

# GCA 2011

2011  
Annual  
Report



**The General Contractors  
Association of New York, Inc.**

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# Infrastructure Investment = Economic Growth

**I**n 2011, New Yorkers saw firsthand the impact that lack of access to their infrastructure network had on daily quality of life. From the 2010 Christmas blizzard to the 2011 summer Hurricane Irene and Tropical Storm Lee, cities and towns throughout the state faced the unthinkable: stockpiling water, preparing for days without power, a complete shutdown of the MTA system, and roads washed away in flooding. Akin to previews for a disaster movie, these events illustrate our dependence on the transportation, power and water systems that we all need, and the substantial investments required to prevent these scenes from becoming a reality.

In 2012, the GCA, with our local and national advocacy partners, will continue to demonstrate that infrastructure investment is the keystone of the domestic economy.



The proud members of the Sandhogs Union (Tunnel Workers Local 147) stand in front of the tunnel boring machine after it connected the Second Avenue Subway with the 63rd Street Station on September 22.

## On the Cover (clockwise)

GCA members were hard at work building the infrastructure to support the new World Trade Center.

A joint venture of **Dragados USA** and **Judlau Contracting** is building the East Side Access project to provide LIRR riders with a direct connection to Grand Central Terminal. Other GCA members at work on this project include **GTF**, a tri-venture of **Granite Construction Northeast**, **Taylor Brothers**, and **Frontier-Kemper Constructors**; **Halmar International**; **Tutor Perini** and **Yonkers Contracting**.

**William A. Gross Construction** rebuilt Rockaway Beach Park between Beach 9th and Beach 17th streets in Queens.

A joint venture of **Kiewit Constructors** and **Weeks Marine** is replacing the 109-year-old Willis Avenue Bridge.

**“Central to the GCA’s mission of representing the heavy construction industry is our ongoing effort to make infrastructure investment a quality of life priority for all New Yorkers.”**

Richard Raab

Message from the **Managing Director and Board President**



**I**n spite of a tepid economy and a reduced workforce, in 2011 GCA members helped advance many critical infrastructure projects in New York. This past year was also marked by initiatives in worksite safety and management training targeted to DBE and MWBE firms.

For the GCA members, workplace safety is the issue that is foremost on every project. Our members are committed to making certain that their projects remain among the safest in the nation. To this end, the GCA is assisting our members in achieving this goal by providing “best practices” safety training and seminars with industry safety professionals to ensure that all members are up-to-date on the latest safety regulations and programs.

In 2011, the GCA, in conjunction with Manhattan College, inaugurated a training program for certified DBE and MWBE firms that specialize in various aspects of heavy construction. The four-day training program covers bidding, estimating, plan and specification review, contract terms, bonding and insurance requirements and cash flow, and resource management. The program will be offered twice yearly, during Manhattan College’s winter and summer breaks.

This past year also saw energized and focused advocacy by the GCA and our members on behalf of increased funding for construction of major projects at the local, state and national levels. At the state level, funding for both the MTA and NYSDOT capital plans is, and will remain, central to GCA’s advocacy efforts. The condition of the state’s road and bridge network has reached the point where 42 percent is deteriorated, and the MTA continues to struggle to find adequate resources to bring the system to a state of good repair. Enacting and protecting a stable revenue stream for these programs is critical.

We know that 2012 will be a critical year for infrastructure. With much of the nation’s infrastructure getting failing grades from the American Society of Civil Engineers, it is clear that the funds allocated to public works are neither adequate nor appropriately allocated. Rebuilding the nation’s infrastructure is critical to the health and safety of our communities, and is a demonstrated way to save and create jobs immediately and to stimulate the nation’s economy for decades to come.

The GCA, with our industry partners, will strive to secure the enactment of a robust multiyear surface transportation program reauthorization bill with a stable source of revenues to support funding for both highways and transit, and to enact new water and wastewater resources funding legislation. We will continue the dialogue with members of Congress concerning the urgent need to move forward with these initiatives and will work to make infrastructure investment an issue in the presidential election.

The hard work and staunch support of our members has made the GCA a recognized force for infrastructure issues. As we embark on 2012, we remain committed to ensuring that our members have the information and tools that they need to navigate the challenges of an uncertain economy, and we will make our voices heard in Washington, Albany and City Hall advocating for our members’ interests.

Handwritten signature of Denise M. Richardson in black ink.

**Denise M. Richardson**  
Managing Director/Secretary to the Board

Handwritten signature of Richard Raab in black ink.

**Richard Raab**  
President

# GCA Members at Work: Building the



## The World Trade Center

**T**he eyes of the nation once again turned to New York on the 10th Anniversary of the attacks of September 11, 2001. This solemn day was met with the opening of the 9/11 Memorial and visible progress on the reconstruction of the World Trade Center site.

Completing the World Trade Center Memorial for the 10th Anniversary of September 11th was a critical construction and symbolic milestone. Many GCA members including **EE Cruz, Moretrench American Corp., Skanska USA Civil Northeast, Tutor Perini** and **Yonkers Contracting** worked on both the Memorial and the surrounding infrastructure to meet this important goal.

## The Second Avenue Subway

**T**aking place in the densest environment of any transit expansion in the country, the Second Avenue project has been challenging for both the contractors and the nearby community. GCA members have been working around the clock to advance this critical transit line, which will provide much-needed transportation services and relieve overcrowding on the 4, 5, and 6 Lines.

**S3 Tunnel Constructors**, a tri-venture of **Skanska USA Civil Northeast, J.F. Shea Construction** and **Schiavone Construction**, completed the first phase of tunneling for the Second Avenue Subway when it reached the Lexington Avenue 63rd Street Station in September, marking a significant milestone in the subway construction that has been started and stopped for more than 80 years. When the first phase of the Second Avenue Subway is completed, it is expected to serve more than 200,000 people daily. Other GCA members working on crucial elements of the project include **J. D'Annunzio & Sons; Judlau Contracting; SSK**—a tri-venture of **Schiavone Construction, J.F. Shea Construction** and **Kiewit Constructors**; and a joint venture of **EE Cruz** and **Tully Construction**.



# Infrastructure that Improves New York



## High Line Park

In an area as dense as New York City, parks and open spaces serve to enhance the quality of life. Besides improving the cityscapes for urban dwellers, workers and tourists, attractive parks boost real estate values.

This past June, the second section of the High Line, situated above the streets of Manhattan's West Side between West 20th and West 30th streets, was completed by **C.A.C. Industries, Inc.**



## Water Treatment Projects

Although not as visible as the Second Avenue Subway project, other critical infrastructure improvements were completed in 2011 due to the efforts of GCA members. Construction of the Newtown Creek Water Pollution Control Plant—the largest of the city's 14 wastewater treatment plants—was completed in 2011 and entered the start-up phase. This massive construction project will enable the Newtown Creek Plant to meet compliance requirements mandated by the Federal Clean Water Act.



Other important water treatment projects also moved toward completion. These included the CatDel UV Plant, the world's largest UV disinfectant plant; and the Croton Water Filtration Plant in the Bronx, which both reached the start-up phase. GCA member **Skanska USA Civil Northeast**, in joint ventures with members **John P. Picone Inc.**, **ECCO III Enterprises** and **Tully Construction**, worked to complete these core infrastructure projects. Additional members working on critical water treatment plants include **Silverite Construction Co.**, **Frontier-Kemper Constructors** and **Schiavone Construction**.



## New Harlem River Drive Ramp to RFK Bridge

GCA members are paving the way in helping New York State look for ways to streamline project delivery and reduce costs. At the end of 2011, New York State gained the ability to advance projects using the design/build project delivery method. For years, GCA members have been successfully using this method for projects around the U.S. The new \$9 million Harlem River Drive southbound ramp to the Robert F. Kennedy Bridge (formerly the Triborough Bridge), was the first design/build project for MTA Bridges and Tunnels. The **DeFoe Corporation** demonstrated the success of design/build by completing the project ahead of schedule and with minimal impact to motorists.

# GCA Advocacy: Shaping Policies to Improve NY's Quality of Life

## Making a difference in Washington, D.C., Albany and City Hall

GCA members are fully aware of how important maintaining quality transportation, water and sewer infrastructure is to our nation's economy and quality of life. Too often, however, our vital infrastructure is taken for granted by the public and their representatives in government. Our members and staff work continually to educate the public and elected officials about the great significance of infrastructure in job creation, the economy and the quality of life for New Yorkers. In 2011, the GCA again showed that consistent messaging, effective advocacy, coalition building and targeted lobbying are essential to success in this arena.

### Washington, D.C.

The GCA is a leading advocate and thought leader in Washington, working with Congress, the Administration and key coalitions on the reauthorization of legislation to support transportation investment, airport improvements, and repairs to our water and sewer infrastructure.

The numbers demonstrate the essential role the federal government plays in transportation investments: Federal funding is the largest component of the New York infrastructure market, supporting nearly one-third of all MTA and more than one-half of NYSDOT capital spending—\$3 billion worth of construction activity each year.

In Washington, D.C., the GCA's efforts helped head off a draconian 30 percent reduction in federal transportation funding. Our staff met regularly with key members from the House Transportation and Infrastructure Committee, as well as Senate members from Environment and Public Works and Banking, and Housing and Urban Affairs committees. We advocated a series of legislative priorities that would advance critical infrastructure projects more efficiently. Additionally, we provided high-level Congressional members and staff with tours of several GCA members' construction projects to demonstrate the size, magnitude and impact of federal transportation investment in New York, and moderated panels with key legislative staffers at industry events.

The GCA was also in the forefront of the debate on the White House initiative to streamline the federal environmental, construction and approval process. GCA delivered testimony at Congressional hearings and urged the adoption of less burdensome regulations.

### Albany

The campaign to secure adequate funding for infrastructure projects has never been more challenging with tight budgets and state spending cuts. Just as Washington plays a key role in supporting investment in repairs to New York's aging roads, bridges and transit systems, Albany is equally critical in providing state and local support for our transportation network.

In inflation adjusted dollars, New York State spends less on roads and bridges in New York City now than it did ten years ago, while the pattern for the MTA appears to be accelerated self-funded borrowing with future dedicated revenues uncertain.

In 2011, with Governor Andrew Cuomo and legislative leaders focused on the economy and job creation, the GCA promoted transportation infrastructure funding as a critical economic development tool. Our organization pressed for needed funding of the MTA Capital Program and pushed for legislation that would streamline project delivery—and which resulted in

passage of the design/build measure at the end of the year. The GCA has been in the forefront of the public infrastructure debate highlighting the impact on jobs and the economy, providing insight into best contracting practices, offering expertise at legislative hearings, commenting in the media, and speaking at public forums.

Moving forward, the GCA will continue to advocate for the critical role of dedicated funding for the MTA Capital Program and for protecting the existing revenue streams, including the metropolitan commuter transportation mobility tax, that provide the essential dollars supporting regional mobility.

### City Hall

The GCA continues to look for ways to streamline contracting processes and reduce costs in order to make it easier for our member companies to do business with city government. In the past year, our organization has successfully advanced the cause for our members' businesses, working closely with the Mayor's office, agency officials, the City Council and the Administration.

Addressing how we do business, streamlining processes, regulations and mandates that add cost without adding value, and being honest about the need, the cost and the benefits of maintaining our infrastructure in good working condition remain the focus of the GCA's advocacy for 2012 and beyond.



(Left to right) MTA Capital Construction President Michael Horodniceanu gives a tour of the East Side Access Project to Hon. Nick Rahall II (D-W.Va), Hon. Jeff Denham (R-Calif.), Hon. Jerrold Nadler (D-N.Y.), Jay Walder (former MTA Chairman), Hon. John Mica (R-Fla.), Jay Dier (Judlaw), Hon. Bob Gibbs (R-Ohio), Denise Richardson (GCA), Rep. Patrick Meehan (R-Pa.), Rep. Chip Cravaack (R-Minn.), joined by three construction workers.

# GCA Networking and Education: Creating a Sustainable Future

## Building Industry through Networking

In May, the GCA held its third annual networking event at Club 101 to bring together the city and state public sector infrastructure agencies, heavy construction unions, GCA member contractors and DBE/MWBE firms. In this comprehensive forum, DBE and MWBE firms learned about projects and work opportunities at a variety of agencies. In addition, the over 125 participants met with the procurement staff at major construction contractors and gained insight into working with heavy construction unions.



(Forefront) Chairman William Thompson, Governor's MWBE Task Force, (left) N.Y. Deputy Secretary for Civil Rights Alphonso David, and (right) N.Y. Chief Diversity Officer Yrthya Dinzey-Flores at DBE/MWBE networking event.

Working closely with **Manhattan College** and **Yonkers Contracting Company**, the GCA developed and sponsored a four-day construction management course for certified DBE, MBE and WBE firms. The first class, held in August, focused on areas essential to working successfully on heavy construction public works, including estimating, project management, project finances and profitability, bonding and insurance, prevailing wage and construction law issues, safe work practices, and agency safety and QA/QC requirements.

In the fall, course graduates were invited to a GCA-sponsored forum at Manhattan College with agency leaders at NYSDOT, NYCDOT, DEP, Thruway Authority, MTA, Moynihan Station Development Corp, NYCDDC, and the Port Authority of New York & New Jersey to learn about upcoming bid opportunities and to network with GCA members.

## Strengthening our Commitment to Work Union

Middle-class blue-collar jobs are the backbone of New York's economy. As debates over living



### Safety is a Priority

GCA members know the importance of safe work practices and are committed to ensuring the safest working conditions for their employees and the surrounding community.

To reinforce these safe work practices, the GCA hosts a Safety Day for its membership each year. This past April, our members held a series of safety forums, including tool box talks, which focused on the necessity of safe working conditions and work practices.

Our organization also sponsored a series of seminars on critical safe work practices such as scaffold safety, supervisor training, and OSHA 10-hour training to underscore the heavy construction industry's commitment to "safety first." In addition, the safety divisions at the various public agencies were invited to give presentations to the membership to reinforce their safety standards and policies.

wage requirements abound and more working New Yorkers fall within poverty rates, it is clear that New York must support skilled professional jobs. Within the construction industry, discussions focus on the need to reduce construction costs.

While some view eliminating prevailing wages and the unionized workforce as the core focus, the GCA's emphasis is on modifying work restrictions and owner requirements that add cost but yield no value.

The GCA recognizes that the unionized construction industry is the cornerstone of the middle class—and wants to keep the industry as a source of highly skilled, good paying jobs for generations to come.

### Educating the Public

Roads, bridges, rail, sewers, water delivery, electricity distribution, and parks are all core services essential to the development and continued growth of New York. Yet our basic infrastructure is often taken for granted, with the public assuming it will always be there.

For this reason, the GCA brings its advocacy efforts to the public. By sponsoring exhibits and publications, the GCA helps raise awareness of how New York's infrastructure works and why investment in basic repair, rehabilitation and expansion is so crucial.

Sponsorships include:

#### ***ElectriCity: Powering New York's Subways and Rails at the New York Transit Museum***

This long-term exhibit engages visitors in a compelling and participatory exploration of electricity's role in powering the metropolitan region's subways and commuter rails.

#### ***The Greatest Grid: The Master Plan of Manhattan, 1811-2011, at the Museum of the City of New York***

Manhattan's street grid plan began in 1811 as a bold vision of the city's commissioners. Since then it has been changed many times by subsequent generations of planners, builders and advocates. *The Greatest Grid* traces the enduring influence of the 1811 plan as the grid has become a defining feature of the city.

#### ***Those Amazing Builders—From Trilogy Publications LLC***

The GCA, **Skanska** and **RailWorks** are sponsors of a new book, *Those Amazing Builders*, to be distributed in late 2012. Geared to ninth and tenth graders, the book introduces the world of construction using words and photos.

## New GCA Members

### Active:

- Bove Industries, Inc.
- CCA Civil, Inc.
- Lashay's Construction and Development Co., Inc.
- Perfetto Enterprises Company, Inc.
- Platt Construction Ltd.
- Sublink Ltd.
- Wisko America, Inc.

### Associate:

- Advance Testing Company, Inc.
- Clean Earth, Inc.
- CNA Surety
- Construction Risk Partners LLC
- Dunnington, Bartholow & Miller LLP
- Fox Rothschild LLP

- Reichman Frankle Inc.
- Rosen Seymour Shapss Martin & Company, LLP (RSSM)
- Wells Fargo Bank, N.A.

## 2011 Executive Committee

### Citnalta Construction Corp.

Michael Gargiulo

### DeFoe Corp.

Charles Androsiglio

### E.E. Cruz & Co., Inc.

Joseph Malandro

### Delaney Associates, LP

Kenneth J. Delaney

### El Sol Contracting & Construction Corp.

Paul Pomponio

### Falco Construction Corp.

Madeline Falco

### Ferreira Construction Co. Inc.

Nelson Ferreira

### Frontier-Kemper Constructors Inc., New York Region

Richard Raab

### Granite Construction Northeast, Inc.

Eugene Kelley

### Halmar International LLC

Chris Larsen

### J. F. Shea Construction, Inc.

James Marquardt

### John P. Picone Inc.

Robert Wessels

### JRCNY Corp.

Evarett Cruz, Jr.

### Judlau Contracting, Inc.

Frank Cara

### Kiewit Infrastructure Co.

Wayne Thomas

### Moretrench American Corp.

Art Corwin

### Northeast/Remsco Construction Inc.

Rolando Acosta

### Petracca & Sons, Inc.

Phillip Robinson

### Schiavone Construction Co.

Michael Goldstein

### Silverite Construction Co., Inc.

Angelo Silveri

### Skanska Koch, Inc.

Robert Koch

### Skanska USA Civil Northeast Inc.

Michael Viggiano

### T. Moriarty & Son, Inc.

James Moriarty, Jr.

### Trevcon Construction Co. Inc.

Ronald Treveloni

### Tully Construction Co. Inc.

Peter Tully

### Tutor Perini Corporation

James Laing

### Unicorn Construction Enterprises, Inc.

Sanjeev Dhawan

### Urban Foundation/Engineering, LLC

Richard DiLouie

### Weeks Marine Inc.

David A. Vosseller

### William A. Gross Construction Associates, Inc.

Steven Rizzo

### Yonkers Contracting Co., Inc.

John Kolaya

## 2011 GCA Officers

### President

Richard Raab  
Frontier-Kemper Constructors Inc.

### 1st Vice President

Robert Wessels  
John P. Picone Inc.

### 2nd Vice President

Richard DiLouie  
Urban Foundation/Engineering, LLC

### Treasurer

Eugene Kelley  
Granite Construction Northeast, Inc.

## In Memoriam Zohrab Marashlian

**Z**ohrab Marashlian, a leader in the construction industry and an active participant in the GCA, passed away on March 11, 2011. Zohrab was born in Aleppo, Syria, to an Armenian family and attended The American University in Beirut where he received a degree in civil engineering. In 1971, he emigrated to the U.S. and then earned an MBA from Columbia University. He was then employed by Perini Construction, where he rose from office engineer to president of the Civil Division. In his 35-year career, Zohrab oversaw construction of bridges, tunnels, water treatment plants, and many other large projects. He was known and respected throughout the industry for his expertise and hard work. He will be missed.



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