

The logo for the General Contractors Association of New York, Inc. (GCA) is displayed in a large, bold, black sans-serif font. The letters are thick and closely spaced, with the 'G' and 'A' being particularly prominent. The background of the entire page is a dark, moody photograph of a city skyline across a body of water with choppy waves. The sky is overcast and grey, and the water is a dark, textured blue-grey. In the distance, a small boat is visible on the horizon.

GCA

The GENERAL
CONTRACTORS
ASSOCIATION
of NEW YORK, Inc.

2012

Annual Report



Lower Manhattan, near
City Hall, lit only by traffic.
Much of the area lost
power during Sandy.

If Hurricane Sandy proved one thing, it is that we take our infrastructure for granted until it is literally not there.

While we will spend much of the next year rebuilding and reinforcing the roads, bridges, tunnels, subways and railroads, as well as water, fuel and power systems directly damaged by Mother Nature, we cannot let these projects distract us from addressing the infrastructure that needed fixing the day before the storm hit. Those needs did not dissipate with the storm clouds.

New York has made great strides since the days of track fires, trucks falling through major highways, water main breaks decimating commercial thoroughfares, and parks too rundown and dangerous to enter. With that recovery has come a resurgence in our economy. We cannot pretend that the job is finished or that ongoing investment isn't necessary. New York can keep its place as a national economic leader only if it has a dependable power grid, a reliable mass transit system and a road and bridge network that meets the region's needs.

Leaders in Albany, Washington and New York City need to enact the legislation and allocate the funding that will support sustained capital investment in our water, transportation and power systems.

As we have for over the last 100 years, the GCA will be in the forefront of the advocacy effort, making certain that our elected officials do not shortchange the investments that will determine the region's long-term economic future.

The time to think
about infrastructure
is while it's
still working.





Yet investments fall far short of needs

Major projects such as the Croton Filtration Plant, the Second Avenue subway, 7 Line extension, East Side Access, and the replacement of the Tappan Zee Bridge, make it appear that infrastructure is receiving the attention it deserves, the reality is less encouraging.

Funding at the federal, state and city levels is not sufficient to keep up with current and future infrastructure needs. Revenue from the gas tax has lost one-third of its purchasing power while the price of gas has increased 300%. With 25% of the state's bridges classified as functionally obsolete, and another 12% rated structurally deficient, flat funding forces NYSDOT to address only the most critical problems. Similarly, the MTA is struggling to find the funds it needs for its next capital program, while elected officials persist in characterizing the MTA's dedicated revenue streams as detrimental to the economy.

Amtrak's ridership in the Northeast Corridor now surpasses 11 million passengers. Built in 1910 and not substantially upgraded since, the two tunnels under the Hudson River limit the ability to increase commuter and intercity rail service. Although the Northeast Corridor makes a profit of over \$200 million a year, these funds are not used for capital investments but instead must subsidize unprofitable routes elsewhere in the nation.

In 2012 the GCA spearheaded a campaign against national efforts to eliminate dedicated transit funding in the federal transportation trust fund. Our efforts were no less robust in Albany, where we worked hard to preserve and protect essential MTA capital dollars during the state budget debate.

The GCA will continue to advocate for new funding sources, increasing the rate of investment, and making fundamental reforms to increase the public's confidence that their taxes, fares and tolls are spent wisely.



BRUCE INTERNATIONAL PHOTOGRAPHY

2.6 BILLION RIDERS

A YEAR ON MTA SUBWAY, BUS AND RAIL

17,400

NEW YORK
STATE
BRIDGES

72 YEARS OLD

AVERAGE
AGE OF
NYC
BRIDGES

6000 MILES

OF STREETS, HIGHWAYS, PUBLIC PLAZAS

TWENTY YEAR CAPITAL NEED OF

\$158 BILLION

FOR NY STATE ROAD, BRIDGE AND TRANSIT

NEW YORK INFRASTRUCTURE:

OUT OF SIGHT

CANNOT BE

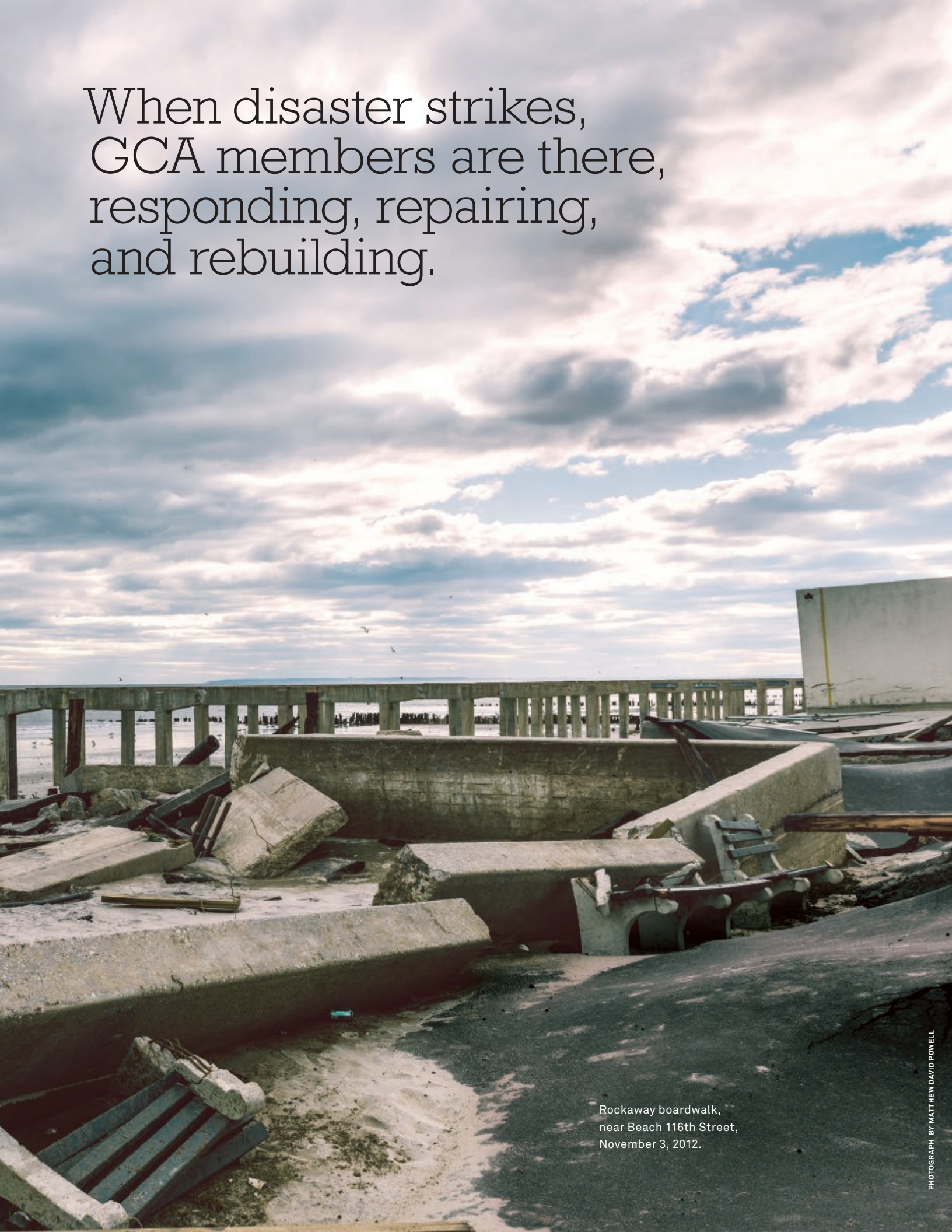
OUT OF MIND



Responding to

SANDY

When disaster strikes,
GCA members are there,
responding, repairing,
and rebuilding.



Rockaway boardwalk,
near Beach 116th Street,
November 3, 2012.

Moving Water

The storm surge inundated New York City and its surroundings. Tunnels, water treatment systems, power facilities, homes, and buildings were flooded with an unprecedented volume of brackish, and, in many cases, debris-laden sea water.

The GCA and its members were called in immediately to help the New York City Department of Environmental Protection, MTA, Port Authority, FEMA, Con Edison, National Grid, and private building owners pump out the water, clean the impacted structures, and assess damage. In total, joint government and private sector dewatering efforts drained over 470 million gallons of water, enough to fill all of Central Park with about two feet of water.

Debris Removal

The storm left tons of debris on railroad tracks, in streets and tunnels, and across the landscape. At the same time, an unprecedented volume of household debris and material was placed on the streets as homeowners sought to clean out the damage and begin the arduous task of rebuilding.

The volume of debris was more than government agencies could handle on their own, so they called on GCA members to help clear out the wreckage from affected coastal communities, gather up the sand washed far into the streets, and begin the process of moving it back to the beaches. Some GCA members who live and work in damaged areas also assisted their local communities in clean-up work.



PHOTOGRAPH BY PATRICK CASHIN



Thursday October 25

MTA Chairman and CEO Joe Lhota cuts remarks short at GCA Annual Luncheon to prepare for the storm, and advises GCA members to prepare as well.

Friday October 26

NYC Department of Buildings orders all exterior construction work to shut down by 5 pm, Saturday.

Saturday October 27

At the request of NYC, GCA members remove ferry gangways in preparation for the storm. The landings are reinstalled afterwards.

Sunday October 28

MTA shuts down subway service starting at 7 pm.

Monday October 29

East and Hudson River crossings are closed.

New York City airports are closed. 12,600 national and international flights are cancelled.

Superstorm Sandy batters New York and New Jersey late Monday and into Tuesday.

Storm surge at the Hugh L. Carey Tunnel reaches nearly 14 feet.



The Rockaway boardwalk lies in ruin on November 4, 2012, after Hurricane Sandy.

Businesses reopen and "Carmageddon" hits New York. Without mass transit, complete grid-lock strikes.

2.3 million customers without power in New York State.



Tuesday October 30

All MTA East River subway tunnels experience significant flooding.

MTA contacts GCA members to begin emergency pumping operations at Queens Midtown and Hugh L. Carey tunnels.

DEP water treatment plants flooded.

DEP sets up command center with GCA to organize work and assign contractors to begin pumping operations.



Wednesday October 31

Governor Cuomo declares that "... the New York metropolitan region is in a transportation emergency."

Port Authority of New York and New Jersey call on GCA members to begin emergency pumping of WTC site.

National Grid and Con Ed reach out to GCA members for assistance pumping out water and restoring power.



Thursday November 1

Mayor implements HOV3 car restrictions to enter Manhattan.

Limited subway and commuter rail service resumes.

LaGuardia Airport reopens.

GCA members mobilize to remove debris and repair the Rockaway Flats section of the A line.

GCA members begin clean-up operations in Coney Island.



Friday November 2

Estimate of economic losses totals \$50 billion.

Modified Amtrak service restored.

Construction embargo extended to November 6 for affected areas.



Saturday November 3

Full Metro-North service resumes.

Parks and playgrounds reopen.

Staten Island ferry service resumes.

Until the storm hit, it was difficult to demonstrate the importance of New York's power, water and transportation infrastructure.



Monday November 5

OEM requests GCA assistance with debris removal.

Thursday November 8

New York Times headline: "Subway Repairs Border on the Edge of Magic."

More GCA members are called in to help with debris removal.

Friday November 9

Mayor Bloomberg signs Executive Order implementing Odd/Even Gas Rationing.

Queens Midtown Tunnel reopens after GCA members and the MTA complete pumping. Night closures continue to allow for needed repairs.

Saturday November 10

Mayor Bloomberg announces Rapid Repair Program.

Monday November 12

Mayor Bloomberg announces \$500 million emergency capital spending plan in addition to \$134 million already approved for storm-related capital improvements.

Fast Response

The response of the City and GCA members to the need for quick housing repairs was remarkable. Rather than utilizing FEMA trailers, Mayor Bloomberg announced an unprecedented program to restore power, heat and hot water to homes impacted by the storm, allowing those residents to return and begin the process of rebuilding.

Within one week of announcing the Rapid Repair program, four GCA members mobilized to begin assessing damage and making repairs. In total, the program helped over 17,000 families return to their homes, setting a new standard for disaster recovery and response.

Community Action

GCA members lent a hand to their neighbors and community groups. Efforts ranged from pumping flood water from a public school in downtown Brooklyn, to rebuilding homes, donating generators, and raising funds to help devastated communities and families recover.



Tuesday November 13

Hugh L. Carey tunnel reopens one tube after GCA members pump out 43 million gallons of oily, muddy sea water.

Wednesday November 14

Construction embargo extended to December 1.

Clean-up efforts collect a total of 258,627 tons of Sandy-related debris.

Saturday November 17

RFP released for Rapid Repair Program to restore heat, hot water and power to damaged homes for free. Contractors have until Monday morning to submit qualifications and proposals.

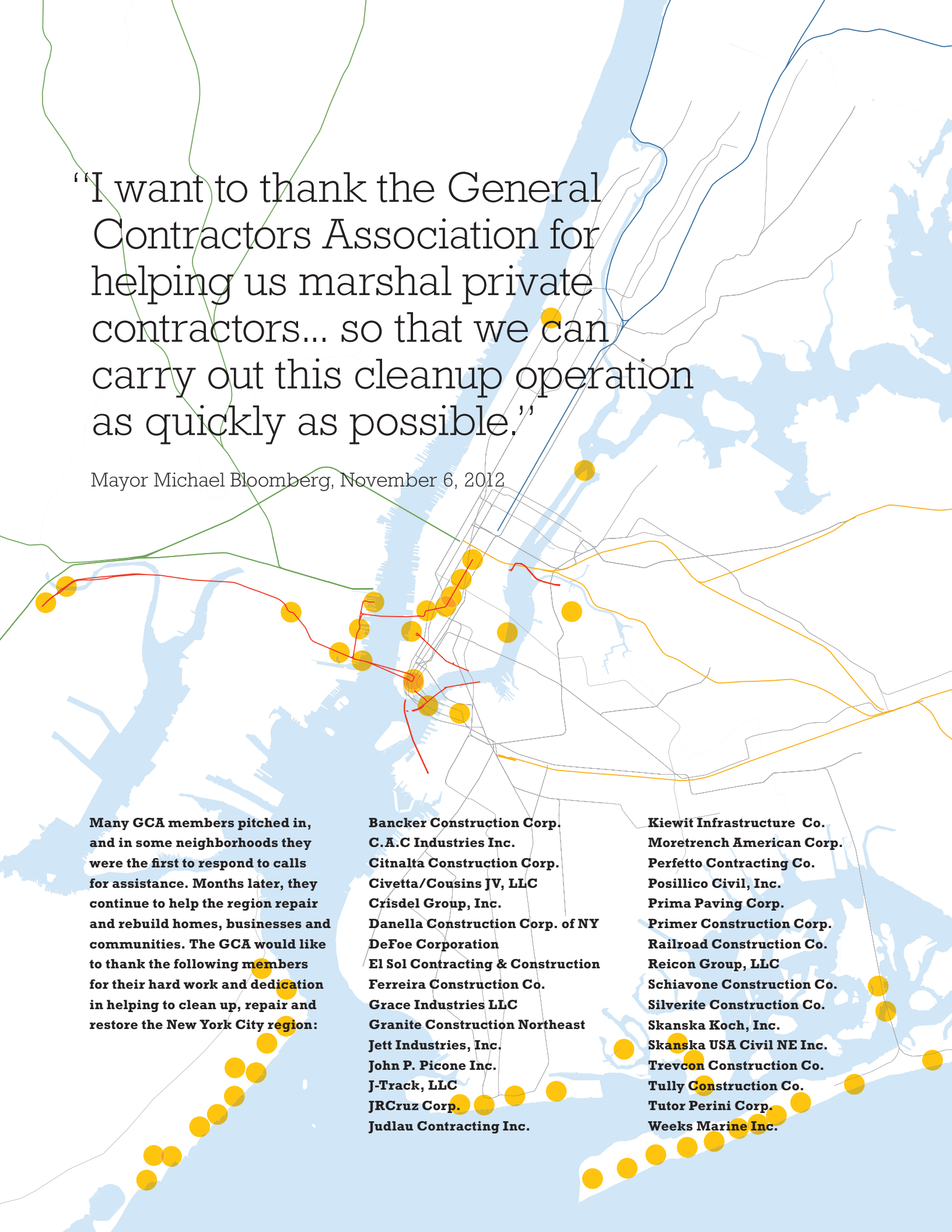
Wednesday November 21

GCA members are asked by the City to move a ferry landing barge to Staten Island for temporary ferry service to Manhattan.

Monday November 26

After spending Thanksgiving weekend mobilizing, GCA members begin work on NYC's Rapid Repair Program.

PATH service to lower Manhattan resumes.



“I want to thank the General Contractors Association for helping us marshal private contractors... so that we can carry out this cleanup operation as quickly as possible.”

Mayor Michael Bloomberg, November 6, 2012

Many GCA members pitched in, and in some neighborhoods they were the first to respond to calls for assistance. Months later, they continue to help the region repair and rebuild homes, businesses and communities. The GCA would like to thank the following members for their hard work and dedication in helping to clean up, repair and restore the New York City region:

Bancker Construction Corp.
C.A.C Industries Inc.
Citnalta Construction Corp.
Civetta/Cousins JV, LLC
Crisdel Group, Inc.
Danella Construction Corp. of NY
DeFoe Corporation
El Sol Contracting & Construction
Ferreira Construction Co.
Grace Industries LLC
Granite Construction Northeast
Jett Industries, Inc.
John P. Picone Inc.
J-Track, LLC
JRCruz Corp.
Judlau Contracting Inc.

Kiewit Infrastructure Co.
Moretrench American Corp.
Perfetto Contracting Co.
Posillico Civil, Inc.
Prima Paving Corp.
Primer Construction Corp.
Railroad Construction Co.
Reicon Group, LLC
Schivone Construction Co.
Silverite Construction Co.
Skanska Koch, Inc.
Skanska USA Civil NE Inc.
Trevcon Construction Co.
Tully Construction Co.
Tutor Perini Corp.
Weeks Marine Inc.

Looking Forward

Adversity brings out the best in New York City and reveals the strength and determination of its communities. The community of GCA members has helped New York respond to catastrophes like 9/11 and Sandy by helping build the infrastructure that enables 8.5 million people and their 11 million metropolitan neighbors to continue to live and work.

As New York City repairs storm damage and plans for the future, we require innovative thinking, financial resources, and strong leadership as we consider the following challenges:

»» **Disaster response must be a joint effort of government and the private sector, with regular planning, communication and coordination so that when the need arises, resources can be easily located and deployed.**

»» **The electrical grid must be revamped to include redundancy and resiliency. A competitive economy depends on access to reliable and economical power.**

»» **Water quality and the reliability of the wastewater network is essential to public health. After investing in upgrading New York City's wastewater treatment plants, building a third water tunnel, and safeguarding drinking water quality, the city must now focus on the water and sewer main networks that are more than a century old and facing increasing demands from new development and upzoning.**

»» **The transportation network is directly related to our quality of life and core mobility. Projects like a full-length Second Avenue subway, a new trans-Hudson passenger tunnel, a new station on the far west side that builds upon the 7 Line extension, and Moynihan Station are critical to improving regional mobility. Longer-term needs, such as increasing airport capacity and upgrading the highway network, must also be planned, funded and accomplished.**

»» **In exchange for committing to new funding streams for infrastructure investment, the public must be assured that resources will be spent wisely. Proper allocation of risk, reasonable contract terms, economical and practical designs, revamping outdated work rules and streamlining the environmental review process are all necessary if we are to make a credible case that increased funding will result in an upgrade to our physical environment.**



GCA
members
keep New York
running:
Projects 2012



Space Shuttle Enterprise Moved to Intrepid Sea, Air & Space Museum Complex

OPPOSITE

To move the Space Shuttle Enterprise from JFK Airport to the Intrepid Air and Space Museum docked on the Hudson River, the museum called on the expertise of Weeks Marine. In business since 1919, Weeks Marine carefully loaded the Space Shuttle onto its barge and floated it up the Hudson River. Weeks Marine used the same specialized crane they used to pull US Airways Flight 1549 from the Hudson.

Catskill/Delaware Ultraviolet Disinfection Facility

The Catskill/Delaware UV water disinfection plant was substantially completed in 2012 on time and on budget. The plant is the world's largest ultraviolet disinfection facility with a capacity of handling 2 billion gallons of water each day. The project was built by SEW, a joint venture of Skanska USA Civil NE, Ecco III Enterprises, and J.F. White Contracting. The Catskill/Delaware system provides 90% of New York City's drinking water.

New Croton Aqueduct

The 33-mile New Croton Aqueduct, first built in 1890, underwent a comprehensive repair and rehabilitation by Frontier-Kemper Constructors. The Aqueduct will be the primary water supply to the new Croton Water Filtration Plant. The small diameter of the aqueduct and the shafts, combined with limited access locations, required sophisticated logistical coordination to manage work happening simultaneously at multiple locations over a distance of 30 miles.

Croton Water Treatment Plant— New Shaft and Meter Chamber

The Shaft and Meter Chamber for the Croton Water Treatment Plant was built by a joint venture of John P. Picone Inc. and Schiavone Construction. The facility finalizes the connection between the Croton Water Treatment Facility and the Jerome Park Reservoir water distribution system in the Bronx.



PHOTOGRAPH BY ANGELLE BERGERON



PHOTOGRAPH BY JAMES PROCHNIK

50th Street Facility Vent Plant

Construction of a new tunnel, station, and support facilities for the Long Island Railroad is taking place under one of the busiest places in the country with little inconvenience to the businesses nearby. A new ventilation structure and vertical utility shaft for the East Side Access project are being constructed at 50th Street and Park Avenue in Manhattan by Halmar International.

Columbia University Manhattanville Campus

A joint venture of E.E. Cruz and Nicholson Construction Company is constructing the foundations for the first building that will be part of Columbia's new campus. The foundation contract for the Jerome L. Green Science Center (Phase I) includes the construction of over 150,000 square feet of watertight perimeter diaphragm wall. Ninety-six load-bearing elements (barrettes), installed to depths of up to 240 feet, support embedded steel columns weighing up to 35 tons each, to facilitate a top-down construction sequence. The high-rise superstructure work will progress simultaneously with the excavation of 165,000 cubic yards of soil and the construction of two sub-basement levels. The second phase of this project involves slurry wall work, including an additional 200,000 square feet of diaphragm wall.

Second Avenue Subway Stations

Construction of the Second Avenue Subway from 96th to 63rd Streets is the first major expansion of the subway system in 60 years. Work is well under way constructing the caverns that will house the three stations for this new line at 96th, 86th and 72nd Streets. Construction operations are taking place under the densest residential area in the country, with over 100,000 residents per square mile living around the work area. Pictured at right is the construction of the 86th Street station by Skanska USA Civil NE. A joint venture of EE Cruz and Tully Construction is building the 96th Street Station and Schiavone Construction is building the 72nd Street Station.



Rockaway Beach Park

Just over two months after the grand reopening of Rockaway Park, Hurricane Sandy slammed into the Rockaways. The Park, between Beach 9th and Beach 32nd Streets, was built by expert park builder William A. Gross Construction, and was one of the eight regional parks transformed under PlaNYC, the city's plan for a greener New York. The park survived the storm relatively unscathed as a result of the recently built concrete boardwalk that protected the area. Not far away, the wooden boardwalk and surrounding community were severely damaged by the storm.

Manhattan Pump Station

The Manhattan Pump Station is the largest sewage pump facility in New York City. The facility transfers discharges from the southern part of Manhattan to the Newtown Creek Wastewater Treatment Plant. First built in 1965 by GCA members, the pump station underwent a total reconstruction upgrade that was substantially completed in 2012. Silverite Construction completed the challenging work of replacing the pump station while keeping the plant completely operational, only to see the plant damaged during Hurricane Sandy. Immediately after the storm, DEP contacted Silverite to pump out, decontaminate, and return the facility to operational condition, while working to develop a more detailed plan to fully repair this new facility.

78th Street Pedestrian Ramp over FDR Drive

The 78th Street Pedestrian Ramp, a key link connecting Manhattan's Upper East Side with the East River esplanade, was rated one of the three worst bridges in New York City. The bridge was completely replaced in 2012 by Ferreira Construction. To minimize the impact on FDR Drive traffic and on the surrounding community, the bridge was constructed off-site and then barged over. A full closure of the FDR Drive was required to take out the existing bridge and install the brand new structure, imposing upon Ferreira an extremely tight window in which to work. Value engineering of the waterfront ramp kept the project on time and under budget.





MTA System Expansion

ABOVE and TOP RIGHT

GCA members are building 13 miles of new tunnels through challenging rock and soft ground in New York City. The new tunnels will allow for the expansion of the 7 Line to the far west side, the construction of the first phase of the Second Avenue subway to connect with the Q Line, and the connection of the LIRR to Grand Central Terminal. Tunnel boring was completed in 2012 for 16 new concrete-lined tunnels for these critical system expansion projects. This was performed by Skanska USA Civil NE, J.F. Shea Construction, Schiavone Construction, Granite-Traylor Brothers-Frontier-Kemper Constructors, joint venture, and Dragados USA-Judlau Contracting, joint venture. Other key tunnel elements, such as vent shafts, are under construction by Halmar International, Yonkers Contracting and Tutor-Perini.

Rehabilitation of Five Stations on the Pelham Line, Bronx, NY

John P. Picone rehabilitated five stations on the New York City Transit Pelham Line (6 Line). Two stations at a time were shut down completely during phasing of the work to allow for complete rehabilitation. Time constraints required work to be performed on a 24-hour basis in certain areas to meet the schedule and to keep the Parkchester station in continuous operation throughout the rehabilitation.



East 180th Street Station House

Citnalta Construction completed the rehabilitation of the East 180th Street Station House in the Bronx in 2012. One of the more historic stations in the system, the 180th Street station operated as an electric commuter railroad in Westchester and the Bronx from 1912-1937 for the New York Westchester and Boston Railway.

Flood Mitigation and Relieving Platform Rehabilitation at 148th Street Yard, Lenox Line in Manhattan

In 2012 John P. Picone completed the construction of a sheet pile sea wall adjacent to the existing bulkhead. Additional work included constructing a floodwall at the north and south ends of the property, stabilizing the relieving platform, and rerouting of the existing drainage from the Harlem River Drive.

Vehicular Ferry Landing Rebuilding on Governors Island

BELOW

In January, Reicon Construction began work on a dramatic rehabilitation of the Governors Island vehicular ferry landing, including the moving ramps which allow vehicles and pedestrians to embark and disembark. The new ferry landing will facilitate increased public access to New York City's newest recreational space.



Preparing the next generation of builders



ABOVE GCA President Robert Wessels speaks with New York State Deputy Secretary for Economic Development Leecia Eve at the GCA's annual networking event for minority and women-owned construction businesses.

OPPOSITE The GCA networking event, and New York City high school students receiving awards at the GCA-sponsored Summer Engineering Program

Through training programs, summer internships, programs for high school and college students, scholarships and networking events, the GCA is helping to train the next generation of industry leaders.

Building infrastructure in New York is a far more complex task than virtually anywhere else on the planet. It takes hard work, ingenuity skill, and even diplomacy. The GCA offers a number of programs to encourage students to enter the heavy construction field and to assist disadvantaged, minority, and women-owned businesses grow and foster new business relationships. The summer internship and scholarship program for junior-year civil engineering students provides engineers-in-training with project management experience and a lead in to jobs with GCA members after graduation. Since its inception the John Donohoe Internship and Scholarship program has distributed over \$56,000 in scholarships to women and men planning careers in the heavy construction industry.

The GCA sponsors a summer program at Manhattan College to expose New York City high school students to the engineering and construction fields. With presentations about major ongoing projects and hands-on assignments, the program gives students a feel for engineering principles and the challenges of construction.

Recognizing the high start-up costs for heavy construction businesses, and the high failure rate of new firms—the US Bureau of Labor Statistics reports that 70% of all construction companies fail within seven years—the GCA created a three day construction management course for minority- and women-owned businesses to help them succeed in the public infrastructure marketplace. The course, which is taught by a combination of GCA members, including estimators, executives, and contract management professionals, as well as experts from the surety, insurance and engineering consulting industries, offers the participants real-world exercises that mirror typical business scenarios. The class “final exam” includes the distribution of plans and specifications and the preparation of a project bid and a real-time bid opening to determine the lowest responsive and responsible bidder among the class participants.

The GCA's construction management course, supplemented by a unique networking event that brings together prime contractors and major government agencies in one location, creates significant potential for businesses willing to seize the opportunity to grow and develop their firms.



Working safely benefits everyone



Maintaining safe work sites is good for workers, businesses, and the public. Since safety regulations and laws are complex and changing, the GCA helps its members by providing annual OSHA 10-hour safety training, as well as other types of safety instruction. Additionally, the GCA promotes Safety Day every April, during National Safety Week. Safety Day helps reinforce safe work practices and emphasizes the construction industry's commitment to safety.



2013 and Beyond



Our infrastructure remains perched on the edge of its own “fiscal cliff,” as we burden future generations with debt so we can keep our tolls, taxes and fares artificially low. As we go to print, gas prices have risen nearly 50 cents in six weeks with little public outcry, but a proposed 10 cent increase in the

gas tax—after 20 years of no change—is greeted with predictions of economic ruin. We are divesting our own infrastructure as we send billions of dollars out of the country to invest in someone else’s.

What, where and how we build is as important as how we will pay for these critical investments. With portions of our housing stock now clearly too vulnerable to storm damage, we have the opportunity to create new open space that can be used for recreation and serve as buffer zones.

With our technology-based, 24/7 economy becoming ever more dependent on uninterrupted power, we must permit the development of new energy sources and facilities. Sandy may have been a record storm, but New York’s position as a national and international economic powerhouse cannot be threatened by power interruptions that last a week and beyond. Building new facilities and increasing redundant capacity is essential to maintaining service.

Continued investment in the water supply, distribution and wastewater treatment systems is critical. We must advocate for passage of a national water resources investment program to ensure that the entire region receives federal assistance to rehabilitate and secure the water and wastewater infrastructure.

Finally, we in the industry must challenge ourselves and our workforce to embrace new and better ways to deliver public works projects on time and on budget. The reluctance to do so only provides convenient fodder for stalling a larger infrastructure agenda.

The tasks before us are daunting, but the accomplishments of the GCA members prove that no challenge is too big to overcome.

DENISE M. RICHARDSON **MANAGING DIRECTOR**

Denise M Richardson



When New Yorkers look back upon 2012, they will remember one event: Superstorm Sandy. Sandy exposed our region’s vulnerability and dashed the notion that our shores were exempt from Gulf Coast-type hurricanes. The damage to homes, businesses, neighborhoods, miles of coastline and critical trans-

portation, wastewater, and electrical infrastructure will be etched in our memories for decades.

As president of the GCA, I witnessed firsthand the power of our organization to quickly mobilize our people and equipment to help the region recover. Within hours, our members were helping DEP get wastewater treatment plants back in operation, removing debris and pumping flooded tunnels. When the City initiated the Rapid Repair program to assist impacted homeowners, our members rose to the challenge and our efforts continue. To date, the program has enabled over 17,000 families to return to their homes.

While all levels of government will be making plans to reinforce essential infrastructure to lessen the impact of future storms, we cannot lose sight of the ongoing need to address the core state of good repair projects that are equally vital to our quality of life. Relocating building system equipment to make it less vulnerable to flooding, strengthening the electrical grid, and hardening the transportation network will require significant investment, but such work must be done in tandem with replacing and upgrading other necessary parts of our core infrastructure.

The importance of the MTA system to New York’s economy was evident as the region struggled to return to normal after the storm. Drivers—whose commuting time doubled or even tripled—can no longer claim that the MTA network does not benefit their own mobility. Elected officials who have long pitted the interests of roads against those of mass transit clearly saw that without all facets of our transportation network in operation, the result is chaos and gridlock.

Our task in 2013 is to not forget the important lessons of 2012. We must engage our elected officials, policy makers and the public in a dialogue about how we fund and build infrastructure for the future. The discussion cannot be about whether we can afford to make these vital investments, but how can we afford not to make them given their critical economic and social impact.

ROBERT WESSELS **PRESIDENT**

Robert Wessels



The GCA is...

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Robert Wessels, John P. Picone Inc.

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Richard DiLouie, Urban Foundation/Engineering, LLC

SECOND VICE PRESIDENT

Michael Viggiano, Skanska USA Civil Northeast Inc.

TREASURER

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Jett Industries, Inc.
J. F. Shea Construction, Inc.*
JLJ IV Enterprises Inc.
JMA Concrete Construction Co., Inc.
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John P. Picone Inc.*
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J-Track, LLC
J.T. Cleary, Inc.
Judlau Contracting, Inc.*
Kelco Construction Inc.
Kiewit Infrastructure Co.*
Kiska Construction Inc.
The Laquila Group Inc.
Lashay's Construction & Development Co., Inc.
LLF Construction Services, Inc.
Macro Enterprises Ltd.
Maspeth Supply Co., LLC
McCloskey Contracting Co., Inc.
Merco Inc./Mergentime
Metrotech Contracting Corp.
Michels Corporation
Moretrench American Corp.*
MVN Associates Inc.
NAC Industries, Inc.
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Northeast Remsko Construction Inc.*
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OHL USA
P.C.M. Contracting Co., Inc.
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Traylor Bros., Inc.
Trevcon Construction Co., Inc.*
Treviicos Corporation
Tucci Equipment Rental Corp.
Tully Construction Co. Inc.*
Tutor Perini Corporation*
Underpinning & Foundation Skanska, Inc.
Unicorn Construction Enterprises, Inc.*
Urban Foundation/Engineering, LLC*
Varlotta Construction Corp.
WDF, Inc.
Weeks Marine Inc.*
Welkin Mechanical LLC
William A. Gross Construction Associates, Inc.*
Wisko America, Inc.
Yonkers Contracting Co., Inc.*

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The GCA wishes to thank Patrick Cashin of the MTA
for his photographic support of our projects.