raised concerns about water bubbling up in the Hudson River during low tide. After extensive testing and investigations, hairline cracks were discovered in the aqueduct. Due to the relatively high demand for water in New York city at the time, as well as a lack of viable alternative water resources, the city was unable to begin work on fixing this issue until the mid-2010s. Since the 1990s, the city has grown by 1.5 million people, but its water demand has decreased by 35% thanks to modern metering, low-flow fixtures, and other water conservation efforts. That means the city now has enough water in other parts of its supply to go ahead with what Bosch called "the biggest bypass surgery in the history of America."

To create the bypass, NYCDEP built a new tunnel parallel to the leaking section of the original Delaware Aqueduct. That part of the project was completed around 2021 after years of constructing shafts and drilling the tunnel. In 2023, exercises were conducted to prepare to pump the Delaware Aqueduct dry for the first time since the 1950s.

Everything was moving smoothly until NYCDEP shut down the aqueduct in 2024 to make the final connection. The region was then hit with a flash drought that required the city to bail out of the project to restore the flow of drinking water through the aqueduct to meet the needs of its 9.5 million customers.

The contract to finish the bypass tunnel then expired, which required NYCDEP to begin a new procurement cycle to bid the project and select a contractor to carry out its final stages. There is no current timeline for completing the project, although Bosch said that NYCDEP is aiming to complete the critical infrastructure work in the coming years. ■

Attorney's Column

Appellate Court Ratifies Owner's Approval Of Changes Based on Failure to Object

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

Many construction contracts are entered into by an entity, such as a construction manager (CM), acting as an agent for an owner. As a disclosed agent, that entity has no independent liability of its own; it is considered a mere appendage of the owner. (Undisclosed agents, however, are liable for the contracts they enter into and cannot simply pass liability through to the undisclosed owner.) As a practical matter, this is the one remaining way that a pay-if-paid clause may still be enforced. If a construction manager enters into a contract as an agent for an owner, and that contract provides as a condition precedent that the CM must receive funds from the owner before any payment obligation arises, the provision will be held to be enforceable because the CM is a mere conduit for the owner's funds and has no independent liability of its own. Owners can also use such agency agreements against contractors in other ways, typically by disclaiming the actions of their agents and, thus, avoiding liability.

As to the change orders, the appellate court, following well-settled law, held that the "Owner's acceptance of materials delivered pursuant to the change orders, without objection, constituted an implied ratification of those agreements."

An appellate court, in the recent case of *Waterworks Operating Company v. 514 West 24th Owner*, reminds us that an agency agreement is not carte blanche to avoid obligations and that an owner may nonetheless ratify its agent's actions after the fact, notwithstanding specific requirements in the agency agreement.

Background

In 2015, 514 West 24th Owner entered into an agreement with Largo Construction, under which Largo was to serve as construction manager for the project and act as 514 Owner's agent. In August 2016, Largo, acting as agent, entered into a purchase order with Waterworks Operating Company for Waterworks to supply plumbing fixtures for the project. Largo was subsequently replaced as CM by JDS Construction under a similar CM-as-agent agreement. In September and November 2018, JDS entered into additional purchase orders with Waterworks, all as 514 Owner's agent. There was also a change order entered into between Waterworks and 514 Owner (again, through JDS as agent) because some fixtures needed to be changed to comply with the Americans with Disabilities Act. All told, Waterworks provided more than $2.5 million worth of fixtures but was paid only $1.6 million.



Thomas Welby, P.E., Esq.



Gregory J. Spaun, Esq.

Waterworks ultimately filed a mechanic's lien for the difference between the value of the fixtures and the amount paid and subsequently filed a lawsuit to foreclose that lien. After discovery, Waterworks moved for summary judgment on its complaint, arguing that there were no questions of fact that 514 Owner had breached the agreement and that Waterworks was entitled to recover the unpaid amount. 514 Owner opposed the motion, arguing that Waterworks' submission did not account for missing or disputed items and did not sufficiently establish its right to collect. The motion court granted Waterworks' motion, except as to $237,069 in disputed materials. 514 Owner appealed, arguing that it could not be held liable for breaching the contract because its agent lacked authority to enter into the change orders without 514 Owner's "prior written approval," as required by the agency agreement. Waterworks responded by noting that 514 Owner was fully aware of the change orders and had raised no objection.

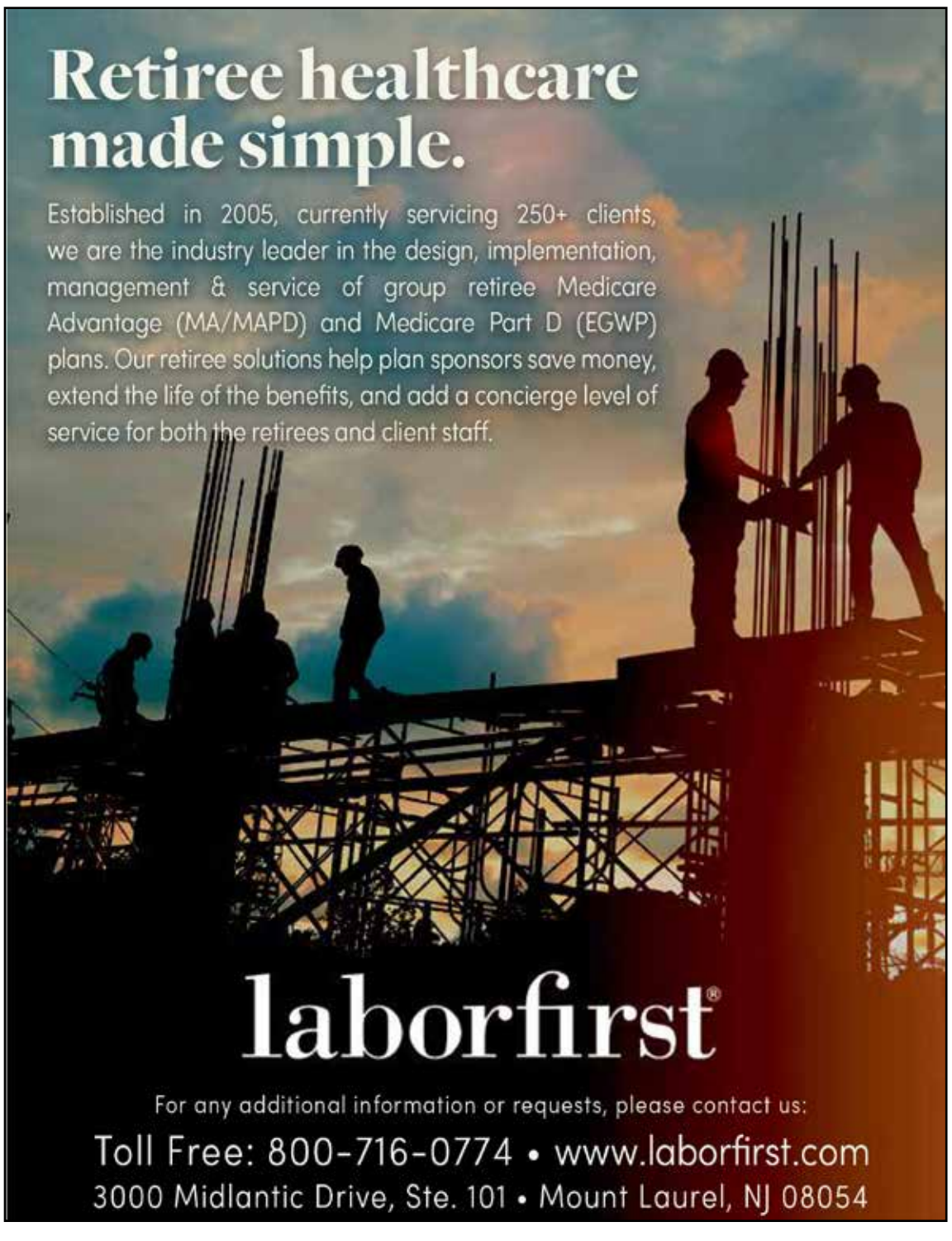
Decision

The appellate court affirmed the motion court's decision, finding that Waterworks had established its entitlement to everything except the $237,069 in disputed materials. As to the change orders, the appellate court, following well-settled law, held that the "Owner's acceptance of materials delivered pursuant to the change orders, without objection, constituted an implied ratification of those agreements." In doing so, the appellate court noted that "[a]n affirmance of an unauthorized transaction can be inferred from a failure to repudiate it." Accordingly, while acknowledging the unauthorized nature of the transaction, the appellate court found that this was no obstacle under the circumstances and upheld the grant of summary judgment to Waterworks.

Comment

As noted, contracts involving agents can be problematic because contractors, while dealing with the face of one entity (here, Largo and JDS), are really dealing with another. The terms of the agency agreement define the scope of the agent's authority, but the extent of that authority is frequently not known by the contractor. Without knowledge of the agent's boundaries, the contractor is vulnerable to the owner using the agency agreement as a sword to defeat otherwise valid claims at a time when it is too late for the contractor to act accordingly. Here, the appellate court saved the day for the contractor by resorting to the doctrine of ratification because there was clear

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Safety Watch

Demolition Safety Procedures Must Keep Pace with Changing Job Site Conditions

By COSTAS CYPRUS, ESQ.



As demolition progresses, the same work that creates a new fall hazard can also weaken the surface on which employees are standing. A concrete slab that supported workers before it was cut may no longer safely support them after adjacent sections are removed. The recent decision in *Secretary of Labor v. Gorick Construction Co., Inc.*, illustrates why contractors must verify the structural integrity of their employees' work surfaces and ensure that fall protection remains in place as the work progresses.

The case arose from the Jan. 29, 2024, partial collapse of a parking deck adjoining a former department store in Binghamton, NY. Gorick had removed 63 of the 66 slabs on the deck's second level. The crew typically used a crane and a vacuum lifting device to remove each slab. When the device could not establish a seal, employees used a steel bar to pry up the slab so that a wire sling could be passed underneath. Under either method, employees stood on an adjacent slab that had already been cut.

The fall protection violation arose from a separate failure. As the crew reached the final slabs, it moved beyond the area served by the earlier tie-off arrangement. The workers proceeded without effective fall protection.

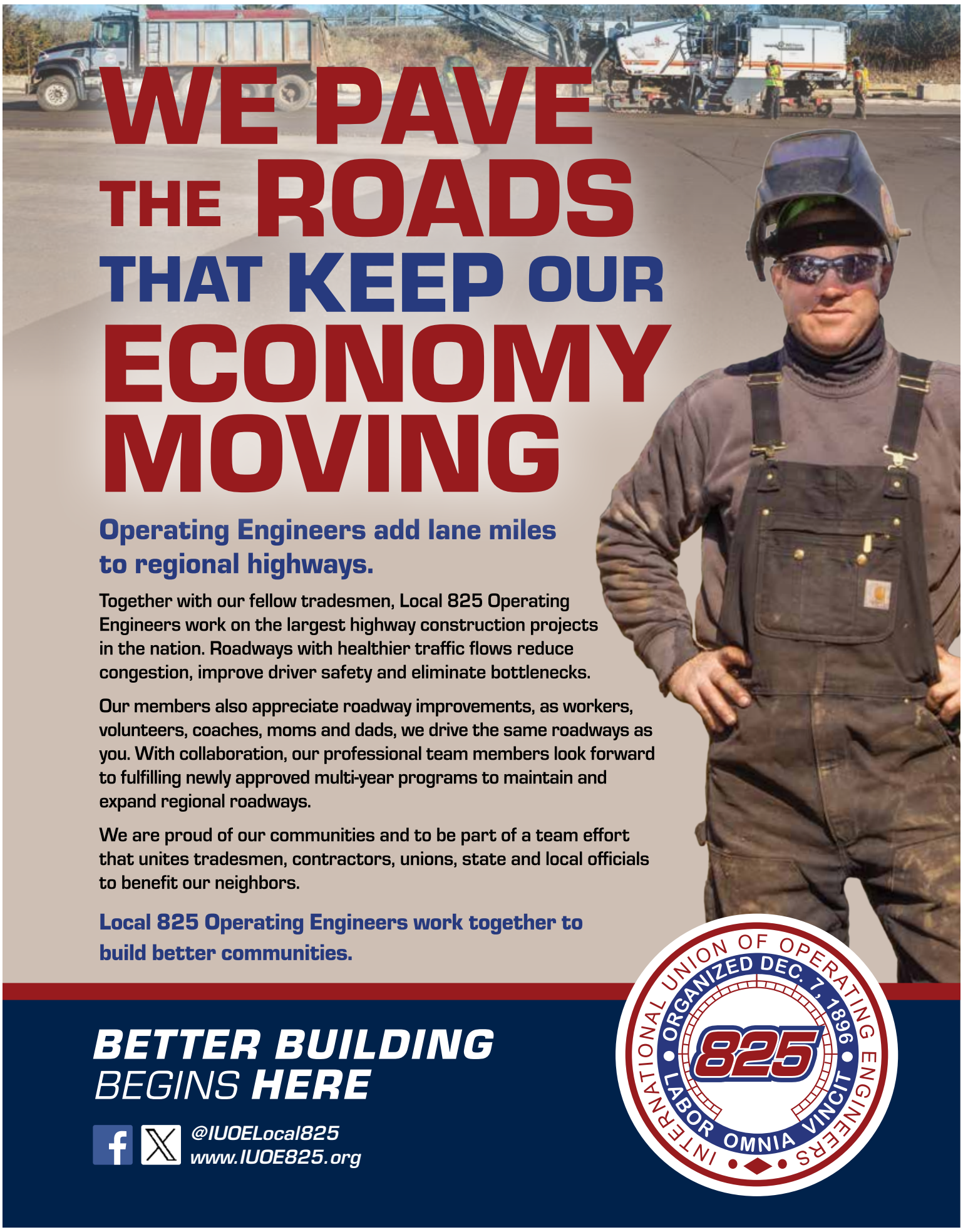
When the vacuum device failed to adhere to slab 64, two Gorick employees stood on slab 65 and attempted to pry up slab 64 to insert the sling. The slab beneath them gave way first, quickly followed by the slab they were attempting to lift. The two employees fell approximately 12 feet, and one was trapped by the concrete and required multiple surgeries. The crane subcontractor's signal person was also injured.

An OSHA Compliance Safety and Health Officer visited the site the next day. Following its investigation, OSHA cited Gorick for two serious violations. The first concerned Gorick's obligation to determine that employees' walking and working surfaces had sufficient strength and structural integrity to support them safely before allowing them to work there. The second concerned the failure to protect employees working at an unprotected edge six feet or more above a lower level with guardrails, safety nets or personal fall arrest systems. Gorick contested the citations.

Significantly, the last three slabs presented different conditions from much of the deck. The top flange of the steel beam supporting the south ends of slabs 64 and 65 was only five inches wide, and the saw cut was at or near the flange's edge, leaving inadequate bearing. Gorick's project safety plan called for shoring at the north and south edges, but the last three slabs were shored only at the north end. As the neighboring slabs were removed, there were fewer adjoining sections to help hold the remaining slabs in place.

The Administrative Law Judge (ALJ) found that Gorick's visual checks did not adequately establish how much of the cut slabs still rested on the beam. Looking

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NYSDEP Projects, Build Together Campaign Highlight 2026 CIC Fall Membership Meeting

By RYAN CAPALBO

WHITE PLAINS—The Construction Industry Council of Westchester and Hudson Valley, Inc. (CIC) welcomed more than 130 members to its fall membership meeting at the Sonesta Hotel on Oct. 14.

Keynote speaker Adam Bosch, executive director for strategic operations and research at the New York City Water Supply, discussed two major projects: an update on the Delaware Aqueduct and the Kensico–Eastview Connection (KEC) tunnel.

CIC Executive Director John Cooney Jr. updated attendees on the effort to secure funding through the NYSDOT five-year capital plan and discussed the CIC's "Build Together. Build Better." media campaign. After showing campaign clips, Mr. Cooney introduced Dominick Montesano, President of Montesano Brothers Inc., and Ciro Poccia, Assistant Vice President of Ecco III Enterprises, who appear in the campaign. Both discussed their participation and support for its message.

Sponsors of the 2026 CIC Fall Membership Meeting were ALRA Engineers, P.C.; BYRAM Concrete & Supply, LLC; East Coast Industrial Services, Inc.; EP George Inc.; Komatsu; Orange Bank & Trust; Laborers Local 17, Laborers Local 60, and Laborers Local 754; Yonkers Contracting Co.; Signarama; and Welby, Brady & Greenblatt, LLP. ■



From left, John Cooney Jr, executive director, CIC andAdam Bosch, executive director for strategic operations and research at the New York City Water Supply.

Photo Credit: Ed Cody



From left, Ciro Poccia assistant vice president ECCO III Enterprises, John Cooney Jr, executive director, CIC, and Dominick Montesano, president, Montesano Brothers, Inc.

Photo Credit: Ed Cody



Economic Outlook

Lower Hudson Valley Construction Industry Faces Changing Economic Landscape in 2026 and Beyond

By MICHAEL J. PATON

The construction industry in the Lower Hudson Valley enters the final months of 2026 in a relatively resilient position. The regional economy continues to expand, unemployment remains relatively low, and demand for housing and infrastructure remains substantial. Yet, beneath those favorable conditions, the composition of construction activity is changing. Traditional office construction has largely disappeared, while multifamily housing, adaptive reuse, infrastructure and institutional projects are becoming increasingly important sources of work.

The labor market provides a useful starting point. According to the New York State Department of Labor, private-sector employment in the Hudson Valley increased by 10,400 jobs, or 1.2%, during the 12 months ending in September 2026, reaching 854,900 jobs. Westchester County private-sector employment increased 1.5% over the same period. However, mining, logging and construction employment across the region increased by only 200 jobs, suggesting a moderation in construction hiring. Earlier in the year, the industry experienced considerably stronger employment growth.

The broader labor market nevertheless remains relatively tight. For construction employers, competition for experienced tradespeople continues to be a significant concern. Indeed, local business organizations recently announced a construction career awareness campaign in October designed to attract workers to the industry. The campaign highlights efforts by regional BOCES programs to prepare future construction workers through hands-on training.

Compensation reflects these conditions, particularly on prevailing-wage projects. According to New York State Department of Labor wage schedules, the July 2026 wage for a journey-level sprinkler fitter in the Hudson Valley was $60.78 per hour, plus $32.66 in supplemental benefits. Although that occupation is not representative of every construction worker, it illustrates the substantial cost of skilled construction labor in the region.

Perhaps the most interesting development is occurring in Westchester's office market. The sector is no longer deteriorating at the pace seen following the pandemic, but improvement has not translated into demand for new office buildings. According to commercial real estate firm CBRE, Westchester's office availability rate declined to 18.8% during the second quarter of 2026, down from 20.1% a year earlier. Net absorption was positive for the seventh consecutive quarter. Colliers, another major commercial real estate firm, reported an even more striking improvement in leasing activity. Its second-quarter survey found that leasing volume increased 89.1% from the previous quarter to approximately 568,000 square feet, the strongest quarterly performance in four years.

According to research conducted by the Regional Plan Association, Westchester has an estimated housing shortage of approximately 21,000 units. Rental vacancy is below 1.9%, far beneath the 5% to 8% level generally associated with a balanced market. Without substantially greater construction, the housing deficit could reach between 44,000 and 77,000 units by 2040. The shortage is already reshaping construction toward multifamily projects and transit-oriented development. New Rochelle demonstrates the scale of that transformation. According to the city's 2026 environmental review, more than 4,500 residential units have been constructed since the downtown zoning initiative was adopted in 2015, while approximately 6,500 additional units have been approved or are in progress.

The economics driving these projects extend throughout the Hudson Valley. According to Hudson Valley Pattern for Progress, housing affordability has become a defining regional economic problem, with rents rising and wage growth generally failing to eliminate the affordability gap.

Infrastructure should provide another important layer of construction activity. According to local economists, approximately $6.2 billion in Metro-North improvements are included in the Metropolitan Transportation Authority's current capital program. Planned work includes station improvements, power upgrades, Hudson Line resiliency projects and improvements to infrastructure serving Grand Central Terminal.

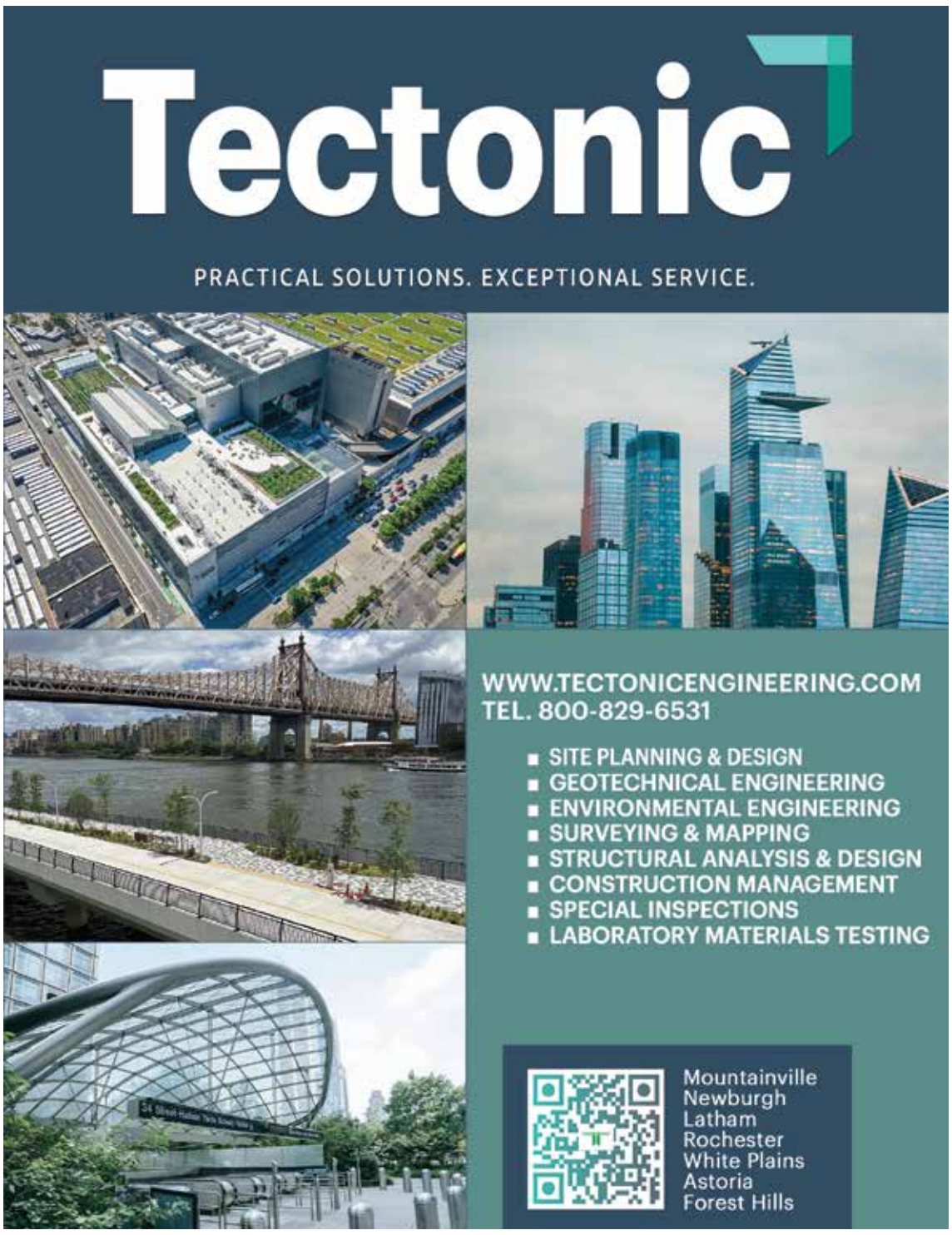
In September, the MTA awarded a $19.7 million design contract for a project intended to protect vulnerable portions of Metro-North's Hudson Line against climate-related damage. A proposed $3.26 billion Propel NY Energy transmission project has received an important regulatory approval, potentially advancing another major regional infrastructure investment.

In conclusion, the Lower Hudson Valley possesses advantages that few suburban construction markets can duplicate: proximity to New York City, extensive transportation infrastructure, affluent communities, major healthcare and educational institutions, and an acute shortage of housing. The industry's next expansion, therefore, may look quite different from previous cycles. It is unlikely to be led by suburban office parks. Instead, construction activity increasingly will revolve around apartments, mixed-use development, transit-oriented projects, infrastructure, institutional construction, renovation and the redevelopment of obsolete properties. ■

Construction activity increasingly will revolve around apartments, mixed-use development, transit-oriented projects, infrastructure, institutional construction, renovation and the redevelopment of obsolete properties.



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.*



Major Work Begins on Largest Subway Signal, Track Replacement Project in MTA History

NEW YORK — Work began late last month on the largest signal and track replacement project in the history of the Metropolitan Transportation Authority. The $1.9 billion investment, made possible with funds from congestion pricing, will modernize A and C service in Brooklyn and Queens, replacing antiquated, 1930s-era signals with Communications-Based Train Control (CBTC). The modern signal system allows trains to safely run faster and closer together, facilitating more frequent and reliable subway service.

The contract for the project was awarded to L.K. Comstock & Railworks of East Farmingdale, NY, in December 2025. Completion is expected in the second quarter of 2032.

"Congestion pricing keeps delivering wins for New Yorkers," Gov. Kathy Hochul said. "Upgrading nearly 100-year-old signals does more than just modernize infrastructure that is long overdue — it is a critical part of our plan to run better and more frequent subway service, shortening waits and slashing delays. When this project is done, hundreds of thousands of A and C train riders will benefit from the world-class service on new, modern trains that New Yorkers deserve."

The project spans 42 track miles along the Fulton and Liberty lines and will replace the oldest remaining signal equipment in the subway system. The work will extend from High St on the A and C lines to Ozone Park–Lefferts Blvd on the A line, covering 23 stations that serve 350,000 riders each weekday. The project corridor provides connections to seven other subway lines, 36 bus routes and the Long Island Rail Road. Across their full routes, the A and C lines serve 750,000 riders each weekday.

The work builds on other CBTC investments serving A and C riders along Eighth Avenue between 59th Street in Manhattan and High Street in Brooklyn. Modernizing signals across nearly 85 miles of the subway system is made possible with funds from congestion pricing. Gov. Hochul's successful funding of the MTA's 2025–2029 Capital Plan provides an additional $5.4 billion to modernize signals across more than 75 miles on the Broadway N/Q/R/W, Liberty Avenue A, Rockaway A/S and Nassau Street J/Z lines.

MTA Chair and CEO Janno Lieber said, "Signal issues are the number one cause of subway delays — no surprise considering the ancient relics we've been using to direct train traffic. Thanks to this almost $2 billion project — the largest of its kind in MTA history — we are going to be able to run more A and C trains faster, safer and more reliably than ever before."

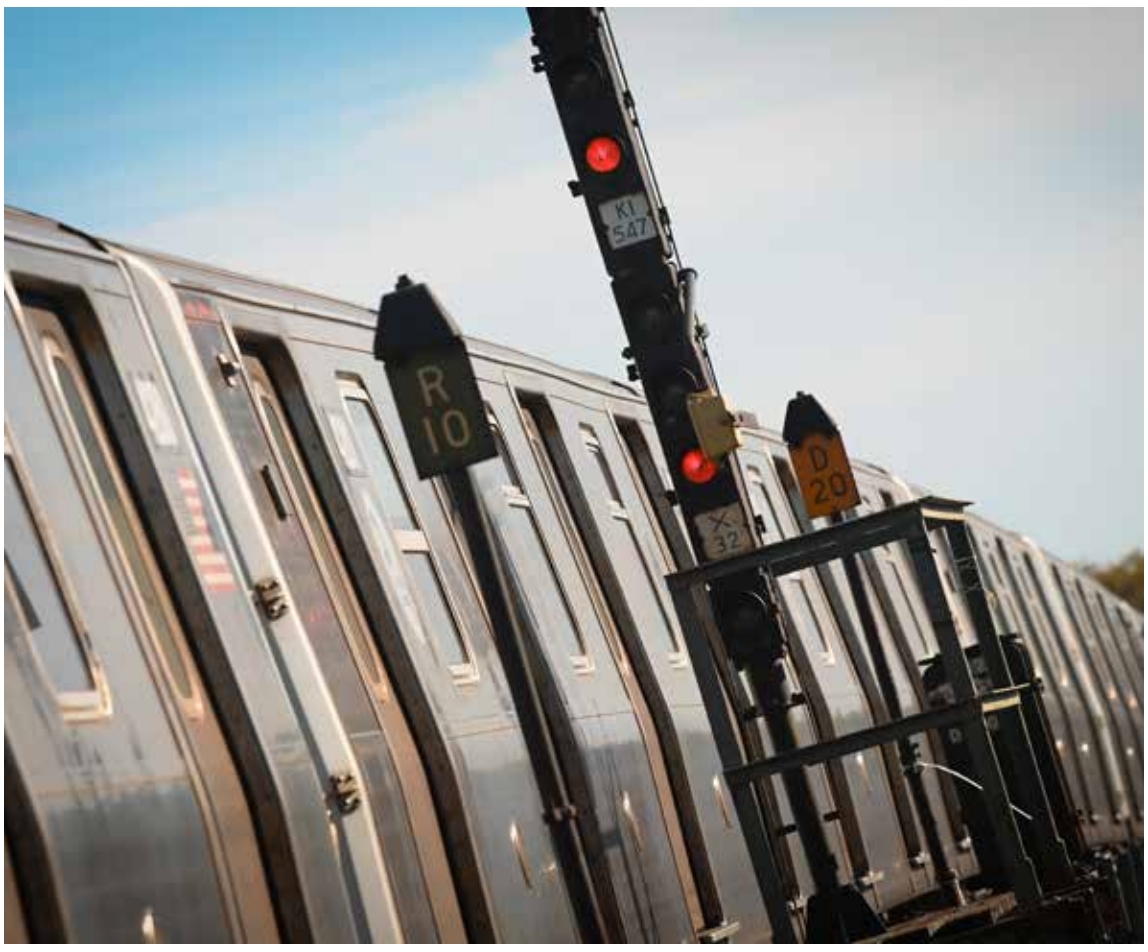
Modern Signals Deliver More Reliable Service

Signal issues are the leading cause of subway delays. Much of the system still relies on aging equipment with components that are no longer commercially manufactured, making maintenance increasingly difficult and expensive. The existing signal system divides tracks into fixed sections and identifies whether a train occupies each section. CBTC provides a more precise picture of train locations and speeds, allowing trains to safely operate closer together and supporting more frequent service. The modern equipment is also less expensive and easier to maintain.

CBTC is currently operating across the full 7 and L lines, as well as portions of the E, F, M and R routes on the Queens Boulevard and Culver lines. Following signal modernization, on-time performance on the 7 line jumped from 68% to 91%. On the E line in Queens, train speeds increased by approximately 10% following CBTC activation.

For the Fulton-Liberty signal modernization project, the MTA will use an approach that has been shown to reduce signal modernization costs per mile by 33% compared with the average for prior CBTC projects. The MTA achieved this by shifting to a design-build contracting model that transfers much of the project risk to contractors.

Additionally, the MTA's new strategy for these projects focuses solely on installing state-of-the-art Communications-Based Train Control technology, foregoing the costly maintenance of legacy signaling during the transition, reducing the need for expensive equipment along the tracks and maximizing scheduled service outages.



Completion of the $1.9-billion signal and track replacement project is expected in the second quarter of 2032.

The first phase of work will focus on replacing aging switches and more than 250 feet of specialized track between 104th Street and 99th Street in Queens. The project will also include infrastructure to support future cell service for riders and work to keep existing infrastructure in a state of good repair. ■

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Engineering: Foundations for the Future Offers a Day of Learning and Industry Insight

By SHARON REGAN MASCIOVECCHIO

TARRYTOWN, NY - Forty attendees gathered on Oct. 28 at Abigail Kirsch at Tappan Hill Mansion in Tarrytown for the Construction Advancement Institute's (CAI) educational seminar, *Engineering: Foundations for the Future*. Affiliated with the Building Contractors Association (BCA), the CAI brought together engineering and construction professionals for a day of presentations focused on technical challenges, professional responsibilities, structural safety and the evolving needs of the built environment.

BCA Executive Director Matt Pepe introduced the speakers, whose presentations offered attendees an opportunity to explore a range of engineering topics and gain practical insights applicable to their work.



Alfred Brand, Mueser Rutledge Consulting Engineers



William J. Lyons III, The Euclid Chemical Co.



Thomas H. Welby, Esq., Welby, Brady & Greenblatt, LLP



Kenneth Krautheim, Tstrata Strengthening Solutions



Matthew Cichetti, Cichetti Engineering



Anthony P. Carlucci, Esq., Welby, Brady & Greenblatt, LLP

The educational program also provided engineering education credits for the day.

The seminar opened with William J. Lyons III of The Euclid Chemical Co., who presented *23 Flavors of Concrete Cracking*. Concrete cracking can range from conditions that are primarily aesthetic to those that require significant repairs and can affect construction schedules and the movement of commerce. Mr. Lyons explored why different types of cracking occur, ways to reduce or prevent them, and potential solutions. Understanding the causes of cracking is an important part of maintaining concrete performance and making informed decisions about construction quality and repairs.

Professional responsibility and risk management were the focus of the next presentation, *Navigating Legal Risk in Engineering Practice*, led by Thomas H. Welby, Esq., and Anthony P. Carlucci, Esq., of Welby, Brady & Greenblatt, LLP. The attorneys addressed common legal pitfalls facing engineering professionals and strategies for managing risk. Topics included professional liability, contract considerations, design delegation, documentation and the legal issues that can arise during construction. Their presentation underscored the importance of clear communication, carefully defined responsibilities and proactive risk management in protecting both engineering firms and their professional licenses.

Groundwater management was the subject of *Introduction to Construction Dewatering*, presented by Matthew Cichetti of Cichetti Engineering. Dewatering is a critical consideration on many construction sites, particularly where excavation and groundwater conditions can affect project stability and execution. Mr. Cichetti provided an overview of planning, designing and implementing dewatering systems, including system selection, installation and operation, excavation support, soil grouting and groundwater cutoff methods. The discussion also addressed potential adverse effects of dewatering, groundwater treatment and discharge permitting requirements, highlighting the importance of evaluating site conditions and environmental considerations before work begins.

The afternoon session turned to structural integrity and construction safety with Kenneth Krautheim of Tstrata Strengthening Solutions, who presented *Maintaining Structural Safety: Techniques, Materials & Designs*. His presentation emphasized the importance of identifying potential problems before they develop into serious structural issues and recognizing signs of distress when they occur.

Through construction examples, Mr. Krautheim illustrated how overloading, improper shoring, construction defects, misplaced reinforcement and other errors can compromise structural performance. Proper planning for the placement and removal of construction materials and debris, prepour checklists, quality control and coordination among project participants all play an important role in protecting structures during construction.

A central message of the presentation was the importance of recognizing and reporting concerns. Workers and project personnel are not expected to make engineering decisions, but they should feel empowered to speak up when something does not appear right. The discussion reinforced the value of a safety culture in which potential problems are addressed before they lead to costly damage, delays or dangerous conditions. Mr. Krautheim also discussed strengthening and repair techniques that can help address structural deficiencies and extend the useful life of existing structures.

The seminar concluded with a look at engineering's impact across generations. Alfred Brand of Mueser Rutledge Consulting Engineers presented *250 Years of Engineering Advancements Along the Lower Manhattan Waterfront*, tracing the transformation of New York's waterfront as the city's needs,

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DeFoe Corp Completes $86.7 Million New England Thruway Pavement Job

NEW ROCHELLE, NY—New York State announced on Nov. 5 that all major pavement improvement work on a nearly five-mile stretch of the New England Thruway (I-95) in Westchester County, encompassing 30 lane miles, has been completed, marking the substantial completion of an $86.7 million pavement improvement project.

In addition, 11 bridges have been rehabilitated or repaved within the project limits, which extend between Pelham Manor (Exit 15) and Mamaroneck (Exit 18A). Approximately 120,000 vehicles travel this corridor daily.

The project contractor, DeFoe Corp. of Mount Vernon, NY, will continue to coordinate with Metro-North on track closures to complete work on an I-95 overpass above railroad tracks in New Rochelle.

"New York continues to heavily invest in the reliability and durability of its roads and bridges," Gov. Kathy Hochul said. "Upgrading the riding surface of the New England Thruway in Westchester County is another example of our commitment to ensuring we have infrastructure in place to support commuters, communities and commerce."

New York State Thruway Authority Executive Director Frank G. Hoare added, "Under Governor Hochul's leadership, we have spent close to $200 million since 2023 to upgrade Interstate 95 from the Bronx to Westchester's Sound Shore communities, covering a 15-mile stretch. These pavement and bridge improvement projects enhance resiliency for travelers who depend on this critical highway on one of the busiest sections in New York."

He noted that in 2026, the Thruway Authority has invested approximately $1 billion in capital projects across the entire 570-mile Thruway system.

Highlights of the I-95 project included:

- Removing and replacing the most deteriorated portions of roadway between mileposts 4.0 and 8.8 in both the northbound and southbound directions, covering 30 lane miles.
- Repairing joints and curbs to extend the highway's service life and reduce the need for temporary repairs.
- Applying a two-course asphalt overlay to provide a smoother ride for motorists.
- Rehabilitating six bridges, including the Centre Avenue bridge in New Rochelle and the Chatsworth Avenue bridge in Larchmont.
- Repaving 12 interchange ramps and six additional bridges.
- Installing more than 800 LED lights in the tunnel serving Metro-North Railroad's Larchmont station to enhance public safety.

Including the $135 million investment in the final critical one-mile stretch of I-95 from Exit 22 to the Connecticut state line (milepost 14.1 to milepost 15.0), the Thruway Authority has spent more than $350 million to upgrade I-95 since 2018. Known as the "Last Mile," the project reconstructed six lanes of I-95, realigned ramps, replaced two bridges and rehabilitated four others, added new drainage and noise walls, and included several other improvements. The project was completed in fall 2021.

A $61.8 million pavement improvement project on I-95 from milepost 0.0 to 4.0 in the Bronx and southern Westchester was completed in 2025, while a $39.7 million project that began earlier this year is currently upgrading the pavement on I-95 between Mamaroneck and Rye. That project is scheduled for completion by the end of 2027.

Westchester County Executive Ken Jenkins said, "I-95 is a critical transportation corridor in Westchester County, serving thousands of commuters and connecting our residents, businesses and communities every day. These improvements will provide drivers with a safer and more reliable roadway, while strengthening our infrastructure and supporting our local economy. We thank the New York State Thruway Authority for investing millions in our transportation system that will benefit our neighborhoods today and for years to come." ■



DeFoe Corp. of Mount Vernon, NY is the contractor on the $86.7-million project that encompasses approximately 30 lane miles of the New York State Thruway, including a section in the City of New Rochelle. Photo Credit: NEW YORK STATE THRUWAY AUTHORITY





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Albany Update

New York State Awards $200 Million For Downtown Revitalization Initiatives

ALBANY — New York State officials reported on Oct. 28 that $200 million in funding is available through the state's two signature downtown revitalization and economic development programs: Round 10 of the Downtown Revitalization Initiative (DRI) and Round 5 of the NY Forward program. Together, the two programs have awarded $1.34 billion in funding to 178 communities across every region of the state.

Applications are now available through the state's Consolidated Funding Application Portal. The deadline to apply is Jan. 8, 2027, at 4 p.m. The deadline for New York City communities to submit their applications to their respective Borough President's offices is Dec. 30, 2026. An application webinar was scheduled for Nov. 5, 2026. Interested applicants can register on the DRI or NY Forward websites. The webinar will also be recorded and posted on the program websites.

"New York's downtowns are at the heart of our communities, bringing people together, supporting local businesses and creating opportunities for growth," Gov. Kathy Hochul said. "Through the Downtown Revitalization Initiative and NY Forward, we're helping communities turn their ideas into more welcoming, accessible and economically vibrant downtowns. This new round of funding will build on that progress, giving more communities the resources to strengthen their local economies and create places where people want to live, work and visit."

In the FY 2025 Enacted Budget, the "Pro-Housing Community" designation became a requirement for cities, towns and villages to access state discretionary programs, including DRI and NY Forward. Certified localities have exclusive access to up to $750 million in state funding. To date, more than 460 municipalities across the state have become Pro-Housing certified.



The deadline to apply for the state's Consolidated Funding Application program is Jan. 8, 2027.

Downtown Revitalization Initiative

The Downtown Revitalization Initiative was launched in 2016 to accelerate and bolster the revitalization of downtowns and neighborhoods in all 10 regions of the state, helping them serve as centers of activity and catalysts for increased local investment. Led by the Department of State (DOS), DRI communities benefit from partnerships and coordinated technical assistance provided by the Department of Housing and Community Renewal (HCR), Empire State Development (ESD) and the New York State Energy Research and Development Authority (NYSERDA). To date, DRI has awarded a total of $1 billion to 101 communities over its first nine rounds.

NY Forward

First announced as part of the 2022 budget, the NY Forward program supports a more equitable downtown recovery for New York's smaller and rural communities, with a focus on hamlets and villages. NY Forward is designed to serve smaller communities and support local economies that often have a feel and charm distinct from those of larger metropolitan urban centers funded through DRI. To date, NY Forward has awarded a total of $340 million to 77 communities over four rounds.

As with DRI, DOS and an assigned consultant will work with NY Forward communities through a planning and technical assistance process to develop a slate of readily implementable projects. NY Forward differs, however, by providing one-to-one technical assistance from consultants to help communities develop their full applications and throughout the implementation process.

NY Forward offers two $4.5 million awards for each region. Recognizing the unique scale and density of New York City neighborhoods and Long Island, New York City NY Forward funding is being combined with NYC DRI funding to permit one $20 million DRI award. Long Island NY Forward funding will instead include two DRI awards totaling $20 million. ■

Safety Watch Continued from P. 8

from below did not reliably show where the cut at the top of the slab fell relative to the flange. The assessment also failed to account for the forces employees applied when they pried the slabs apart. The ALJ identified measuring the cuts to verify adequate bearing or installing shoring at the south end as steps Gorick could have taken before allowing the crew to work from those slabs.

For demolition contractors, the pre-demolition engineering survey and the demolition plan should inform what supervisors verify in the field. Before employees step onto a cut section, the supervisor should confirm that the cuts and temporary supports match the plan and that the surface can support the work actually being performed. If a beam is narrower than expected, a cut deviates from its layout, or the crew must change lifting methods, the supervisor should stop and reassess the operation before allowing work to continue.

The fall protection violation arose from a separate failure. As the crew reached the final slabs, it moved beyond the area served by the earlier tie-off arrangement. The workers proceeded without effective fall protection. One employee explained that installing new anchors would have required getting a hammer drill and that the crew was trying to finish for the day. When a personal fall arrest system is used, supervisors should verify that suitable anchors are available and that workers are connected before they enter the next exposed area. That verification belongs in the removal sequence, while the crew still has a protected place from which to prepare for the next lift.

Gorick asserted that the failure to tie off was the result of unpreventable employee misconduct. The ALJ rejected that defense. The evidence did not establish that Gorick adequately communicated the applicable rules, took sufficient steps to discover violations or effectively enforced its fall protection requirements. The ALJ affirmed both serious violations and assessed penalties totaling $19,359.

This decision serves as a reminder that demolition contractors must reassess both the stability of the surface employees are working from and the adequacy of their fall protection as the work progresses. Before allowing employees to stand on a cut slab, supervisors should verify that the slab has adequate bearing or shoring for the work the crew will actually perform.

Contractors should also plan how workers will remain protected as each section is removed. Where the crew relies on personal fall arrest systems, suitable anchor points must be available and workers must be tied off before they enter the next exposed area. If a cut deviates from the plan, the lifting method changes or the existing anchors are out of reach, supervisors should stop the work until the condition is addressed. Even after safely removing every preceding slab, a demolition crew must reassess conditions before removing the last one. ■

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

NY State Thruway Authority Worker Killed In Tragic Westchester Worksite Accident

By JOHN JORDAN

WHITE PLAINS, NY—The dangers of construction and highway maintenance work were made tragically clear recently when a New York State Thruway Authority worker was fatally injured while performing mowing operations on the Cross Westchester Expressway on Oct. 19.

New York State Thruway Authority employee Jamil Wilson, 47, of White Plains, a member of the Cross Westchester Expressway Maintenance Section, died from injuries sustained when he was struck by a motor vehicle on the CWE in the City of White Plains, near mile marker 3.9.

A preliminary investigation conducted by the Troop K Bureau of Criminal Investigation and the Troop K Collision Reconstruction Unit determined that a 2026 Nissan was traveling in the right lane near the Exit 6 off-ramp when it moved onto the shoulder. The Nissan subsequently reentered the travel lane and struck the rear of a 2025 Mazda. Following the initial impact, the Nissan traveled off the roadway and onto the grassy shoulder, where it struck Mr. Wilson, who was operating a mowing tractor at the time of the collision. He was transported to Westchester Medical Center, where he later succumbed to his injuries. Other Thruway crew members working with Mr. Wilson were not injured in the incident.

The operator of the Nissan sustained minor, non-life-threatening injuries and was transported to Westchester Medical Center. The operator of the Mazda and the passenger were also transported to Westchester Medical Center with non-life-threatening injuries, according to the New York State Police, which noted that the investigation into the incident was ongoing at press time.

New York Gov. Kathy Hochul directed that all flags on state buildings be flown at half-staff on Oct. 29. She also had the Governor Mario M. Cuomo Bridge illuminated orange on the evening of Friday, Oct. 30, in honor of Mr. Wilson.

"Our thoughts and prayers remain with Jamil's family and friends as they mourn the tragic and senseless loss of a devoted partner, parent and friend," Gov. Hochul said. "The men and women who keep our roads safe deserve the respect of our full attention when we are behind the wheel. Let Jamil's heartbreaking loss serve as a reminder that we must all do our part in keeping each other safe on the road by focusing solely on driving, slowing down in work zones and moving over when there's a stopped vehicle on the side of the highway."

New York State Thruway Authority Executive Director Frank G. Hoare, Esq., also released a statement in response to the tragic worksite incident.

"Our maintenance employees are the heart and soul of this organization. Roadside workers risk their lives every day to ensure the safety of all drivers on the road, and Jamil embodied that very dedication and commitment. He is survived by his life-long partner, Taidra, and their two children. He was described by all who knew him as a devoted father who loved talking about his kids. He was an all-around friendly guy who got along with everyone, loved being adventurous in life and was the first to show up for work every day."

He continued, "The entire Thruway family is heartbroken and mourns the loss of Jamil, and we will keep his family and loved ones in our thoughts and prayers during this tremendously difficult time."

According to his obituary, Mr. Wilson was a dedicated highway maintenance worker for the New York State Thruway Authority for six years. He earned certifications as a welder and carpenter and also obtained his commercial driver's license (CDL).



New York State Thruway Authority employee Jamil Wilson

Funeral services were held on Oct. 30 at Bethel Baptist Church in White Plains. He is survived by his mother, Dorothy Whisby; his devoted fiancée, Taidra Brabham; his children, Jeremiah and Jaila; and his siblings, Sherif Wilson, Ashley Whisby and Ernest (Boo) Jenkins. He was preceded in death by his brother, Gerald (Wade) Williams. ■

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Built to Build: Mike Kane on 40 Years of Craft, Commitment, and Changes in Construction

By RYAN CAPALBO

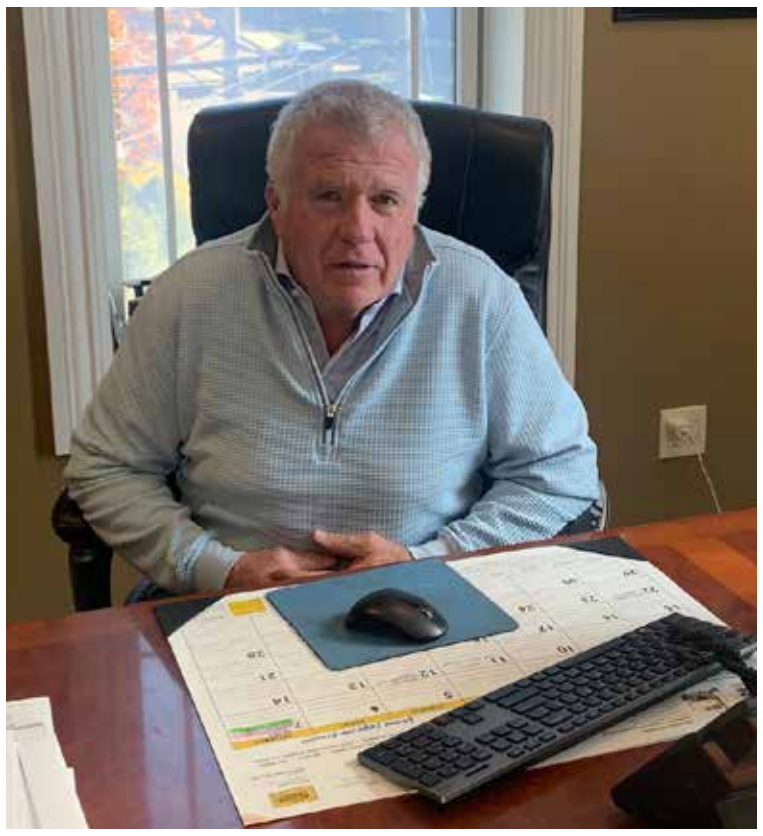
PEEKSKILL, NY — If you ask someone who has built a career in construction what they wanted to do when they were children, many will say they never imagined working in the field. Like most kids, they dreamed of becoming movie stars, athletes or superheroes. Mike Kane, president of Kane Contracting, Inc., was not like most kids. Construction is all he has ever known, and after more than 40 years in the business, he couldn't imagine himself in any other line of work.

"I don't feel that I was made to do anything else. I've always been into building things. God gave me ability. He gave me my hands and my eyes to see things and communicate that to others," Mike said, sitting in the conference room of the building that houses Kane Contracting, Inc. "My mother told me all the time when I was a little kid that I was going to be a builder my whole life. I just love to build."

Located in Peekskill, NY, the offices of Kane Contracting, Inc. occupy what appears from the road to be a small, unassuming residential building tucked behind trees and shrubbery. However, the property takes on a much grander appearance as you walk up the large stone steps leading to its entrance. Mike's passion for construction becomes even more evident when he talks about the history of the building that serves as his company headquarters.

"This used to be a farm, and where we're sitting was the house on the farm. I bought it from the family that built this house. This is all granite; these are two-foot-thick granite walls. I asked them how they got the stones up here. They used an old derrick with a hand crank and would crank the stones up and pin them. All the stonework is spot on and level."

A graduate of Sleepy Hollow High School, Mike got his start in the construction industry working for his father, who owned a sales company for HVAC equipment in New York City. From there, he began doing non-union work before a family friend gave him an opportunity to become an apprentice. He eventually moved up to Shop Steward and Foreman on jobsites. He credits his time in these roles with helping him develop the contacts and relationships he believes are key to success in the industry.



Kane Contracting, Inc., a member of the Building Contractors Association of Westchester & The Mid-Hudson Region, Inc. (BCA), was founded in 1992 by Mike and three other contractors. Initially, the company worked primarily in Westchester County. However, after completing projects for Turner Construction in the 1990s, it began expanding into Rockland, Putnam, Dutchess, Orange and Ulster counties, as well as parts of Connecticut.

One of the company's largest projects, which Mike refers to as its staple, was in Western New York working on the new Buffalo Bills stadium. Kane Contracting utilized new technology during that project, including a program that showed a 3D model of the stadium inside and out, which Mike says was a huge help with being able to do a project of that size in such a short period of time. As significant as that project was, however, it isn't Mike's favorite. That distinction belongs to two other projects from earlier in his career.

"One of my favorite jobs was Blue Hill At Stone Barns, at the Rockefeller Estate. It was a conversion from an old cow barn into this world-class restaurant. There was just something about it with the metal framing and car-

Please Turn to Page 20



NEXT GEN LEADERS

Profiles of the Industry's New Generation

MARK GRIFFIN

LOUIS G. NAPPI SCHOLARSHIP WINNER: 2021, 2022 AND 2023



Summary:
Mark was born and raised in Yonkers, NY. He graduated from Fordham Preparatory School in 2020 before beginning his college career at the University at Buffalo, following in his brothers' footsteps. His father, James, owns Griffin Home Improvement, where Mark worked for much of his youth. His mother, Lisa, works for Yonkers Contracting Co. Mark also has an uncle, Vincent Romagnoli, who is a member of Teamsters Local 436, a CIC member. Mark enjoys woodworking and cycling. Although he graduated in 2024, he continues to live in Buffalo. He does, however, remain a New York Giants fan.

Current Employment: Tezzco; Mechanical Engineer (Vibration Analyst, Category II)

Degree: Bachelor of Science in Aerospace and Mechanical Engineering, University at Buffalo (2024)

What influenced your decision to pursue this career path? I suppose this is a super-cliché and simple answer, but throughout high school I excelled in math and science, so engineering seemed like a logical choice. During my first year of college, I chose Aerospace Engineering because I was known as the "plane guy" who appreciated the intricacies of planes more than anything. Airshows, air and space museums, and anything aviation-related gave me the drive to understand how the things I was seeing worked and how I could someday design and build them myself. Then, after my first year at the University at Buffalo, I became a little more grounded and learned to appreciate cars much more than I had before. I figured, why not do a double major while I was at it? So, I added Mechanical Engineering.

What exactly does a vibration analyst do? It's tough explaining to people what I do for a living, which isn't surprising because the world of vibration analysis is so small and complex. Even after I began my internship with the company, it took me a year to really understand what it was that we do. We repair, calibrate and generally do everything related to vibration analysis, predictive maintenance and condition monitoring of rotating equipment. The simplest way to explain it is that, as vibration analysts, we can predict how much life a piece of rotating equipment has left and how we can prolong it. We do this by using certain signatures found in a spectrum plot of acceleration data taken from the rotating equipment's bearings. Obviously, there's a lot more to it than that, but that should give you a good idea.

What are some of your biggest challenges at work? Calibration and repair make up the biggest part of our business, and the methods we use to do this are more like those of a metrology company. When metrology gets involved, the biggest challenge is figuring out how to calibrate a tool so that it reads a measured value as accurately as possible. This is especially difficult when we receive a new or previously unused tool that is reading inaccurately and must then figure out how to change internally stored factors that affect the live measured value.

Do you have any words of wisdom for a young person entering your field? Never stop learning! Just because you've finished school doesn't mean you can't gain more information on any topic. There's so much knowledge in the world, and I've barely scratched the surface.

What is your greatest professional accomplishment thus far? Becoming a certified Category II Vibration Analyst through the Vibration Institute. It helped me put things into perspective that I was unable to see before and understand the data I was using much more effectively.

What are your professional goals?
Tezzco is a small company, so I hope that I can help it grow and become much larger and more influential in the field. I'm the second-most-senior engineer here, so I feel I can help steer the company in the right direction, which makes my future so exciting to me.

Written by Ryan Capalbo; Research by 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

L.G.N. Scholarship Committee

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Low Bids

Harrison & Burrowes, HVB, Verde, DLC Electric Win Thruway Projects

ALBANY—The New York State Thruway Authority recently announced the selection of five apparent low bidders for work in the Hudson Valley region.

Harrison & Burrowes Bridge Constructors Inc. of Glenmont, NY was the lowest of seven bidders at $18,808,808.81 for superstructure replacement of the Garden State Parkway Connector Bridge over The Thruway (I-87/I-287) At MP 23.53 in Rockland County.

DLC Electric of Troy, NY was the lowest of three bidders at $877,398.00 for replacement of TDS equipment at various locations in Albany and Syracuse Divisions in Ulster, Greene, Albany, Schenectady, Montgomery, Rensselaer, Columbia, Herkimer, Oneida, Madison, and Onondaga counties.

Verde Electric Maintenance Corp. of Mount Vernon, NY was the sole bidder at $4,929,110.50 for replacement of TDS equipment at various locations in New York Division in The Bronx. Westchester, Rockland and Orange counties.

Harrison & Burrowes Bridge Constructors Inc. of Glenmont, NY was the sole bidder at $3,258,612.25 for on demand repairs to Thruway infrastructure in Ulster, Greene, Columbia, Rensselaer, Albany, Schenectady, and Montgomery counties.

HVB Construction, Inc. of Harriman, NY was the lowest of four bidders at $4,860,000.00 for rehabilitation of various bridges on I-87 and I-90 at mileposts 95.27, B12.89 and B19.04 in Columbia and Ulster counties in accordance with the Plans and Specifications.

Power Line Constructors Lands Signal Upgrade Job in Dutchess

ALBANY—The New York State Department of Transportation recently announced the selection of apparent low bidder **Power Line Constructors Inc.** of Clinton, NY, which was the lowest of three bidders at $599,179.50 for signal upgrades— Route 9, in the Town and Village of Fishkill in Dutchess County.

PCS Crane Services Submits Sole Bid For DPW Crane Inspection, Repair Work

WHITE PLAINS—The Westchester County Department of Public Works reported that **PCS Crane Services Inc.** of Oakland, NJ was the sole bidder at $494,774.00 for inspections and repair of cranes and hoists at various locations in Westchester.

TOCQUEVILLE

Asset Management L.P.

Michael J. Paton
mpaton@tocqueville.com

212-698-0812

40 West 57th Street, 19th Floor
New York, New York 10019

Mike Kane Continued from P. 18

pentry. I just loved the whole atmosphere. I grew up there, so it was pretty cool to see. That and West Point; we did what is called the 'Davis Barracks' over there. It was a pretty unique story, and I really enjoyed it. I didn't even know who this guy, [Benjamin] Davis, was, but he was one of the Tuskegee Airmen. The story behind it was remarkable when I heard it."

While Mike has enjoyed many of his experiences in the industry, he also acknowledges that there can be challenges. One area that particularly concerns him is money and contractors who don't fulfill their financial obligations. Having started his business without financial backing, Mike credits hard work and determination for his success. He takes financial responsibilities seriously, and past experiences with others' poor business practices have reinforced his belief in the importance of completing every job and doing the best possible work.

"Don't give them a reason not to pay you," he said.

Mike also recognizes that the industry is changing and is optimistic about the future. His son, Mike Kane Jr., has been working with him since 2013 and is preparing to eventually take over when Mike Sr. decides to retire. In the meantime, Mike Sr. is embracing the changing culture of the construction industry. He sees the potential benefits of artificial intelligence and technology, recognizing that they will become increasingly important in future construction projects. He also discussed how useful technology was on the Buffalo Bills stadium project.

As technology has advanced, so have safety measures on jobsites, something Mike strongly supports.

"I want every man who comes to work to go home later that same day," he said.

Outside of work, Mike lives in Cortland Manor with his wife, Sharlene, and they also own a summer home on Long Island, which he found while working on a project near Jones Beach. He is a passionate New York Giants fan and enjoys golfing and boating in his free time.

One subject Mike spoke about with as much enthusiasm as construction was spending time with his family. Although his children are now adults, he recognizes that owning his own business gave him the flexibility to be present as they grew up. He always made it a priority to be there for them, and that remains true today with his two-year-old grandson.

After nearly 35 years of running a successful construction business, Mike remains down-to-earth and appreciates the simple things in life. His passion for building, commitment to his work and dedication to his family continue to define both his career and the legacy he is building. ■

Engineering Continued from P. 12

technology and methods of construction evolved.

From historic bulkheads and landfill to major waterfront redevelopment, engineering has continually adapted to accommodate changing shipping and commercial demands. Mr. Brand's presentation explored how shifts in shipping technology helped reshape the waterfront, contributing to projects and concepts such as Battery Park City and Hudson River Park. Today, increasing flood vulnerability presents another challenge, calling for creative engineering and design solutions that protect public spaces and infrastructure while maintaining their functionality.

Taken together, the day's presentations reflected the many disciplines and considerations that shape successful construction and infrastructure projects. From the behavior of concrete and the management of groundwater to legal risk, structural safety and waterfront resiliency, the program demonstrated how engineering expertise supports both the construction process and the long-term performance of the built environment.

Through programs like *Engineering: Foundations for the Future*, the Construction Advancement Institute, affiliated with BCA, provides opportunities for industry professionals to learn from experienced presenters, exchange perspectives and bring new knowledge back to their firms and projects. As infrastructure ages, construction methods advance and project demands continue to change, the importance of sound engineering, collaboration and continued education remains essential to building a stronger future. ■

What's New & Who's News

Holt Construction Names New President and COO

PEARL RIVER, NY — Holt Construction reported on Oct. 22 the appointment of Adam Canosa, CPA, MBA, as President of Holt Construction, effective immediately. Mr. Canosa brings nearly 20 years of experience spanning construction operations, public accounting, financial management, strategic advisory and executive leadership. Earlier in the month, the company announced the promotion of Joseph Martinez, LEED AP, to Chief Operating Officer.

Mr. Canosa joins Holt with a unique understanding of the construction industry that extends well beyond financial management. Throughout his career, he has worked closely with contractors, specialty trades, owners and executive leadership teams, helping organizations strengthen operations, improve financial performance, manage risk and position themselves for sustainable growth. His experience as both an advisor and an operating executive gives him a practical understanding of the opportunities and challenges that construction companies face every day.

Most recently, he served as a Principal and Construction Advisory Practice Leader at Grassi, where he advised construction companies and their leadership teams on strategy, profitability, cash flow, project performance, organizational structure, risk management, bonding, capital planning and growth. Prior to joining Grassi, he led a general contracting firm, where he was directly involved in enterprise strategy, operations, financial performance, customer relationships and long-term business planning.

His experience includes successfully leading a general contracting company through periods of financial and operational complexity, strengthening internal processes, diversifying revenue opportunities, improving project oversight and making decisions focused on the long-term health of the organization. This firsthand experience as an owner and operator provides Mr. Canosa with an appreciation for the people, relationships, accountability and teamwork that are essential to a successful construction company, Holt officials stated.

Mr. Canosa's background also includes significant involvement in the broader construction industry. He has served as a technical reviewer for the American Institute of Certified Public Accountants' guide for Construction Contractors and has been a featured speaker at national construction conferences and seminars, including programs for the Construction Financial Management Association and the National Association of Surety Bond Producers. He previously served on the Board of the Associated General Contractors of Connecticut Young Contractors Council and currently serves on the Town of North Branford Permanent Projects Building Committee.

As President, Mr. Canosa will work closely with Holt's leadership and employees across the company's offices and teams, with a focus on building upon the company's longstanding reputation, strengthening operational performance, supporting the Holt family and continuing to develop the client and trade partner relationships that have been central to Holt's success.

"Adam brings an uncommon combination of construction experience, financial expertise, operational leadership, and a genuine understanding of what it takes to run a successful contracting business," said Patricia Zugibe, CEO of Holt Construction. "He understands the business from multiple perspectives, but just as importantly, he understands that a strong company is built around strong people. We are excited to have Adam join the Holt team and believe his experience and leadership will be an important part of our continued growth."

On Oct. 8, Holt Construction announced the promotion of Mr. Martinez, LEED AP, to Chief Operating Officer. He previously served as Holt's Vice President of Construction Services and Executive Director of Preconstruction and has been an integral member of the company's leadership team since joining Holt in 2020.

In his new role, Mr. Martinez will oversee Holt's operations and estimating functions, working closely with Project Executives, Project Directors, estimating and other members of the company's construction and corporate teams. He will be responsible for helping ensure consistency and excellence across project delivery, from preconstruction and estimating through construction and closeout, while supporting the company's continued growth and operational objectives.



Adam Canosa, CPA, MBA



Joseph Martinez, LEED AP

"Joseph brings an exceptional depth of construction knowledge and firsthand experience to this role," said CEO Zugibe. "Over the past six years at Holt, he has demonstrated his ability to understand the complexities of our projects, our clients and our people. His more than four decades of experience in the construction industry, combined with his knowledge of estimating, preconstruction and field operations, makes him an outstanding choice to lead these critical areas of our business."

As COO, Mr. Martinez will help establish and maintain operational standards across Holt's projects while supporting teams in managing schedules, budgets, contracts, safety, quality, risk and client expectations. He will also oversee the estimating function, helping ensure that projects are approached with accurate budgets, thorough bid document reviews, effective value engineering and a clear understanding of project risks and opportunities before construction begins.

He holds a Bachelor of Science in Architectural Engineering and a Management Certification from Cornell University. He is also a LEED Accredited Professional (LEED AP), reflecting his commitment to sustainable building practices and responsible construction.

Mr. Martinez's promotion comes as Holt continues to expand its construction operations across the markets it serves. In his new position, he will work closely with Holt's Executive Leadership and Department Heads to advance operational efficiencies, strengthen project delivery and support the company's long-term strategic goals while maintaining the high standards of quality, safety and integrity that have defined Holt for more than a century, Holt officials said.

Founded in 1919, Holt Construction is a third-generation, family-owned construction management and general contracting firm providing services across a broad range of markets, including aviation, commercial and industrial, corporate interiors, education, entertainment, hospitality, health sciences, mission critical, retail, and transportation and infrastructure. ■

Rail Overpass Continued from P. 3

U.S. Senators Chuck Schumer and Kirsten Gillibrand both pressed the Trump Administration to fund the project and welcomed the funding award. The funding comes from the Rail Crossing Elimination Grant Program, created under the Bipartisan Infrastructure Law championed by Sen. Schumer. Schumer previously secured $3 million in federal funding for preliminary engineering and design for New Castle's Roaring Brook Road Grade Crossing Elimination Project.

According to an NYSDOT spokesperson, the project is currently in the preliminary design phase. NYSDOT will provide 20% of the project cost to design and construct the overpass.

"A whopping $107 million in federal funding is on track to make major safety improvements in Westchester County in New Castle and Chappaqua! I'm proud to deliver this award from my Bipartisan Infrastructure & Jobs Law to finally move forward the safety upgrades needed for the notorious Roaring Brook Road crossing in New Castle. The new overpass will eliminate the potential for accidents and ensure people and passengers can travel safely around the crossing," said Sen. Schumer.

Sen. Gillibrand added, "This investment, which is a direct result of the Bipartisan Infrastructure Law, will improve safety and reduce commute delays, helping to keep people moving in New Castle. I will keep fighting to ensure New York's transit networks have the resources they need to serve New Yorkers." ■

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Rockland County Appoints Joshua Nathanson As New Drainage Agency Executive Director

NEW CITY, NY — Rockland County Executive Ed Day announced on Nov. 2 the appointment of Joshua Nathanson as the new Executive Director of the Rockland County Drainage Agency.

Mr. Nathanson assumed his new role at the end of August, with an annual salary of $151,750. He replaces former Executive Director Vince Altieri, who passed away in 2025.

He joined the agency following three years of service as a Principal Assistant County Attorney within the Rockland County Attorney's Office, where he served as legal advisor to the county and Planning Department. His work included reviewing and analyzing State Environmental Quality Review Act (SEQRA) determinations and conducting environmental reviews for open space purchases, as well as county-owned and constructed facilities. Prior to that, Mr. Nathanson spent a year as an Assistant District Attorney within the Rockland County District Attorney's Office.

The Rockland County Drainage Agency was established in 1975 by the Rockland County Stream Control Act (Chapter 846 of the Laws of 1975) to manage and protect floodplains while preserving natural water flow. It regulates development, construction and maintenance along 14 designated county-protected streams totaling an estimated 78 miles. Any development within 100 feet of the 100-year floodplain requires a permit from the county.

"Following Hurricane Floyd, it took nearly a decade to fully repair the extensive damage that was done," said Rockland County Executive Ed Day. "However, thanks to increased staffing, more frequent inspections and sustained diligence, the Drainage Agency has helped ensure that flooding has remained minimal."

Major infrastructure projects undertaken by the Drainage Agency include the $5.7 million Demarest Kill Dam Rehabilitation Project and the $994,000 Lake Suzanne Dam Upgrade.

Other projects include the $963,214 Minisceongo Creek Embankment Stabilization Project in West Haverstraw, intended to prevent a repeat of the catastrophic flooding that occurred during Hurricane Irene in 2011, and the $8.5 million Pascack Brook Bypass Culvert project in Spring Valley.

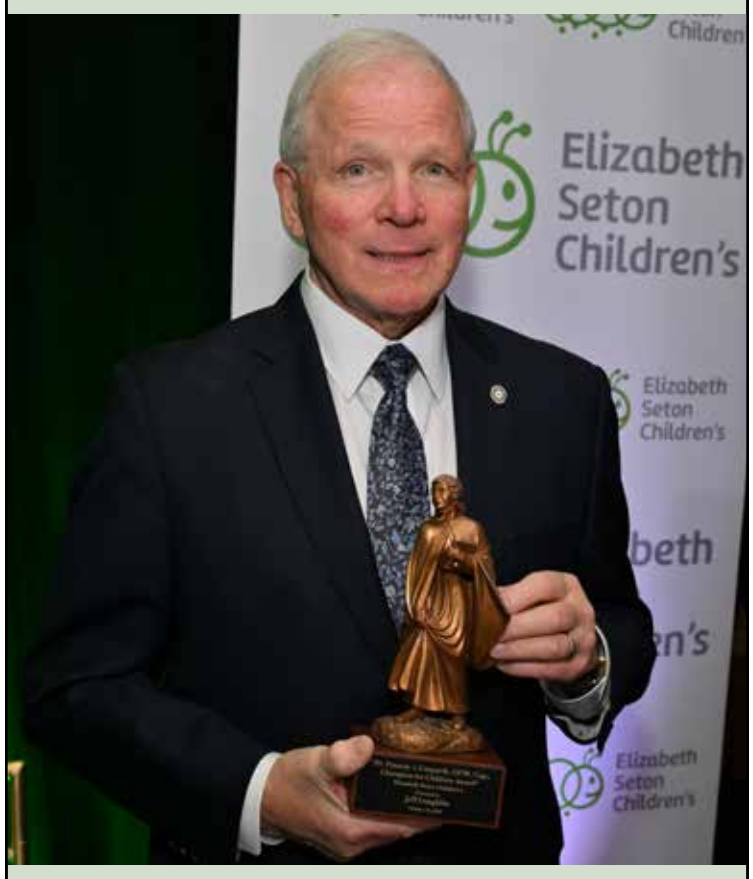
Rockland County Superintendent of Highways Charles "Skip" Vezzetti serves as Chairman of the Drainage Agency, with daily operations managed by the Agency Director. The team includes four Engineers who review and issue work permits, handle in-house design work and oversee quality control for projects completed by outside consultants. Two Principal Engineering Technicians inspect and supervise construction within county stream rights-of-way. In addition, Agency staff, supported by AmeriCorps students, conduct stream inspections twice a year to ensure channels remain clear of obstructions. ■

Congratulations
to
Todd Diorio
Business Manager, Eastern NY Laborers' District Council
and the Eastern New York Laborers' District Council
For being this year's
Education Fund Honoree for the New York League of
Conservation Voters.



From left, Anthony Ascenceo, Business Manager, LIUNA Local 60, Dean Tamburri, Business Manager, LIUNA Local 17, Steve Reich, Business Manager, LIUNA Local 754, Julie Tighe, President, New York League of Conservation Voters, L. Todd Diorio, Business Manager Eastern New York Laborers' District Council, R.J. Merritt, Business Manager, LIUNA Local 235, Vincent Albanese, New York State PAC Director.

Congratulations
to
Jeff Loughlin
President, Westchester Putnam Building
& Construction Trades Council



Recipient of the
Elizabeth Seton Children's
Bella Notte Building Hope
Fr. Francis J. Gasparik, OFM, CAP.,
Champion Children's Award

Attorney's Column Continued from P. 6

evidence that the owner had full knowledge of the subject change orders and the materials delivered pursuant to them, yet failed to raise any objection. However, if the facts were less clear, the court might not have been able to apply that doctrine, and the contractor would have been without recourse because it was unaware of the requirement for the owner's prior written approval and, therefore, was unable to ensure that it had such documentation before entering into the change orders.

Whenever a contractor encounters a situation in which another party enters into a contract as a disclosed agent for an owner or any other party (again, this problem is not encountered with undisclosed agents, as they remain liable for the contracts they enter into), it would be wise to request the contract documents that created the agency arrangement and consult with experienced construction counsel. This will help the contractor understand the boundaries of the agency and what it must do to protect itself from the later use of the agency agreement to defeat otherwise valid claims. ■

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

REGIONAL BID ALERT

NYSDOT Region 8

Bid Letting Date: Nov. 12, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265868
PIN# 8LC221

Project Description: Orange, Rockland, Westchester Cos., culvert rehab - NY Routes 17, 303, 987G, 982B, Towns of Clarkstown, Mount Pleasant, Rye, Tuxedo, Village of Port Chester, incentive/disincentive provisions.

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

Goals: DBE: 0.00%

Bid Letting Date: Nov. 12, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265879
PIN# 881597

Project Description: Orange, Rockland, Ulster, Westchester Cos., bridge painting - Routes I-84, 45, 209, 100 & 907K, City of Yonkers, Village of Spring Valley, various towns.

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

Goals: DBE: 0.00%

Bid Letting Date: Dec. 3, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265859
PIN# 847601

Project Description: Orange Co., paving, resiliency & safety enhancements – Rte. 284, Town of Minisink and Village of Unionville.

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

Goals: MBE: 13.00%, WBE: 7.00%, SDVOB: 6.00%

Bid Letting Date: Dec. 3, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265907
PIN# 809946

Project Description: Westchester Co., highway lighting - Cross County Pkwy in Town of Eastchester, Cities of Mount Vernon & Yonkers.

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

Goals: DBE: 0.00%

Region 9

Bid Letting Date: Nov. 12, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265813
PIN# 9LC113

Project Description: Otsego, Schoharie Cos., culvert replacement - various locations.

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

Goals: DBE: 0.00%

Bid Letting Date: Dec. 3, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265878
PIN# 906789

Project Description: Sullivan Co., bridge replacement - NY Route 17 Over Middle Mongaup River, Town of Liberty.

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

Goals: DBE: 0.00%

Bid Letting Date: Dec. 3, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265893
PIN# 9M1027

Project Description: Broome, Chenango, Delaware, Otsego, Schoharie, Sullivan, Tioga Cos., bridge washing - various locations.

Bid Deposit: 5% of Bid (~ $125,000.00)

Goals: DBE: 0.00%

Bid Letting Date: Dec. 3, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265901
PIN# 912063

Project Description: Delaware Co., bridge replacement - Route 23 over Middle Brook, Town of Davenport.

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

Goals: DBE: 0.00%

Region 10

Bid Letting Date: Nov. 12, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265869
PIN# 053487

Project Description: Nassau Co., ramp reconstruction - Southern State Parkway eastbound, Town of Hempstead.

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

Goals: DBE: 0.00%

Region 11

Bid Letting Date: Nov. 12, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265853
PIN# XM2565

Project Description: Bronx, Kings, New York, Queens, Richmond Cos., sign panel replacement - various locations, City of New York.

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

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

Bid Letting Date: Nov. 12, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265855
PIN# XM2602

Project Description: Bronx, Kings, New York, Queens, Richmond Cos., regional bridge washing - various locations.

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

Goals: DBE: 0.00%

Bid Letting Date: Dec. 3, 2026
New York State Department of Transportation
Contract Management
50 Wolf Road, 1st Floor, Suite 1CM
Albany, NY 12232

Contract: D265899
PIN# XM2643

Project Description: Bronx, Kings, New York, Queens, Richmond Cos., standby where & when - retaining walls preservation, City of New York.

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

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

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

Contract: D265865
PIN# X09634,

Project Description: Richmond Co., bridge rehabilitation - West Shore Expressway over Woodrow Road, Staten Island., Prebid Meeting, Best Value Procurement, PLA Candidate.

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

Goals: MBE: 8.00%, WBE: 7.00%, SDVOB: 2.00%

New York State Dormitory Authority

Bid Opening Date: Nov. 19, 2026

Title: City University of New York, York College, Minority and Women-Owned Business Concerns only, Exterior Light & Perimeter Fence & Asbestos Abatement

Contract: C1466 – General Construction

Project# 383370

Sealed bids for the above Work located at York College, Academic Core Building, 94-20 Guy R Brewer Blvd, Jamaica, NY 11451 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 – KATELYN JESSIE" DASNY will not be responsible for receipt of bids which do not comply with these instructions.

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

All individuals who plan to attend pre-bid meetings or bid openings in person will be required to present government-issued picture identification to building security officials and obtain a visitors pass prior to attending the bid opening.

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

All bid openings will be made available for viewing live via Zoom at www.zoom.us. To enter the meeting, select "Join a Meeting" then enter Meeting Id 550 592 4065, Password 730959. Individuals are strongly encouraged to utilize this public viewing option as an alternative to in person attendance at bid openings.

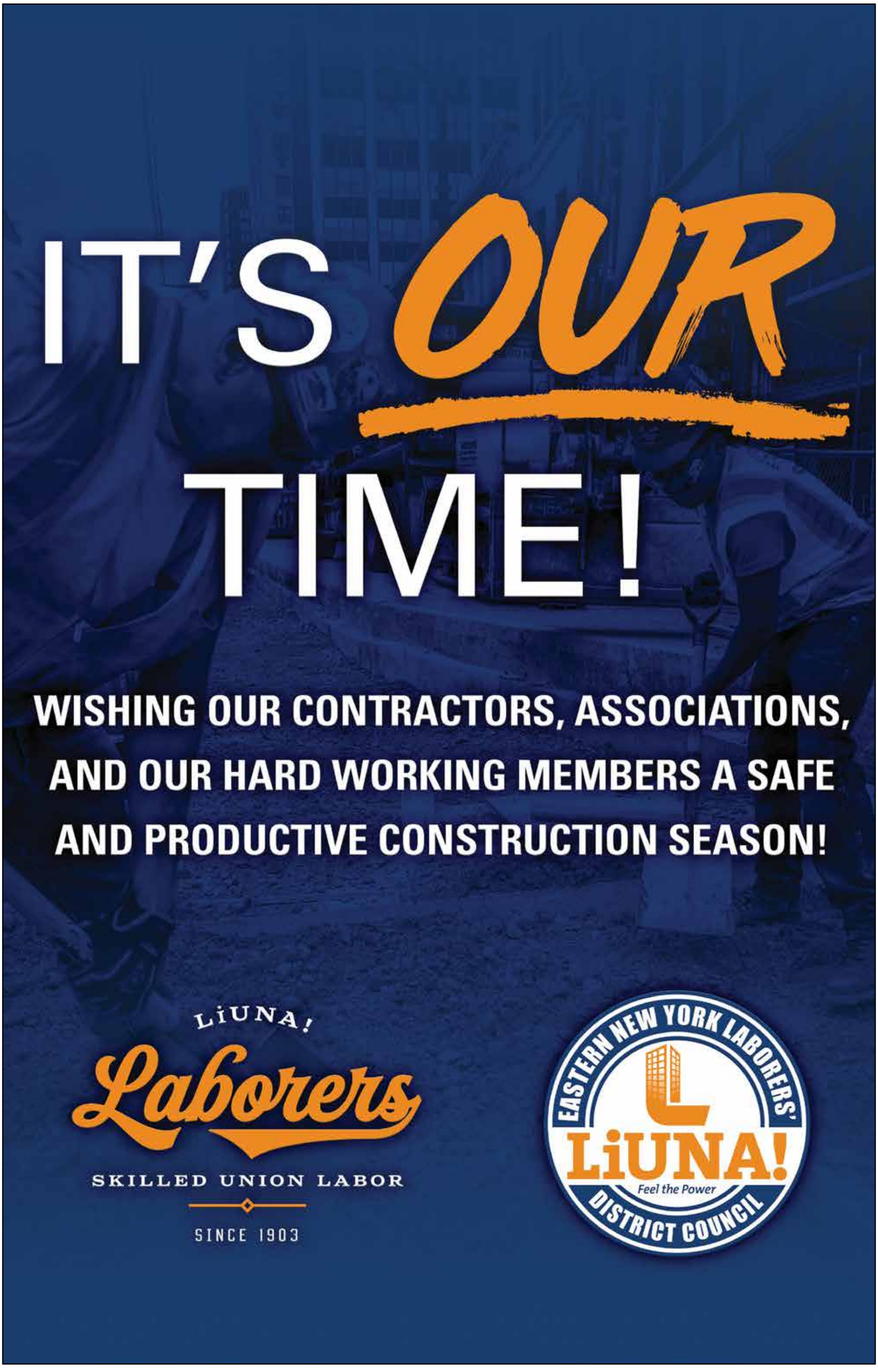
Only those bids in the hands of DASNY, from Minority and Women-Owned Business Concerns as defined under the Small Business Concerns Set Aside Program, in accordance with Article 8, Title 4A, 4B, and 4C of the Public Authorities Law of the State of New York, available to be read at 2:00 PM local time on Nov. 19, 2026, will be considered. Minority firms must be certified by Empire State Development – New York State Government (ESD). Bids shall be publicly opened and read aloud. Bid results can be viewed at DASNY's website; http://www.dasny.org.

In accordance with State Finance Law § 139-j and § 139-k, this solicitation includes and imposes certain restrictions on communications between DASNY personnel and a prospective bidder during the procurement process. Designated staff for this solicitation is: Michael Smith, Project Manager, York College, DASNY Field Office, 94-20 Guy R Brewer Blvd, Rm 1F22, Jamaica, NY 11451, (646) 210-1583, MSmith@DASNY.org (the Owner's Representative) and DASNY at ccontracts@dasny.org. Contacts made to other DASNY personnel regarding this procurement may disqualify the prospective bidder and affect future procurements with governmental entities in the State of New York. For more information pursuant to this law, refer to DASNY's website; http://www.dasny.org or the OGS website; http://www.ogs.state.ny.us.

A Pre-Bid Meeting was scheduled on Oct. 28, 2026, at 11:00 AM at York College, HPEC Building, 160-02 Liberty Avenue, Jamaica, NY 11451. Contact Michael Smith, Project Manager, at (646) 210-1583, or MSmith@DASNY.org to attend. All prospective bidders are strongly encouraged to attend.

A complete set of Contract Documents may be viewed and/or purchased online from Camelot Print and Copy Centers. Only those Contract Documents obtained in this manner will enable a prospective bidder to be identified as an official plan holder of record. DASNY takes no responsibility for the completeness of Contract Documents obtained from other sources. Contract Documents obtained from other sources may not be accurate or may not contain addenda that may have been issued. In addition, prospective bidders are advised that the Contract Documents for this Project contain new "GENERAL CONDITIONS for CONSTRUCTION" dated February 4, 2026, that contain significant revisions from those documents previously contained in DASNY's Contract Documents. Prospective bidders are further advised to review applicable sections of these General Conditions for any potential impact on their bid price prior to submittal of the bid. The plan holders list and a list of interested subcontractors and material suppliers may be viewed at DASNY's website: http://www.dasny.org. For Bid Opportunities and other DASNY related news, follow us on Twitter @ NYS_DASNY and Facebook https://www.facebook.com/pages/DASNY-Dormitor-Authority-of-the-State-of-New-York/307274192739368.

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


IT'S OUR
TIME!
WISHING OUR CONTRACTORS, ASSOCIATIONS,
AND OUR HARD WORKING MEMBERS A SAFE
AND PRODUCTIVE CONSTRUCTION SEASON!
LiUNA!
Laborers
SKILLED UNION LABOR
SINCE 1903
EASTERN NEW YORK LABORERS'
LiUNA!
Feel the Power
DISTRICT COUNCIL