



GCA

The General Contractors
Association of New York, Inc.



The
Clock
is
Ticking



Population growth and development is placing **an increased demand** on infrastructure

Reliability is down and **capacity is stretched** to its limits

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Dear Colleagues and Friends,

As this report goes to print, Hurricanes Harvey, Irma, and Maria and the earthquakes in Mexico highlight the human impact of natural disasters. Much of the catastrophic impact should have, and can be, prevented. Breached dams, collapsed water and sewer lines, washed out roads, flooded power plants, and downed utility grids are all examples of neglecting to make sound investments to maintain and upgrade the necessities of life in the 21st century.

Although the New York region was spared from the storms' impact, we too, experience the effect of long-term neglect of vital infrastructure. Amtrak's need to repair deteriorated tracks and switches in Penn Station forced commuters to make major adjustments this past summer. On a daily basis, the 8.5 million riders that rely on the MTA network must plan their schedules to anticipate some degree of delay, as service reliability has decreased by almost 25% in the last four years. While riders appreciate the MTA's improved communications about subway outages and delays, the ideal condition would be a degree of reliability that makes those communications a rarity rather than the norm.

Superstorm Sandy flooded the North (Hudson) and East River rail tunnels five years ago. To date, minimal progress has been made on the East River tunnels, a vital link for rail service to Long Island and New England. Replacement of the North River tunnels has progressed further, with the publication of the Draft Environmental Impact Statement. Continued debate over funding and media exaggeration of "cost overruns" for a project that has yet to be fully scoped add to the uncertainty as to whether construction will actually start, and more important, be completed, before the existing fragile tunnels fail. In truth, the clock is ticking, and every sweep of the hour hand is time that cannot be recovered.

If we are to learn any lesson from our historic infrastructure neglect, it is the need to create a focused alliance toward accomplishing a common goal: delivering these critical projects economically and efficiently. The public agencies, the design and construction industries, the labor force, and the public, must insist on a new governance structure that removes the bureaucratic and procedural obstacles that add unnecessary cost and time to

projects. The ongoing debate about the roles of private, federal, state, and local funding for critical infrastructure investments will not yield an effective solution without demonstrable changes in the way that projects are managed and executed. Adversarial contract terms, amorphous project scopes, unrealistic budgets and schedules and procedures that require a contractor to wait years, not months, to resolve critical issues, destroy public confidence in our collective ability to deliver the vital projects that provide mobility, protect public health and safety, and improve quality of life.

We can and must do better. Together.
The Clock is Ticking.

Sincerely,


DENISE M. RICHARDSON
EXECUTIVE DIRECTOR


MICHAEL VIGGIANO
PRESIDENT

The Clock is Ticking...



That is the grade that the American Society of Civil Engineers (“ASCE”) gives the condition of the nation’s infrastructure in its 2017 report, determining that most of the country’s transportation, water and wastewater, and energy grid is “...mostly below standard, with many elements approaching the end of their service life...exhibit(ing) significant deterioration...with a strong risk of failure.” New York ranks only slightly better, with an overall rating of C-. The nation’s public transit system gets the worst grade, with an overall grade of D-.

Time for action is growing short. Since 1993, the last time the federal gas tax was increased, the purchasing power of that 18.4 cents a gallon has decreased by 72%. Federal funding for transportation has dropped to an all-time low of 1% of GDP. It is no wonder that our roads, bridges, and mass transit network all show significant signs of neglect and disinvestment. Federal funding supports over half of the state’s road and bridge program and one-quarter of the MTA capital program. Reductions in federal funding mean that either the state must increase its investments in these key areas or face further deterioration of its transportation systems.

The most visible, and perhaps critical, need for action is to build new tunnel capacity under the Hudson River. Damaged by Superstorm Sandy, the 110 year old existing tunnels are on borrowed time, and a failure would have a catastrophic human, as well as an economic, impact throughout the Northeast, which generates 23% of the nation’s GDP. Despite valiant efforts to accelerate

environmental approvals for the Gateway project, an overall sense of urgency among the funding partners is shockingly absent. With each year of inaction adding cost to what will be a complex, lengthy, and expensive endeavor, all parties must commit soon to funding this critical project.

At the same time, the region’s airports consistently rank among the nation’s worst for flight delays and passenger amenities. Although all are undergoing renovations, New York’s airports require investment in new runway capacity, and the country needs a new air traffic control system. More efficient movement of air traffic is critical for businesses and travelers that depend on reliable air service. This has already been proven by a 26% decrease in Kennedy airport’s air cargo tonnage in the last decade, with a commensurate loss of freight-related jobs.

New York City’s growing population has benefited from the extension of the # 7 train to Hudson Yards and the opening of the first phase of the Second Avenue Subway, but its future phases are languishing in funding uncertainty and lack of urgency. Precious little thought is being given to additional expansions of the transit network which will be vital for future growth. Even the MTA’s state of good repair capital projects need to accelerate, as projects that were built in the agency’s first programs in the early 1980s are now reaching the end of their useful lives.

Similarly, our aging regional roads, water mains, and sewers are straining under the increased demand of a

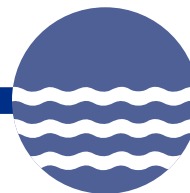
Source: ASCE 2017 Infrastructure Report Card www.asce.org



\$106 Billion
MTA’s 20-year capital need



37%
of NYS Bridges are
structurally deficient or
functionally obsolete



Catskill Reservoir &
Aqueduct turns
100 years old

population that has grown by over one million people over the last twenty years. These systems will be increasingly tested as the region prepares to welcome an additional million people over the next two decades.

New York City's Water Tunnel Number 1 marked 100 years of service in 2017. Its companion, Water Tunnel Number 2, is 80 years old. Truly engineering and construction marvels, neither tunnel has been subject to rehabilitation and maintenance since their opening. Yet the shafts to complete Water Tunnel Number 3 that will allow this work to be done are not scheduled to be completed until the 2020's.

Collectively, these shortcomings bode poorly for our economic competitiveness. Money alone will not solve the problem. The process for delivering infrastructure projects needs reform.

The funding, regulatory, environmental review and procurement processes add layers of approval that stymie innovation, efficiency, and collaboration. The politicization of budgets and schedules misinform stakeholders about the complexity and challenges that accompany project delivery. Record-keeping and compliance documentation requirements increase overhead costs without yielding tangible project benefits. Public agency human resource policies lag well behind the private sector, hindering the ability to recruit highly skilled and qualified candidates to manage complex capital programs. The failure to address these challenges will condemn our infrastructure to additional years of inaction.

As an industry, we need to be the catalyst for change. We also must change to the way we do business. We need to embrace a new and multi-faceted paradigm that includes:

- Stable and reliable funding sources to enable planners to plan with confidence.
- Projects with scopes that are more accurate and evaluated to maximize maintenance efficiency and minimize construction cost.
- An improved and simplified procurement process that promotes constructive collaboration rather than adversarial positioning between parties.
- Realistic budgets and schedules that accurately reflect project demands and complexity, and are updated as scope and requirements change.
- Repeal or revision of statutes and regulations that under the guise of transparency, actually hurt the public interest by thwarting collaboration that could speed progress and reduce cost while delivering a better product.
- Constructive programs that create an inclusionary business environment that organically grows the pool of qualified subcontractors.
- Elimination of the separate, parochial, but historical, organizational structures that no longer work in today's environment.



30.2%
of NYC streets are
rated in fair or
poor condition



New York's airports are the
Top 3 for flight delays



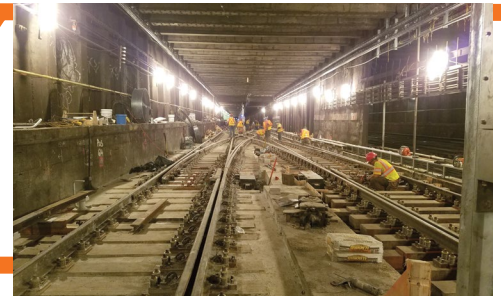
Reforming how projects are built and managed is a necessity. The region's future mobility, collective health, quality of life, and economic vitality depend on it. **The clock is ticking...**

Transit/Rail: On-track Investments

New York's density was made possible by the mobility provided by its robust transit and rail networks. Established in stages in the 19th and 20th centuries, the MTA's subways and commuter rails, the Port Authority's PATH, New Jersey Transit, and Amtrak now collectively move nearly 10 million people a day to work, school, medical care, and recreational activities.

Their condition and capacity is inextricably intertwined with quality of life and the health of the regional economy. Despite that fundamental role, their ability to deliver consistently reliable service is a study in contrasts—significant capital improvements juxtaposed against increasingly degraded facilities. It is ominously reminiscent of the early 1980s where derailments, track fires, service delays, and decrepit stations were commonplace.

Inadequate resources, competing investment priorities, external interference, and leadership instability have taxed an aging infrastructure further hobbled by natural disasters.



Pictured from left to right: The new 86th Street Station for the Second Avenue Subway (Schiaivone Construction and Skanska USA Civil / LK Comstock JV), Signal and track work at 75th Avenue Station on the E, F Queens Blvd Line (Railroad Construction), and Rehabilitation of the 4 Stations along the J, Z Lines in Brooklyn (E.E. Cruz & Co).

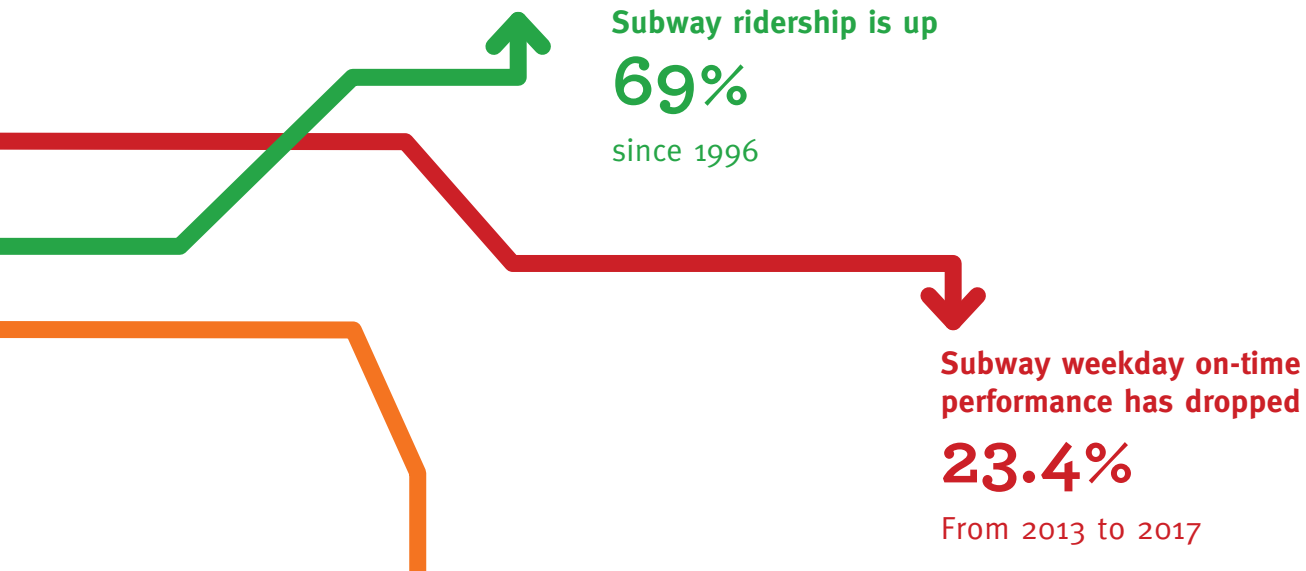
Hurricanes Harvey, Irma, and Maria have dominated current headlines, but a full five years after Superstorm Sandy hit the New York metropolitan region, needed repairs caused by saltwater intrusion into the Hudson and East River rail tunnels have not yet started and plans for Gateway are still being finalized. This is all the more troubling since the president of Amtrak suggested four years ago that the existing Hudson River tunnels could fail “within as little as seven years.” This leaves us with a mere three years before inaction on building new tunnels has the potential to wreak havoc on not only the New York region, but all states and cities along the Northeast Corridor.

Less attention has been paid to Amtrak’s four East River Tunnels, which were similarly damaged by Sandy. Those facilities carry over 200,000 riders, in each direction, per day, and are equally important to the regional and national economies.

It is also time to expedite construction of the next phase of the Second Avenue Subway. Additional transit options are vital to providing improved access to job and educational opportunities to the East Harlem community. Planning monies are simply not enough to advance this capital project in the foreseeable future. This project must be a priority in the MTA’s capital program.

The cost to address these needs is great. The cost of inaction is far greater, with the region’s economy and quality of life already being impacted by the transportation network’s decreased reliability.

Federal funds as a share of the MTA’s capital program are decreasing. The federal capital improvement grant program is at risk of elimination, and capital funding for Amtrak is subject to annual congressional appropriations. It is clear that reform is needed in the way transportation projects are funded and executed.



How do we Change the Dynamic?

- 1 **Streamline** project planning and delivery
- 2 **Engage** contractors, designers, engineers and owner/agency staff in best practices implementation
- 3 **Integrate** owner/agency operations and maintenance personnel into all stages of project development
- 4 **Accelerate** Gateway approvals and solidify federal, state, and local funding
- 5 **Act** on fixing the East River tunnels before the conditions deteriorate further

Bridges: **Linking The Region**

Over the last 10 years

1,290

bridges have been replaced
in NY and **623** have undergone
major rehabilitation.



The collapse of Minnesota's I-35 Bridge 10-years ago was a wake-up call about the condition of our nation's bridges and the consequences of taking our core infrastructure for granted.

Commendably, New York subsequently embarked on a significant rebuilding program, replacing the Tappan Zee, Goethals, and Kosciuszko Bridges, and creatively raising and reconfiguring the roadway on the Bayonne Bridge to allow access for the new, larger, Panamax mega-container ships.

Pictured above: Bayonne Bridge (Skanska / Kiewit JV), Belt Parkway Bridge over Mill Basin (Halmar / Michels Corp JV), Macombs Dam Bridge (CCA Civil), Verrazano Narrows Bridge (Tutor Perini).

ARTBA 2017 New York Bridge Profile

Being in the top 10 is not always positive. New York still ranks

10th

in the nation in the number of structurally deficient bridges.

While the number of deficient bridges in NY has declined by 3.9 percent,

11% or 1,928 bridges

are still classified as structurally deficient and 884 bridges are in such poor condition they are posted with size and weight restrictions.



While those iconic bridges attract much of the spotlight, dozens of other lower profile, but no less essential bridges have been, or are being, rehabilitated throughout the downstate region, such as:

- The seven Belt Parkway Bridges which will reduce bottlenecks, improve traffic flow, and reduce accidents;
- The Macombs Dam Bridge, which will address structural deficiencies to its underwater fender system, and;
- The Verrazano Narrows Bridge, which includes deck and entrance ramp replacement and enhancements, as well as the installation of cashless toll plazas to speed Staten Island crossings and improve air quality.

In addition to better quality and more reliable access and egress to, from, and around the City, these improvements have increased safety for vehicles as well as for pedestrians and bicyclists. When taken as a whole, they also collectively ensure the economic health and competitiveness of the region.

Nationally, the sustained investment in bridge rehabilitation, combined with steps towards streamlining of environmental reviews, has resulted in improved bridge conditions. Despite this progress, a backlog of “structurally deficient” bridge structures remain regionally and nationally. We must find the will and the capital to address this need...**before time runs out.**

Also referenced: Tappan Zee Bridge (Tappan Zee Constructors),
Kosciuszko Bridge (Skanska Kiewit ECCO III JV),
Goethals Bridge (Kiewit Weeks Massman JV).

Roads, Water Mains and Sewers: Connecting Communities

New Yorkers rarely think about what it takes behind the scenes to turn on a faucet, flip a light switch, cross a street, or channel rainwater into a sewer. But without our roads, and the hidden electrical, communication, and water and sewer utilities that lie beneath them, life itself in New York would be impossible.

As our economy transforms from manufacturing to information, and as our residential neighborhoods morph from low to high density, we must pay increased attention to how our aging infrastructure will support them today and far into the future.

Whether it's affordable housing in Hunter's Point South, or older suburbs in Southeast Queens, all will depend on expanding our network of sewers, water mains, catch

Recommended Replacement Cycles



Water Mains (100 years)
miles/year

Goal

68

FY18
Target

30



Sewers (300 years)
miles/year

64

12

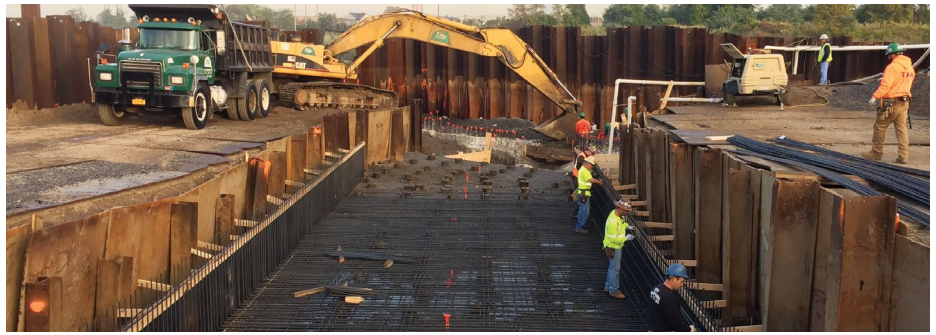


Celebrating the 100th Anniversary of New York's Water Tunnel Number 1

The construction of New York City's Water Tunnel Number 1 was an engineering marvel that made New York City's expansion possible. Built more than 500 feet below ground, the Water Tunnel helps carry 1.1 billion gallons of water flowing via gravity from a series of reservoirs and aqueducts to New Yorkers' faucets.

basins, and roadways. While positive strides are being made to address long neglected needs, we are still falling behind:

- The number of lane miles of streets “resurfaced” each year has increased from a low of 810 annually to 1,321 in 2017. Unfortunately, despite one good year of “reconstructing” 52 lane miles in 2017, the City **disappointingly set a goal of only 20 miles for FY18.**
- Similarly, while the City commendably replaced 62 miles of water mains in FY17, its FY18 goal is only 30 miles, which is **less than half the 68 miles a year needed to achieve the target** for a 100 year replacement cycle.



- The number of miles of sewers constructed or reconstructed annually dropped from 19.5 miles in FY14 to a target of 16.6 miles for FY17—which the City actually exceeded at 22.6 miles. Unfortunately, the goal for FY18 is a paltry 12 miles, which is significantly

lower than 64 miles per year annual goal needed to keep pace with a 300 year replacement cycle.

- The lack of investment can be seen in street cave-ins and water main breaks, where **only 69.8% of the streets are rated in good condition.**

*2017 Mayor’s Management Report



Road Reconstruction Goal
lane miles/year

50

20



Water main breaks
are up

13%
since 2012



Street cave-ins
are up

10%
since 2012

But that very same tunnel that New Yorkers depend upon has been in continuous operation since it was first connected to all five boroughs in 1917. Operating without pause for over a century, Water Tunnel Number 1 must be turned off to be inspected and repaired. That can’t take place until all the shafts and connections for Water Tunnel Number 3 are completed and put into service. The construction of the final shafts and connections, not planned until the 2020’s, will link Water Tunnel Number 3 to Staten Island, Brooklyn and Queens.

While we celebrate the centennial of the first water tunnel, we must continue to focus on the timely completion of Water Tunnel Number 3, first planned in 1954, before time runs out on one of the city’s most precious commodities.

Pictured at left: Construction of New York City’s Water Tunnel Number 1.

Pictured above: Construction of storm and sanitary sewers on Chandler Street in the Rockaways (C.A.C. Industries Inc.)

“New York City’s Catskill Mountain water supply system is the greatest of waterworks, modern or ancient, and ranks among the most notable enterprises ever carried out by any city, state or nation.”

New York City Board of Water Supply Report (1917)

Building New York's Economic Future

New York became the economic engine it is today because of its unique and robust infrastructure.

From its port facilities, water supply and transit systems, to its roads, bridges and skyscrapers, New York has been a leader in building iconic infrastructure. In the 1930's and again in the 1960's, New York led the way with the development of modern major airports like LaGuardia and JFK. Sadly, they were badly neglected over the past few decades, but a resurgence is happening with the construction of a new central terminal building at LaGuardia and a new Delta terminal at JFK.

In addition, improved landside access to both airports is underway with critical transit links to the MTA system and improvements to the Kew Gardens Interchange and the Van Wyck Expressway. More is on tap with visionary plans to reimagine JFK Airport. Despite all this, New York still desperately needs more airside capacity and new runways. Figuring out how to accomplish both is no easy task. Numerous plans have been put forth, but steps must be taken to address the need for additional runway capacity.



LaGuardia Gateway Partners is building a new central terminal building at LaGuardia Airport

Airports' Economic Impact on NY

JFK
58.8
Million
passengers

LGA
29.8
Million
passengers

\$85
Billion in
Economic
Activity

600,000
jobs



As Texas, Florida and Puerto Rico grapple with the effects of Hurricanes Harvey, Irma and Maria, New York City is still struggling with the aftermath of Superstorm Sandy in 2012.

Work is underway to repair latent salt water damage to the Queens Midtown Tunnel, and construction is completed on a new more resilient Rockaway Boardwalk. Other critical repairs remain, such as the restoration of the existing Amtrak Tunnels under both the Hudson and East Rivers. As the recent extreme weather reminds us, the region must plan for more frequent severe weather-related events.



More than \$140 million has been invested in repairing and restoring Rockaway Beach. In 2017 a new, more resilient boardwalk, constructed by Grace Industries opened providing coastal protection and resiliency to withstand future hurricanes.

Higher education has always been an important economic driver in New York, and significant expansion is underway to ensure that it remains so.

The first phase of Columbia University’s new 17 acre campus in the Manhattanville Section of Manhattan, and the first buildings for Cornell Tech’s expansion on Roosevelt Island opened in 2017. At the same time, NYU broke ground for its expansion in downtown Brooklyn and at its Village Campus. All of these projects have one thing in common: the skill and expertise of GCA members in building them, including the foundations, park space, and supporting infrastructure.



The beautiful campus setting for Cornell Tech was built by Ferreira Construction Corp.

An affordable housing plan is essential to the economic health and future of the City and its workforce, but the buildings it envisions are impossible without the physical infrastructure necessary to support them.

From footings and foundations to water, sewer, and electric utilities, to road and transit access, GCA members build all of them. New developments such as Hunter’s Point South in Long Island City, Gateway Estates in Brooklyn, and waterfront development in Williamsburg, benefited from the expertise of GCA members constructing new sewers, catch basins, and roadways and rehabilitating piers and ferry landings.



JR Cruz Corp. is building and installing the water, sewer and roadway network to support Hunter’s Point South.



Reicon Construction is building a new pier and ferry landing in Williamsburg to support a new housing development that includes a number of affordable units.

Time to Make the DMWBE Program the Success it Should Be

GCA members are committed to helping minorities and women successfully participate in the heavy civil construction industry through mentoring, education, outreach, and training.

DMWBE participants at our training classes learn estimating from senior industry estimators, cost and schedule management from experienced project managers, and study union agreements with actual contract negotiators.

GCA networking events connect DMWBE heavy civil subcontractors with prime contractors to learn about current and future opportunities.

Building Connections and Creating Opportunities

Encouraging Apprenticeships

To foster opportunities to enter the construction industry from multiple paths, the GCA supports Non-Traditional Employment for Women (“NEW”), a program designed to prepare women for careers in the traditionally male-dominated construction trades; Helmets to Hardhats, which links veterans to opportunities in both the trades as well as construction management; and Construction Skills, a training program that offers high school graduates and GED holders the math, reading and other classroom skills that they need to be successful in trade apprenticeship programs. All of these efforts are ensuring that the construction industry offers its workforce strong opportunities for a rewarding career.

Providing Scholarships

The GCA’s John Donohoe Scholarship program pairs paid junior year summer internships with our members and scholarships toward senior year college expenses. Since 2009, 118 internships and \$413,000 in scholarships have been awarded, with 55% of the awards going to women or minorities.



Supporting STEM Programs

To increase women and minority participation in heavy construction, the GCA encourages high school students to pursue industry careers, and supports pre-apprenticeship training to help workers succeed in union training programs. We underwrite mentorship programs in Science, Technology, Engineering and Mathematics (STEM) geared to women and minorities, including Manhattan College’s Summer Engineering Awareness Program; the ACE Mentor Program, and the NYC Board of Education career prep program, which partners with City Poly high school and CUNY.



Offering Project Management Training

Our project management course unlocks the building blocks of success, with topics such as: understanding subcontract terms and conditions, estimating, working in a union/PLA environment, safe work practices, and understanding contract administration requirements.



Creating Networking Opportunities

The GCA’s annual networking event brings together DMWBEs with the largest heavy civil contractors and government agencies. Whether looking to make a connection on the latest bridge or airport project, or obtain work building transportation, parks and water systems, we provide DMWBEs with one-stop shopping with experienced estimators, procurement specialists and outreach coordinators.

Pictured below: GCA’s Annual Networking Event for DMWBEs (page 12 and page 13); GCA’s Project Management Training Class for DMWBEs (page 13); Manhattan College’s Summer Engineering Awareness Program (page 13).





Keys to a More Successful MWBE Program

After four decades, City, State and Federal small business, MWBE, and DBE programs have been increasingly burdened by layers of administrative requirements. Some actually thwart the broader goal of helping DMWBEs increase their business opportunities. With an eye toward making the programs work better, the GCA initiated its own objective review of City and State MWBE programs to evaluate how they could be improved to provide more opportunities for MWBE prime and subcontractors. Our recommendations include:

Certification

- Establish **unified certification for City and State** MWBE programs so they can better deploy limited certification resources to update and correct significant inaccuracies in their directories. The directories are the source of identifying firms with the capacity to perform certain work, and for setting contract-specific goals. They must be accurate.

Bonding

- Establish a **micro-bonding program** to help small firms gain the experience, financial acumen, credit history, and surety broker relationships, essential for being successful in business.

Insurance

- Establish a **state-administered insurance program** for DMWBE firms. New York's Scaffold Law has made the State's liability insurance costs the highest in the nation, preventing many capable DMWBE's from being able to secure required insurance levels.
- Establish an **Owner Controlled Insurance Program (OCIP)** for projects with substantial DMWBE Prime Contractor competition to remove a significant impediment to building market capacity.

Training

- Provide **agency-specific training** on contract provisions, compliance, and paperwork, to address one of the biggest stumbling blocks to doing business with government agencies.

Program Administration

- Adopt a holistic approach by **integrating certification and civil rights units with construction management groups** to ensure feedback on DMWBE strengths, qualifications, and training needs.
- Establish a **pre-qualification program** to help firms with the capacity to do specialized work, obtain appropriate opportunities.

Much more can, and must, be done to improve the existing programs, but it will take collaborative and constructive dialogue to achieve that goal. The GCA is, and has always been, committed to engaging in that discussion and creating more opportunities for minorities and women.



GCA Advocacy Engagement

The GCA is actively engaged directly and through a series of strategic partnerships to advocate policies that advance the interests of our Members, as well as support the needs of their agency clients.

Public Policy

Collaborating with strategic partners to develop an industry vision for necessary infrastructure investment

Shaping infrastructure and economic development policy and encouraging regulatory streamlining

Spearheading improved project delivery through collaborative working groups with the MTA, Port Authority, NYSDOT and NYC agency leadership and staff

Educating the public on important infrastructure policy issues through forums and commentary

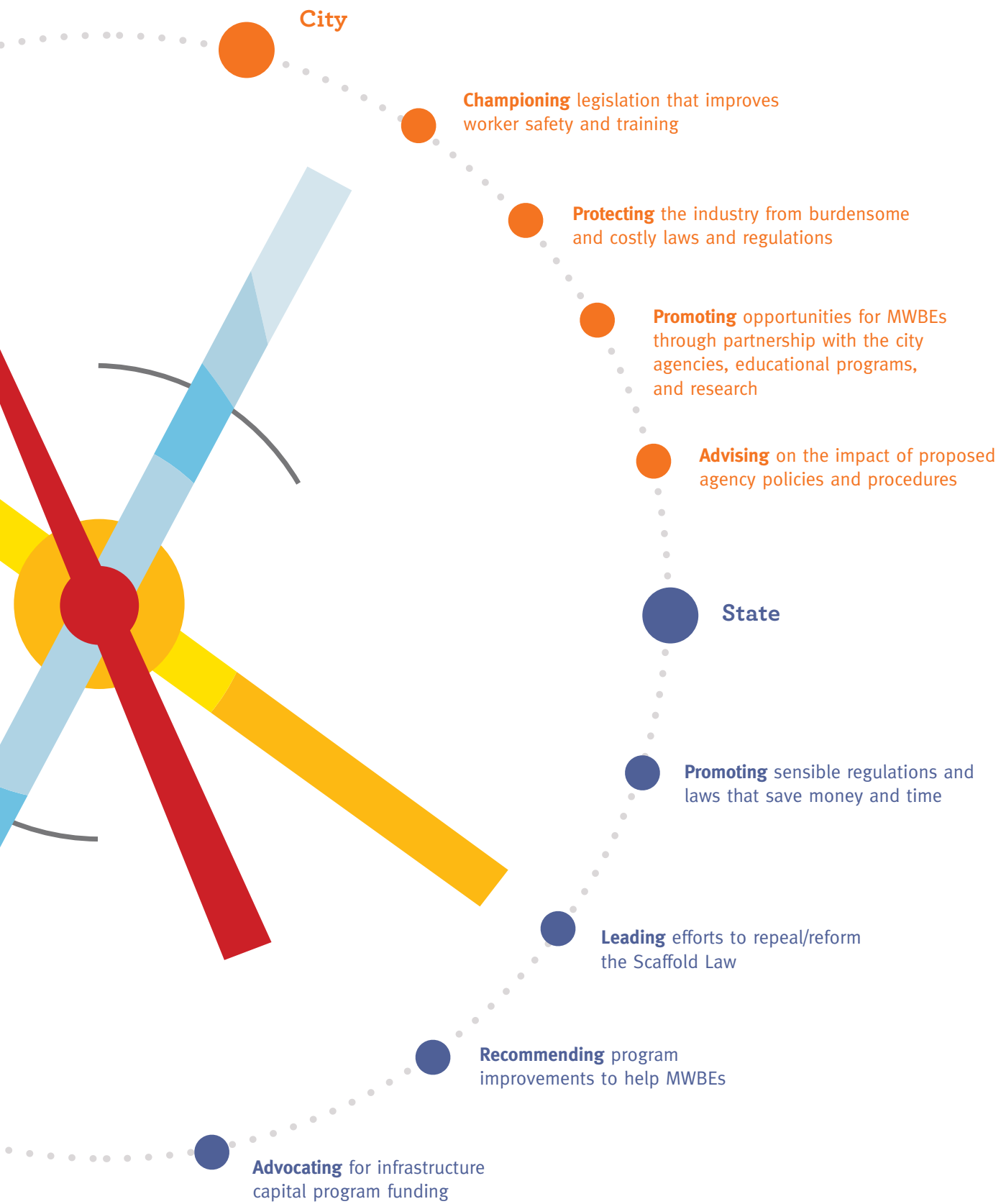
Federal

Advocating to secure Gateway Approvals and transportation funding

Leading regulatory streamlining efforts

Supporting robust FHWA, FTA, FAA and water resources reauthorizations and appropriations

Saving our members from costly, onerous and unnecessary laws and regulations



Safety Comes First... And Always

What differentiates GCA members and their workforce is a common respect for the construction business as a skilled career and not just a job. Inherent in that profession is a commitment to adhering to the best safety practices available and not simply the least common denominator.

Safety training is at the core of how we live and work, and it shows, with GCA member incident rates consistently below federal, state, and local statistics, despite heavy civil work being one of the most dangerous construction industry specialties.

GCA members know that training and accident prevention not only ensure a skilled, knowledgeable, dedicated, and healthy workforce, they are investments that yield high quality projects. With in-house and union-sponsored training to additional GCA classes, our workforce shows up at the job site prepared.



In addition to sponsoring our Annual Safety Week, focused on preventing hand injuries and on fall protection, the GCA's 2017 educational lineup led the way with:

- Lift director training, well in advance of other segments of the industry only now adapting to new City regulations.
- Proper supervision, setup, inspection, and use of scaffolding and rigging equipment in the operation of large cranes.
- Work zone safety. While the safest work zones prohibit all adjacent traffic, it is an impractical solution in the City that never sleeps. The GCA has worked with our national partners at ARTBA to share best practices in this area.
- Hazardous Waste Operations and Emergency Response standard (HAZWOPER) training for members involved in the cleanup operations, storage, and disposal or treatment of hazardous substances and operations.
- Drug and alcohol testing best practices, which is one of the more sensitive and important issues for today's workforce.

Pictured above: A construction worker during Safety Week at ECCO III's Kew Garden's Interchange project, Tutor Perini's Safety Week event at Hudson Yards, and Tappan Zee Constructor's Safety Week event on the newly constructed Tappan Zee Bridge.

What is the GCA?

Heavy Civil

We build the region's roads, bridges, transit, rail, tunnel, water, sewer, utilities, parks, and building foundations.

100%

Of our workforce has the best safety training available to get the job done.

Skilled

Our members have the specialized skills and expertise to build the region's most complex and challenging projects.

Union Contractors

Every day on every job. We are proud to employ a highly skilled unionized workforce.

55% and 65%

55% of union trades personnel and 65% of apprentices are minorities, with numbers increasing yearly.

Leader

We lead the advocacy for responsible and thoughtful infrastructure investment, promoting sensible federal, state and local laws and regulations, and advocating for fair contract provisions.

Livability

Our members build the infrastructure that supports public health, quality of life, and economic vitality.

109

The GCA was founded in 1909. Our members have been building New York's infrastructure for over 109 years.

Ethical

The GCA members are committed to acting with the highest ethical standards and doing business with integrity.

Responsible

We take the safety of our customers, employees and the public seriously.

97%

97% of GCA members are family-owned businesses.

Build

We Build New York.

The GCA is...

PRESIDENT

Michael Viggiano, Skanska USA Civil Northeast Inc.

SECOND VICE PRESIDENT

Arthur Corwin, Moretrench American Corp.

FIRST VICE PRESIDENT

Joseph Malandro, E.E. Cruz & Co., Inc.

Contractor Members

522 Capital Partners LLC
Acme Skillman Concrete Co., Inc.
Akela Contracting LLC
American Pile and Foundation LLC
Anchormen Construction LLC
Atlantic Reinforcing Concrete Co.
Bancker Construction Corp.
Barbella Environmental Technology, Inc.
Beaver Concrete Construction Co., Inc.
Becho Inc.
BKS-NY, LLC
Blue Lake Crane & Equipment LLC
Bove Industries, Inc.
C.A.C. Industries, Inc.
CCA Civil, Inc.
Citnalta Construction Corp.*
Citywide Paving Inc.
Civetta/Cousins JV, LLC
Coastal Environmental Group, Inc.
Coppola Paving & Landscaping Corp.
Cruz Contractors LLC
Danella Construction of NY, Inc.
DeBoe Construction Corp.
DeFoe Corp.*
Delaney Associates, LP*
Delma Construction Co., Inc.
Delta Railroad Construction, Inc.
DGI – Menard, Inc.
Dragados USA, Inc.
Dryden Diving Co., Inc.
D-Star Waterproofers, Inc.
E.E. Cruz & Co., Inc.*
Eastern Excavation, Inc.
Eberhart Construction Co., Inc.
Ecco III Enterprises, Inc.
El Sol Contracting & Construction Corp.*
F&S Contracting Group Inc.
Falco Construction Corp.
Ferreira Construction, Inc.*
Fratco Construction Corp.
Frontier-Kemper Constructors Inc.,
New York Region*
Gardner M. Bishop, Inc.
Gateway Demo/Civil Corp.
Gateway Industries, Inc.
Grace Industries LLC
Gramercy Group, Inc./GGI Inc.
Granite Construction Northeast, Inc.*
Halmar International LLC*
HASA Construction LLC
Hayward Baker, Inc.
HH JR Construction Ltd. d/b/a Accurate Enterprises
H&L Contracting LLC
HUICATAO Corp.
Island Foundations Corp.
J. D'Annunzio & Sons, Inc.
J.F. Shea Construction, Inc.*
J.T. Cleary Inc.
Jett Industries, Inc.
JLJ IV Enterprises Inc.
JMA Concrete Construction Co., Inc.
JM KELC Marine Contractors, Inc.
John Civetta & Sons Inc.
John P. Picone Inc.*
JR CRUZ Corp.*
J-Track, LLC
Judlau Contracting, Inc.*
Kelco Construction Inc.
Kiewit Infrastructure Co.*
KISKA Construction Inc.
The Lane Construction Corporation

The Laquila Group, Inc.
LAWS Construction Corp.
LLF Construction Services, Inc.
Macro Enterprises, Ltd.
Maspeth Supply Co., LLC
Mayrich Construction
MERC0, Inc.
Michels Corporation
Moretrench American Corp.*
MVN Associates Inc.
NAC Industries Inc.
New York Geomatics Inc.
Nicholson Construction Company
NJ & C Associates, Inc.
Northeast/Remsco Construction Inc.*
Ocean Marine Development Corp.
Oliviero Construction Corp.
P.C.M. Contracting Co., Inc.
Paul J. Scariano, Inc.
Perfetto Contracting Co.
Perfetto Enterprises Company, Inc.
Petracca & Sons, Inc.*
Posillico Civil, Inc.
Premier Concrete Services Inc.
Prestige Stone & Pavers Corp.
Prima Paving Corporation
Primer Construction Corp.
Providence Construction Corp.
The Railroad Construction Family
of Companies*
Rebar Steel Corp.
Reicon Group, LLC
Restani Construction Corp.
RMSK Contracting Corp.
Ruttura & Sons Construction Co., Inc.
RWKS Transit, Inc.
Schiavone Construction Co. LLC*
Silverite Construction Co., Inc.*
Skanska Koch, Inc.*
Skanska Mechanical and Structural Inc.
Skanska USA Civil Northeast Inc.*
Sublink Ltd.
T. Moriarty & Son, Inc.*
Transit Construction Corp.
Trevcon Construction Co., Inc.*
Trevicos Corporation
Tully Construction Co. Inc.*
Tutor Perini Corporation*
Underpinning & Foundation Skanska, Inc.
Unicorn Construction Enterprises, Inc.*
Urban Foundation/Engineering, LLC*
The Urban Group, Ltd.
Walker Diving Underwater Construction LLC
WDF, Inc.
Weeks Marine Inc.*
Welkin Mechanical LLC
William A. Gross Construction
Associates, Inc.*
Wisko America, Inc.
Yonkers Contracting Co., Inc.*
Associate Members
A H Harris & Sons Inc.
Adler Tank Rentals
Advance Testing Company, Inc.
AI Engineers, Inc.
Airgas USA, LLC
Alessi Equipment, Inc.
Alliant Insurance Services, Inc.
Aluma Systems
Amaracon Testing & Inspections, LLC
American Global LLC
Anchin, Block & Anchin
AON Construction Services Group

Arup
Associated General Contractors of
New Jersey
Awisco New York Corp.
Bank of America
Bay Crane Service, Inc.
The Blue Book Building &
Construction Network
Brooklyn Rebar, LLC
Brown & Perkins, Inc.
C&H Agency, Inc.
Call-A-Head Corp.
Campbell Foundry Company
Cap Equipment Leasing Corp.
Castellano, Korenberg & Co., CPA's
CFS Steel Company
CHA Tech Services, LLC
Chubb Group of Insurance Companies
City Underwriting Agency, Inc.
Clarity Testing Services, Inc.
Clean Earth, Inc.
Cohen Seglias Pallas Greenhall &
Furman PC
CohnReznick LLP
Connell Foley
Construction Information Systems
Construction Risk Partners, LLC
Cranes, Inc.
Dewberry Engineers Inc
Doka USA, Ltd.
Duane Morris LLP
Echo Barrier USA
The Eco-Group of New York
Edward Ehrbar, Inc.
E-J Electric Installation Co.
EnTech Engineering, P.C.
Fabiani Cohen & Hall, LLP
Feldman Lumber – US LBM, LLC
Ferrara Bros. Building Materials Corp.
Forchelli, Curto, Deegan, Schwartz,
Mineo & Terrana LLP
The Fort Miller Co., Inc.
GEI Consultants, Inc., P.C.
Goetz Fitzpatrick, LLP
Goldberg & Connolly
The Graham Company
Grassi & Co., CPAs P.C.
GZA GeoEnvironmental of New York
H.O. Penn Machinery Company, Inc.
HAKS Engineers, Architects and Land
Surveyors, P.C.
Hays Construction - Civil
HDR, Inc.
Hellman Electric Corporation
Hilti
Hirani Engineering and Land Surveying, P.C.
HNTB Corporation
Hoffman International, Inc.
Hughes Bros., Inc.
The Hyde Agency
Icon Equipment Distributors Inc.
IMAGINiT Technologies
IMT Steel, LLC
InCord
Independent Equipment Corp.

Infinite Consulting Corp.
Jesco, Inc.
Kaufman Dolowich & Voluck, LLP
KND Licensed Electrical Contracting &
Services, Corp.
LDA Compliance Consulting, Inc.
Levy Tolman LLP
Lewis & McKenna Attorneys at Law
Liberty Mutual Surety
Lockton Companies, LLC
Marcum LLP
Marsh USA, Inc.
McElroy, Deutsch & Mulvaney
Milwaukee Power Tool
Modern Industries, Inc.
MSPC Certified Public Accountants
and Advisors
Mueller Company
Mueser Rutledge Consulting Engineers
National Insurance Brokerage of NY, Inc.
Nautilus Consulting, LLC
New York Crane & Equipment Corp.
Northwestern Mutual Financial Network
Our Rental Pumps LLC
Oxford Plastics Systems
Parsons
Peckar & Abramson P.C.
Penn-Jersey Machinery LLC
Pepper Hamilton LLP
Pro Safety Services, LLC
Raw Equipment Corp.
RCA Asphalt, LLC
RCC Fabricators, Inc.
Reichman Frankle Inc.
Robert C. Bill Associates, Inc.
Rose & Kiernan, Inc.
Safety Dynamics, LLC
Safety Environmental Co. of NY, Inc.
Sax BST
Siefert Associates LLC
Spectrum Personal Communications Corp.
Sterling Risk
Sullivan P.C.
T & H Brokers Inc.
Taylor Oil Co. Inc.
Thalle Industries, Inc.
Tilcon New York, Inc.
Travelers
Ulma Form Works, Inc.
United Rentals North America, Inc.
Urban Engineers of New York, P.C.
UrbanTech Consulting Engineering, PC
USI Insurance Services LLC
VHB Engineering
Walsh Construction Company II, Inc.
Warsaw Burstein LLP
Welby, Brady & Greenblatt, LLP
Welsbach Electric Corporation
Wiss & Co., LLP
WithumSmith + Brown, PC
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