

**Testimony prepared by the New York City Department of Transportation
for the New York City Council Transportation Committee
in support of Resolution No. 652**

May 4, 2015

The New York City Department of Transportation (NYCDOT) is pleased to support New York City Council Resolution No. 652 calling upon Congress to pass and the President to sign the GROW America Act. President Obama's \$478 billion, six-year transportation reauthorization proposal provides necessary funding and long-term stability that would allow critical projects in New York City to move forward.

New York City is home to more Fortune 500 companies than all but a handful of cities in the world, and the region's gross domestic product is roughly 10 percent of the nation's GDP. The success of New York City is intertwined with a safe and reliable transportation network. The remarkable growth of the city in the 1990s and 2000s would not have been possible without significant investments made by the City, State and Federal governments to our transportation network.

The New York City metropolitan region currently relies on roughly \$2 billion in annual Federal formula funds, and approximately 25 percent of NYCDOT's capital investments are Federally-funded. This funding is critical for implementing Vision Zero safety initiatives, transit investments to Select Bus Service and the Staten Island Ferry system, and other roads and bridge maintenance needs.

However, Federal investments have not kept pace with growing demands. The City boasts its highest population ever, 8.4 million people, and is projected to grow by an additional half a million people over the next 25 years. Subway ridership in the city hit a record high of six million riders per day in 2014. With a transportation infrastructure estimated at well over a trillion dollars in assets between our transit system, the City's 6,000 roadway miles, 789 bridges, and the Staten Island Ferry system that carries 67,000 passengers per day, Federal investments in our transportation system must increase to meet growing demands.

As the City's road, bridge, highway and transit infrastructure ages, up to \$10 billion will be needed each year for the next ten years to simply maintain the system in a state of good repair. Without adequate funding for roads, bridges, and highways the City will be forced to resort more and more to emergency repairs, as we have seen on the Gowanus Expressway, and may need to close deteriorating bridges and highways entirely.

New York City is not alone. Across the nation, public transit maintenance needs exceed \$85 billion and the nation's bridge investment backlog is an estimated \$106 billion. The Highway Trust Fund, which funds most highway and transit spending, is projected to run dry this summer and the current authorization, MAP-21, expires on May 31.

Many localities, including New York City, are stepping up and committing more local funds. Over the past decade, New York City has increased capital commitments by upwards of 50 percent and plans to double capital commitments in the coming years.

However, without a strong Federal partner, the twin demands of maintaining existing infrastructure and preparing for future transportation needs are beyond local means. In order for the City to accommodate projected population and employment growth and to compete effectively with its global peers, \$35 billion more will be needed over the next ten years alone for transit improvement and expansion projects. A program of this scale could require a combined \$218 billion in total debt service payments by the City and the State over the next 30 years. We have reached a point of crisis for our transportation network. Our needs far surpass the traditional funding levels of the MTA, NYSDOT and NYCDOT capital programs.

President Obama's GROW America Act would provide increased funding and long-term certainty. State and local governments depend on long-term authorization cycles to be able to adequately plan and budget for multi-year projects. Specifically, the City supports efforts to stabilize the highway trust fund, increase transit formula funds, increase funding for New Starts and Small Starts transit capital projects, increase funding for the competitive TIGER program, and invest in maintaining a state of good repair for our roads, bridges, ferry, and transit systems. The President's focus on safety for all system users complements the City's Vision Zero initiative to dramatically reduce pedestrian fatalities and injuries.

NYCDOT thanks the Council for supporting GROW America, and for your advocacy on this important issue.

TRI-STATE TRANSPORTATION CAMPAIGN



Testimony
of

Tri-State Transportation Campaign

At the Hearing of the
New York City Committee on Transportation
Concerning the Importance of Federal Funding for City Transportation Systems
and Resolution 652

Monday, May 4, 2015

Thank you for providing this opportunity to testify today. My name is Nadine Lemmon, and I am the New York and Federal Policy Coordinator for Tri-State Transportation Campaign (TSTC). TSTC is a non-profit policy and advocacy organization working for a more sustainable transportation network in New York, New Jersey and Connecticut.

On May 31, the one-year extension of MAP-21, the federal surface transportation law that funds roads, bridges and transit across the nation, will expire. In a flashback to last year, the federal government will start running out of transportation dollars by July, and will need to cut back on payments to the states. With no clear solution materializing in D.C., other states have already started delaying and cancelling projects—despite the fact that the limited window for construction season is beginning to open.

The stop-gap measures and short-term bills coming out of Washington have jeopardized our national transportation infrastructure, environment and economy. They also negatively impact New York City's ability to plan for and build long-term transportation projects. Over the last 5 years, since the expiration of SAFETEA-LU in 2009, there have been 19 continuing resolutions and 11 extensions of the transportation bills. These patches—what US Transportation Secretary Anthony Foxx calls the “legislative duct tape and chewing gum” approach—have tripped us up long enough.

New York's transportation system desperately needs a stable, predictable, and adequate funding program. According to 2013 data, the *Federal Highway Administration* has determined that 38.8% of New York's bridges are considered structurally deficient or functionally obsolete. According to the *American Society of Civil Engineers* 2013 Report Card statistics, driving on roads in need of repair costs New York motorists \$4.551 billion a year in extra vehicle repairs and operating costs—\$403 per motorist. The MTA, with its 100+ year-old transit system, is struggling to meet service demands and increased ridership, while signal systems fail and rails and cars are desperately in need of repair and replacement.

President Obama's *Grow America Act* is a \$478 billion, 6-year surface transportation reauthorization that ends the patch approach to long-term planning. When compared with flat funding that would come from a straight extension, under the *Grow America Act*, the State of New York would receive additional funding: \$300M in FY16 for federal-aid highway funding (for a total apportionment of \$1,967,271,244) and an additional \$730M for transit programs (for a total apportionment of \$2,088,919,041). In addition, the State and City of New York would likely benefit from the increase and stable funding provided by moving the TIGER program into the Highway Trust Fund. Overall, *Grow America* provides a 25 percent increase in highway investment for the nation, a 70 percent increase in transit investment, and a 250% increase for the TIGER program.

An increase in the TIGER program could be particularly valuable to New York City—New York City has availed itself of this program several times. In 2014, a \$25 million TIGER Grant was awarded for Vision Zero Projects in Brooklyn, Manhattan, Queens and Staten Island, and an additional \$1.5 million planning grant was received for a Transportation and housing study in the East Rockaways. In 2010, the Fordham Transit Plaza in the Bronx got \$10 million, and in 2012, \$10 million for the Hunts Point Freight Rail Improvement project.

The program was created in 2009 as part of the American Recovery and Reinvestment Act (ARRA). The program provides funding on a competitive basis for highway, transit, freight, port, bike/pedestrian, and multimodal projects. In 6 rounds of TIGER's competition, more than \$4 billion in awards have been distributed to 343 projects throughout the country. In total more than 6,100 applications have been

submitted for the TIGER competitions with less than 6% receiving awards. This program is very popular and underfunded to meet the need exhibited by the application pool. Unfortunately, the House Appropriations Committee has introduced a budget for FY 16 that proposes to slash TIGER funding from \$500 million to \$100 million.

We urge the City Council to pass Resolution 652, before you today, and urge our federal delegation to act now to find new funding sources for the nation's broken Highway Trust Fund and to increase support for the TIGER program.

Raising the gas tax is a viable source of new revenues that must be considered for the Highway Trust Fund (HTF). The nation's HTF revenue comes from fuel, truck, and tire sales taxes, with the primary source of funding coming from the federal gas tax of 18.4 cents-per-gallon—unchanged in more than 2 decades. The highway account of the HTF receives 15.5 cents-per-gallon, and the transit account receives 2.86 cents-per-gallon. The federal government currently spends about \$50 billion a year on transportation, and the gas tax only brings in \$34 billion, leaving an annual shortfall of over \$15 billion. Currently, the U.S. gas tax is the lowest among developed nations, in part because the lack of indexing: the tax would be bringing in 30 cents per gallon by now if it had been indexed to inflation, not 18.4 cents.

Fixing the Trust Fund is particularly important for New York's transit systems. New York State receives more transit funding than any other state in the union, and therefore we are subject to greater loss when the Trust Fund is not adequately funded. New York State also has the largest transit manufacturing cluster in the United States, if not the world—from Bombardier in the Adirondacks, to Kawasaki in Westchester, funding for transit capital means real jobs, not just for the city but for our upstate communities as well.

It is important to note, however, that sustaining our transit system here in the city is not solely the responsibility of the federal government—local, state and federal funding partners must ALL pull their weight. We urge the City Council to double its contribution to the MTA. According to the Independent Budget Office, if the City's contribution had kept pace with the rate of inflation, it would be \$360 million a year. The \$44 million "place holder" put in the Mayor's budget this year pales in comparison to the need, and does not adequately reflect the stated support for our transit system, which is a crucial engine for our economy. We will not be able to convince our State and Federal partners to do their part, if the city fails to do its part.

In closing, a word of caution: Each year New York receives an apportionment of federal transportation funds that provides the State its federal transportation budget authority. However, the apportioned funds are not legally committed to the State until the funds are obligated for a project. Funds that are apportioned but remain unobligated from previously authorized funds can be rescinded (cancelled) at any time with congressional action. In the short-term stopgap-funding environment that Congress finds itself, many expect congressional action to rescind unobligated funds that remain from multiple years ago. Thus, we recommend that the City obligate in an efficient manner older funds apportioned to New York, where possible.

Thank you



Disabled In Action of Metropolitan New York, Inc.

City Council Committee on Transportation

Oversight Hearing: Examining the Importance of Federal Funding for City Transportation Systems

May 4th, 2015

My name is Edith Prentiss; I am President of the 504 Democratic Club, Vice President for Legislative Affairs of Disabled in Action of Metropolitan New York (DIA), Chair of the Taxis For All Campaign (TFAC), a Board Member of the Disability Network of New York City (DNNYC) and the PCAC Transit Riders' Council. Thank you for the opportunity to testify on this very important topic for all New Yorkers, commuters and visitors and especially those with disabilities.

Giving the age of New York City's subways with slight number of new station and small number of station being made accessible severely limited the transportation options for people with disabilities. As a result we are forced to use the slower transportation option that is buses or a bus or wheeling to an accessible subway station. That is how I got here this morning wheeling half a mile to the A and half a mile from the #1. In a mile circle around my apartment in Washington Heights, there are four accessible stations, three on the A and one on the #1. Few if any other people with disabilities are so well served with redundant stations and elevators when one is out of service. On my trip to the A, I pass through an inaccessible station.

The present short term federal transportation funding bill Moving Ahead for Progress in the 21st Century Act (MAP-21), funds public transportation, roads, bridges and rail systems is about to expire. For the last ten years, Congress has passed several short-term bills. Without a long-term federal transportation funding bill, all public transportation systems with infrastructure in desperate need of repair will again resort to cheaper temporary solutions. The APTA (American Public Transportation Association) April 9th report showed the impact the lack of long term federal funding would have on public transportation systems and the communities they serve.

Nationwide, last month's Stand Up For Transportation Day had more than 350 Organizations participating in community events calling for long term transportation funding Bill. Local, State, and Federal elected officials, business and transportation leaders, public transit advocates and riders called for a long-term transportation bill which would help local and national economies grow and to provide crucial funding for public transportation infrastructure.

People with disabilities have a particular need for long term funding as it would lead to transportation agencies to better plan permanent accessible transportation fixes instead of temporary patches. If you look at the dismal underemployment of people with disabilities it is apparent we need better and more accessible transportation options. A few weeks ago I wasn't feeling well so instead of take the subway I am M4 from 32 St to 183rd St. it took almost 3 hours for a trip the schedule says is supposed to be less than 2 hours! People

with disabilities main options are paratransit or buses. Many people with disabilities are not near to accessible stations or don't trust the subway elevators are there are unable to or not willing to use an accessible station. A major problem is that many cannot maneuver the vertical or horizontal gaps. We need rehabilitations that repair entire platforms not just raising the platform between the doors in front of and behind the conductor's windows where the train doesn't necessarily stop!

All we need to do is look at the current funding gap facing the MTA to know we need a long term transportation funding bill as well as New York City and New York State to increase their share of transportation funding. People with disabilities have a particular need for improvements in transportation accessibility to live independently like every other New Yorker.

Thank you again for the opportunity to testify.

Testimony in Support of Grow America Act/ Rebecca Bailin, Senior Organizer, Riders Alliance

If we're going to fix our subways and buses, we'll need a partnership between the state, the city and the federal government to get it done. The Grow America Act is a step toward ensuring that we're not paying for public transit improvements on the backs of riders, who have dealt with 5 fare hikes in 7 years.

New York's transportation system is starved for funds: when the recession hit, New Yorkers had to contend with massive service cuts on several subway lines and 32 bus routes. Many of those buses served low-income communities that need public transit the most.

On top of that, fare hikes—which were double the rate of inflation just as families were digging out of the recession—meant riders were paying more and more for less and less.

Unfortunately, the cuts we've already seen will pale in comparison to what might happen if the MTA's five-year Capital Program isn't funded—and right now it has a \$15 billion dollar shortfall.

If we don't fill that gap, riders will bear the cost—and low income riders suffer more than anybody. A report from Comptroller Scott Stringer's office found that not only are New Yorker's commutes longer than any other major US city, and low income New Yorkers bear the brunt of the problem: they are furthest away from reliable trains and buses. While rising fares burn holes in their wallets, low-income neighborhoods are often far from subways and fast buses, leaving them with the longest commutes in the city.

The Grow America Act can help fund the priorities the MTA has identified in its capital program: state of the art bus service, new subway cars, renewed subway tracks and signals, and more that will go towards increasing and improving service, as well as stopping the trend of constantly increasing fares – benefiting everyone, but especially low income riders who need it the most.



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ALTERNATIVES**

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Transportation Committee Oversight Hearing: Federal Transportation Funding

**Testimony by Alana Miller, Policy Manager, Transportation Alternatives
Monday, May 4, 2015**

Thank you Chair Rodriguez and the members of the Transportation Committee.

I am Alana Miller, the Policy Manager at Transportation Alternatives. We are a 40-year old non-profit, with more than 100,000 activists in our network, dedicated to improving the safety of New York City's streets. I am here today to voice the concern that **unless we prioritize funding street reconstruction, we are accepting a tremendous loss of life on our city streets.**

First, I'd like to thank the Council for their bold leadership on Vision Zero and for including an additional \$250 million for street reconstruction in their budget recommendations. **We as a city are working to find the resources necessary to redesign dangerous streets, but we need federal support.**

The Importance of Our Streets

New York City is the most pedestrian-rich city in the nation. Our 6,000 miles of streets carry millions of people on foot, on bike, and on transit every day. These streets make up 80% of the city's public space; they are where people shop, talk to neighbors, exercise, and travel. And yet, for half a century, these streets have been designed almost solely to facilitate high volumes of car traffic, and reconstruction has been woefully underfunded. Many sidewalks are far too narrow to handle daily demand, most major streets lack the best safety infrastructure for pedestrians and cyclists, and bus lanes are limited to a few routes.

And the results have been deadly. More people in New York City are killed getting hit by cars than getting shot by guns. Traffic crashes are the leading cause of death for children, and second for their grandparents.

An Urgent Need for Funding

We know how to fix our streets: where DOT has made street design changes, fatalities have dropped by at least 30 percent. But without an unparalleled investment in street redesign, Vision Zero is unachievable. The reconstruction of New York's most dangerous streets into safe corridors is a down payment on street safety for future generations.

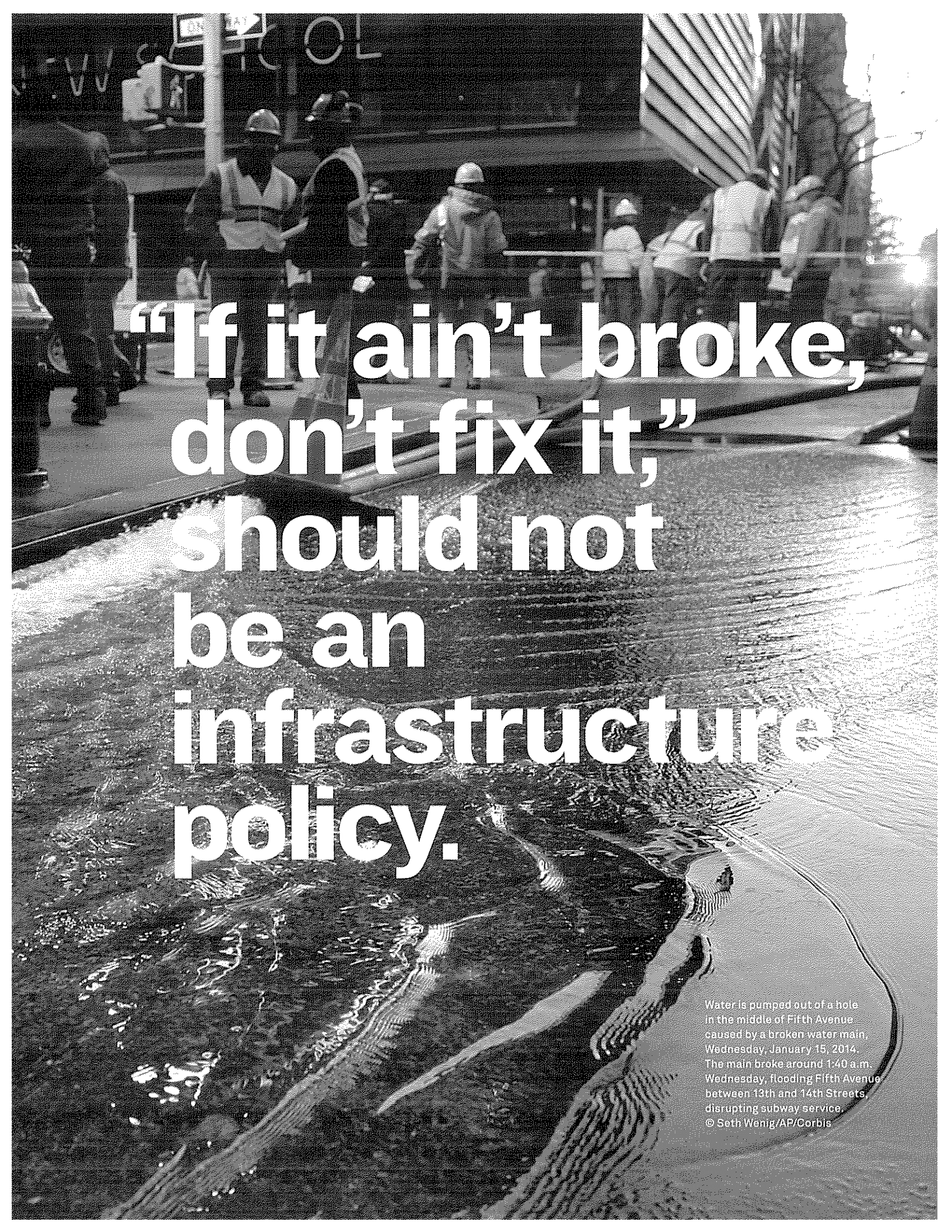
The Grow America Act would help create safe and equitable streets by funding complete street redesigns on dangerous arterial streets, traffic calming measures, protected bike lanes and expanded transit networks in all five boroughs. **We urge Congress to give New York and other cities the resources we need for a safer, more equitable and more resilient road network.**



GCA

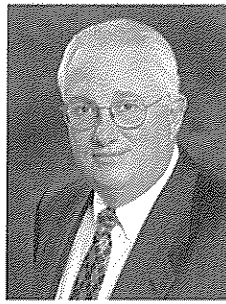
The **GENERAL
CONTRACTORS
ASSOCIATION**
of **NEW YORK, Inc.**

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

A black and white photograph showing a flooded city street. In the foreground, a large, dark, rippling pool of water reflects the scene. In the background, several workers wearing hard hats and safety vests are visible, some standing near a construction site or utility area. The overall atmosphere is one of a major infrastructure failure.

**“If it ain’t broke,
don’t fix it,”
should not
be an
infrastructure
policy.**

Water is pumped out of a hole in the middle of Fifth Avenue caused by a broken water main, Wednesday, January 15, 2014. The main broke around 1:40 a.m. Wednesday, flooding Fifth Avenue between 13th and 14th Streets, disrupting subway service.
© Seth Wenig/AP/Corbis



“If it ain’t broke, don’t fix it,” should not be an infrastructure policy. Nonetheless, it is how we treat our deteriorating transit, bridge, road, and water systems – the very foundations of our economic health and quality of life.

We have ignored multiple warnings. From the collapse of the Minneapolis I-35 bridge in 2007, damage to the MTA tunnels from Superstorm Sandy in 2012, the Harlem gas explosion earlier this year, to this summer’s massive water main break in Los Angeles, major infrastructure failures are becoming more frequent – and deadly.

All agree that infrastructure is important, but competing budget priorities and a lack of political will have thwarted agreement on how to systematically replace and upgrade our obsolete systems. Instead, we lurch from crisis to crisis.

Amtrak’s announcement that its two Hudson River tunnels will require year-long closures to address structural damage caused by flooding during Superstorm Sandy is just the latest example of our failure to invest and build for the future. Rail travel along the Northeast Corridor exceeds air travel and is the critical link for the Boston-New York-Washington mega-economy. Built in 1910, these tunnels should have been supplemented years ago with new capacity. While funding for new tunnels remains elusive, it is a certainty that the economic impact of the tunnel closures will far exceed any construction cost.

New York’s preeminence in global finance, commerce and culture was founded on bold and visionary infrastructure investments. As Congress considers a new transportation bill next year, and as the MTA and NYSDOT five-year capital programs are debated in Albany, we need to recapture that same spirit. The City is beginning to address its backlog of needed upgrades with its recent announcement to allocate \$300 million to accelerate the replacement of water and sewer mains that were originally installed in the 1920s. This is a good start and one that the federal and state government must emulate if we are to catch up from decades of neglect.

Since 1909, the GCA has actively participated in the public discussion about the condition of our infrastructure. We will continue to do so in 2015 and beyond.

Denise M Richardson

DENISE M. RICHARDSON EXECUTIVE DIRECTOR

Richard Dilouie

RICHARD DILOUIE PRESIDENT

AVERAGE AGE

Water
Mains **69**

- > **15% are over 100 years old**
- > **REPLACEMENT CYCLE**
Recommended: 68 miles/yr.
(a 100 year replacement cycle)
Average 2003–2013: 34 miles/yr.
- > 411 miles need to be replaced next fiscal year to address deficit

AVERAGE AGE

Sewers **84**

- > **1100+ miles over 100 years old;**
2/3 installed prior to 1940
- > **REPLACEMENT CYCLE**
Recommended: 64 miles/yr.
(a 300 year replacement cycle)
Average 2003–2013: 21 miles/yr.

AVERAGE AGE

Gas
Mains **56**

- > **6,362 miles** of gas mains
in New York City

AVERAGE AGE

Steam
Pipes **60**

- > **105 miles** of steam pipes
in New York City

Out of sight cannot be out of mind

After decades of making little or no investment in its core infrastructure in the mid-20th century, New York made tangible progress in reversing that trend as the millennium came to a close, reclaiming and restoring parks, and transportation and water systems that were failing in place.

However, the lessons we learned seem to have eluded us in the first decade of the 21st century, as a geriatric infrastructure ages far faster than it is being replaced.

While much of the deterioration is largely indiscernible to the untrained eye, weakened water, gas and sewer mains, rusting bridges, pock-marked roadways, and crumbling subway stations and tunnels are increasingly showing their hand.

The reasons for this are far more visible. New York City's 6,785 miles of water mains should be replaced at a rate of 68 miles a year. Instead we are barely above a third of that goal – a mere 27 miles a year. The 6,437 miles of sewers should be replaced at a rate of 64 miles a year, yet last year the City replaced only 18.7 miles – an even more anemic 29% of the need.

While reconstructing the 6,000 miles of city streets fares slightly better – rebuilding 50 lane miles a year, as opposed to the recommended 100 miles a year – their dilapidated condition is becoming increasingly evident to even the most casual observer.

Full subway station rehabilitations, perhaps the most tangible sign of progress in reclaiming the subway system from its darkest days in the early '80s, have effectively been abandoned in the MTA's most recent capital plans. Despite the fact that only 17% of subway stations are in a state of good repair, going forward, only station "components" in poor condition will be fixed.

We must do better. We must also do so as we simultaneously expand our vision for the future of the region's infrastructure.

Subways 83%

STATIONS
NOT IN
GOOD REPAIR

- > **37% of MTA's mainline signals have exceeded their useful life**
- > **Original goal to have all stations in a state of good repair: 2022**
Revised goal: no projected completion date

Roads 30.4%

IN FAIR TO POOR
CONDITION

- > **RESURFACING**
Recommended:
1000 lane miles/yr.
Current average:
852 lane miles/yr.
- > **3,067 lane miles needed to make up deficit**

AVERAGE AGE

Bridges 63

- > **11% are over 100 years old**
- > **39% are structurally deficient or functionally obsolete**

Inter-City Rail

- > **Hudson River Passenger Rail Tunnels** serving Amtrak and NJ Transit are **104 years old** and need to be shut due to Sandy salt water intrusion

A creeping culture of negativity has led many to turn a blind eye to financial and structural needs.

Expansion projects like the Third Water Tunnel, the Second Avenue Subway and East Side Access are critical to address the needs of a growing population, but keep in mind that when completed, they will allow us only to catch up with needs that were identified in the 1930s and the 1960s.

In order for our state, our region, and our city to remain attractive for job growth and opportunity, it will take a host of additional strategic investments to both rebuild and expand the essential elements of our core infrastructure

A creeping culture of negativity has led many to turn a blind eye to these needs, both financial and structural. Leaders at all levels of government are paralyzed by the challenge of identifying the funding resources necessary to support sustained capital investment in all our essential water, transportation, and power systems. At the same time, layers of new requirements and regulations add additional costs and time to build core infrastructure projects.

For the past 105 years, the GCA members have made New York a better place by not only building essential civil infrastructure, but by educating the public about the importance of our infrastructure to our economy and way of life. We have always been there to help shape the vision for New York. As New Yorkers ourselves, we are committed to continuing to do so for the next generation and beyond.

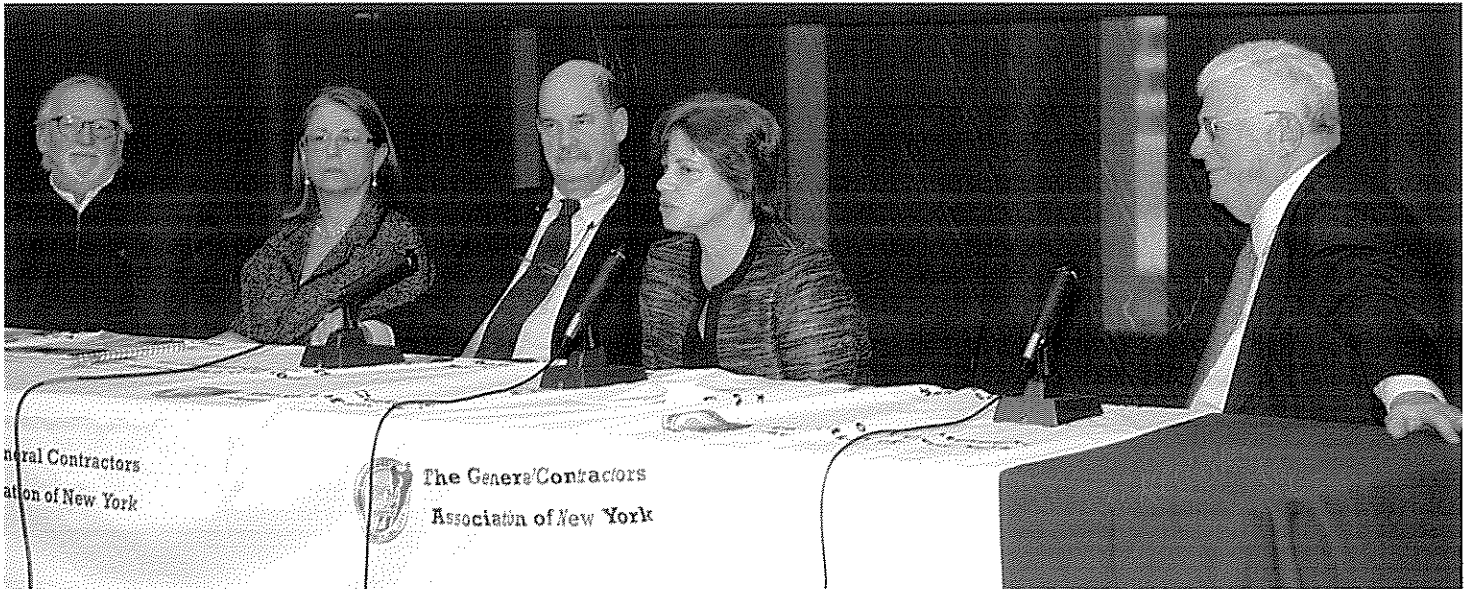
we need to:

- > **Complete the Third Water Tunnel** and begin repairs on Tunnels 1 and 2, built more than 100 years ago;
- > **Continue construction of the Second Avenue Subway** to open up transportation and economic opportunities for underserved residents and one of the city's major employers – the health care sector – concentrated along the far East Side.
- > **Complete the Moynihan Station redevelopment project.**
- > **Build Amtrak's Gateway tunnel** under the Hudson River to address not only desperately needed capacity but allow for critical Sandy related repairs on the existing tunnels that must be completed soon.
- > **Fully fund the MTA and NYSDOT five-year capital plans.**

and we must:

- > **Forge new ways to plan and deliver** projects.
- > **Do more than just talk about streamlining** the process used to design and build major new projects.
- > **Facilitate better and freer dialogue** and exchange of ideas between the public and private sectors, which will lead to more cost efficient projects and better physical outcomes.
- > **Coordinate** major projects across agencies to increase efficiency and minimize start up costs.
- > **Better leverage private investment** to help bridge the public funding gap.
- > **Do so with a renewed focus on safety** to protect our workforce, while providing a new generation of builders with the skills and the opportunities to step up and build the future New York.

Education & Advocacy



The GCA organized a forum at Fordham University on the Future of New York's Infrastructure. Panelists included former NYC Budget Director, Abe Lackman, Citizens Budget Commission President, Carol Kellerman, Regional Plan Association President, Robert Yaro, former Lt. Governor, Richard Ravitch.

**As a percentage
of the U.S. GDP,
investment in
infrastructure today
is half of what it
was in 1960.**

The New York region relies on over \$2.5 billion a year in federal highway and transit funding and another \$4-\$6 billion from the State and localities. In addition, federally-seeded state-run Clean Water revolving loans help fund hundreds of millions of dollars of essential water and sewer projects.

Those monies are in serious jeopardy as the political atmosphere, both nationally and locally, has been increasingly unable to produce stable, multi-year infrastructure funding over the last 5-10 years.

Once robust five and six-year water and transportation plans have limped along in one or two-year increments at flat or reduced levels. Even at that, larger portions of those plans have become more heavily reliant on borrowing, unfairly passing the burden on to future generations.

There are multiple reasons for this. It seems our infrastructure has fallen victim to an environment that rewards candidates who promise never to increase revenues, no matter how worthy the reason. It is a prescription for disinvestment and disaster.



Additionally troubling, though, is the fact that many in the current Congress and State Legislature have had little personal experience with the long-term implications of neglecting essential infrastructure.

In fact, fewer than half of the current House Transportation & Infrastructure Committee were even serving in Congress when the last six-year federal transportation bill, SAFETEA-LU, was put in place in a bi-partisan fashion in 2005.

Albany's once admirable support of serious capital investment because it was "the right thing to do," has been replaced by a cynical siphoning of monies from capital programs like the MTA's to facilitate general budget relief or fund political expediencies.

It is therefore incumbent on infrastructure advocates and knowledgeable industry professionals like the GCA to regularly remind and educate the public and our elected officials about what such complacency can mean in terms of the impact on jobs, the economy, and our quality of life.

The alternative to not investing in our core infrastructure is continued deterioration with the significant economic costs of road congestion, unreliable mass transit service, and the very real costs of damages from water and sewer service disruptions.

The GCA is committed to not let that happen and we continue to develop positive working relationships with strategic partners to emphasize the need.



Above, left: The GCA, along with AAA, NY League of Conservation Voters, NY Building Congress, and TRIP, held a press conference at the foot of the Queensboro Bridge to highlight the cost to motorists and safety impact of poor road conditions.

Above, right: Senator Schumer at the groundbreaking ceremony for the Gateway project concrete casing, with Rep. Nadler, Assemblyman Gottfried, former USDOT Undersecretary (now NYCDOT Commissioner) Polly Trottenberg, PANYNJ Executive Director Patrick Foye, and Amtrak Chairman of the Board Anthony Coscia.

Below: The GCA's Frank DiMenna discusses the need for infrastructure funding with Rep. Peter King at the annual NYRIC reception in Washington.



A New Generation of Builders



Most of the GCA's member firms started as small, family-run businesses. Many have been passed down from generation to generation. Some were started by employees of other contractors who learned the trade and launched out on their own, working nights and weekends, often from their own kitchen tables. Their successes did not come easily. While some flourished, others floundered and failed. Construction is a high-risk enterprise, with 70% of all construction businesses failing within seven years.

Not everyone who works in the construction industry is suited to the risk-taking realm of business ownership, so the GCA, using our own 105 years of experience working with and watching our members, helps companies, both large and small, increase their competitive advantage in the industry through mentorships and education.

In addition to sponsoring in-house training, the GCA partners with a number of regional institutions, such as Manhattan College's School of Environmental and Civil Engineering, offering a three-day intensive construction management course for disadvantaged, minority and women-owned businesses. The GCA's training focuses on the practical skills necessary to be a successful heavy civil contractor in New York. Participants gain an understanding of how to

successfully estimate projects, the importance of project documentation, and how to efficiently and accurately complete essential paperwork. In addition, critical safe work practices and how they protect a contractor's bottom line are covered.

"Being in a small intimate setting with my peers and hearing from the best of the best gave me the additional confidence I need to succeed in what's becoming an increasingly competitive bidding environment," said one of the course attendees.

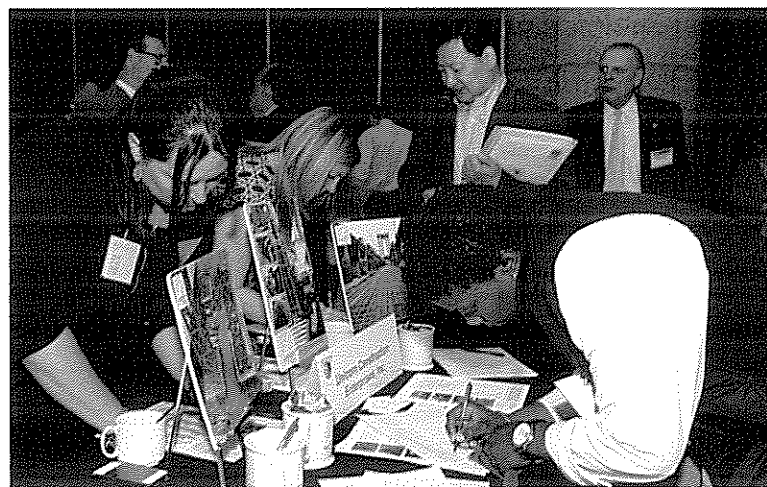
Minimizing cost overruns, ensuring the safest possible worksite, complying with all contract scope and specifications requirements, and coordinating and ensuring proper document controls were key themes that impressed course participants.

Through board membership and financial support of groups like NEW (Non-Traditional Employment for Women), ACE Mentor Program, and other school year and summer engineering programs for high school students, the GCA encourages women and minorities to seek opportunities in the construction industry. Company internships and scholarships are also available for civil engineering students interested in pursuing careers in the heavy civil construction field.

The GCA also helps build relationships with disadvantaged, minority and women-owned businesses through our various networking events that bring together the largest group of heavy construction contractors and government agencies in one venue to discuss active business and contracting opportunities. For firms that specialize in the public sector infrastructure market, the GCA's events are the key to obtaining opportunities for future work.

Above: John Kolaya of Yonkers Contracting providing guidance to students at the Manhattan College Summer Engineering Program sponsored by the GCA.

Below: The fifth annual GCA DBE and MWBE networking event brought together the construction industry, government agencies and the subcontracting community.



Working safely benefits everyone

Not only do we need to build a better New York, we need to do so safely.

Safety is, and has always been, the number one priority for all GCA members. They work hard to protect our workforce and the general public. The dividend is that safety is simply a good and cost-effective business practice.

At the GCA, our role is to support and enhance the efforts of our individual members to make their work places accident free through a host of educational endeavors.

Recent training classes covered topics such as Federal Occupational Safety and Health Administration (OSHA) standards, new safety requirements, best practices, and safety certifications.

The GCA also offers safety training to disadvantaged, minority and women-owned heavy construction firms to help growing companies that have limited resources and training budgets master the best-in-class safety practices employed in the industry as a whole. A safe business is a successful business.

In addition to regular safety seminars and classes, our annual "Safety Week" allows our members to refocus their own safety programs and coalesce around a common workplace safety theme.

The "Awareness—Look Up, Look Out, Look Around!" campaign provided a reminder for all workers to be attentive and aware of their surroundings and to incorporate best practices into everything they do. Safety must be planned and ingrained in every aspect of a construction job so it becomes part of the fabric of every work activity. Safety is a commitment for every worker and employer on the job.

The GCA shares our members' goal of having zero accidents on every construction project.



Everyday Infrastructure: The Foundation of New York

Mega Projects are all around us – projects you can ride, walk on, and climb; projects that glitter and stand out and command attention.

But the routine road, transit, water system, park and bridge projects are the ones that make a difference in the lives of all New Yorkers. These are the projects that form the fabric of our region. These are the projects that guarantee quality of life for 8.5 million New York City residents. These are the projects that get us to work and back, protect public health and broaden opportunities.

Rehabilitating the City's wastewater treatment plants to keep New York's waterways clean, building the infrastructure to support new residential and commercial development, building the parks and restoring the beaches to improve communities, constructing the infrastructure to expand New York's top universities, and building and rehabilitating the region's iconic bridges are part of the complex work GCA members perform every day.

Everyday infrastructure projects – they showcase the skill and expertise, vision and competence that GCA members bring to building and rebuilding New York – every day.



High Line Phase 3

C.A.C. INDUSTRIES constructed the third and final portion of the High Line Park atop the elevated former freight rail line.



Rockaway Beach

WILLIAM A. GROSS CONSTRUCTION installed wall and flood protection at Rockaway Beach to protect the community and the beach from future storms. The challenging work was performed on an active beach near adjacent housing. Minimizing the impact on the community while efficiently building the project are the hallmarks of a skilled contractor.



Amtrak Gateway Passenger Rail Tunnel

TUTOR PERINI is constructing the tunnel box for Amtrak's Gateway passenger rail tunnel under the Hudson Yards development. The tunnel box will preserve the right of way for a new passenger rail tunnel into Penn Station serving the Northeast Corridor.



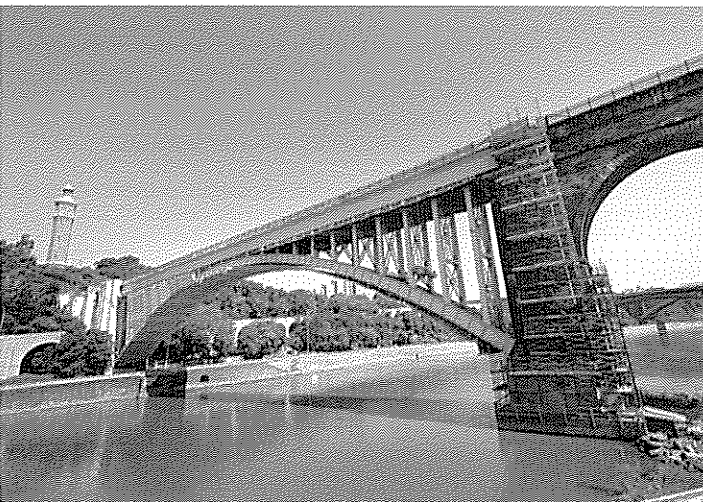
Hunts Point Wastewater Treatment Plant

KIEWIT INFRASTRUCTURE refurbished the Hunts Point Wastewater Treatment Plant (WWTP) digester and polymer facility. The project is part of the upgrades to the Hunts Point facility, first opened in 1952, that will enhance water quality in the East River. As a result of work in NYC's WWTPs, the City's waters are the cleanest they have been in over 100 years.



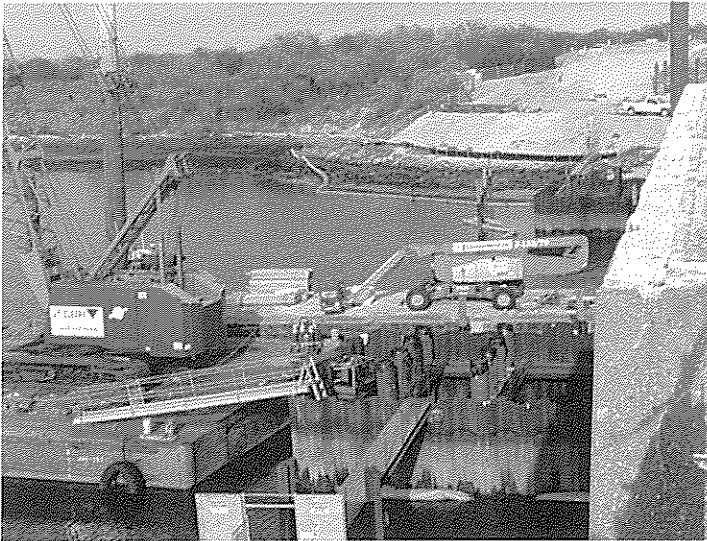
Bridge over Van Wyck Expressway near JFK Airport

ECCO III ENTERPRISES replaced a bridge spanning the Van Wyck Expressway by JFK Airport. The demolition and replacement of a bridge spanning the Van Wyck, carrying 150,000 cars a day, alongside the AirTrain and an active runway are examples of the challenges contractors face every day.



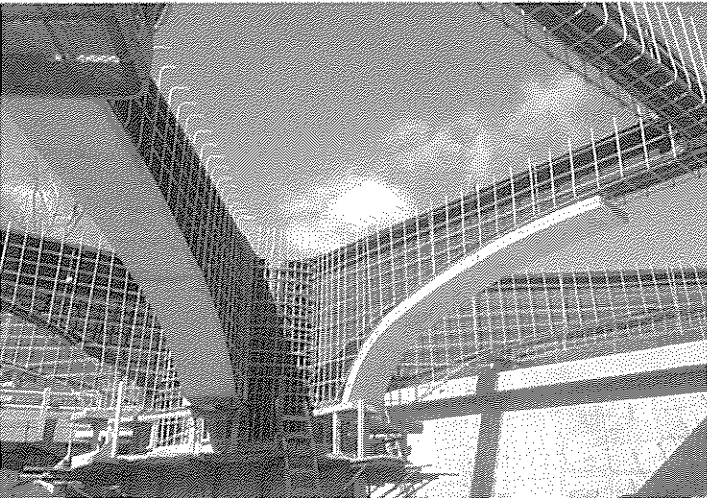
High Bridge

SCHIAVONE CONSTRUCTION is rehabilitating the High Bridge connecting Upper Manhattan with the Bronx. The High Bridge, New York's oldest standing bridge and part of the Old Croton Aqueduct, is an essential link in New York City's waterfront Greenway.



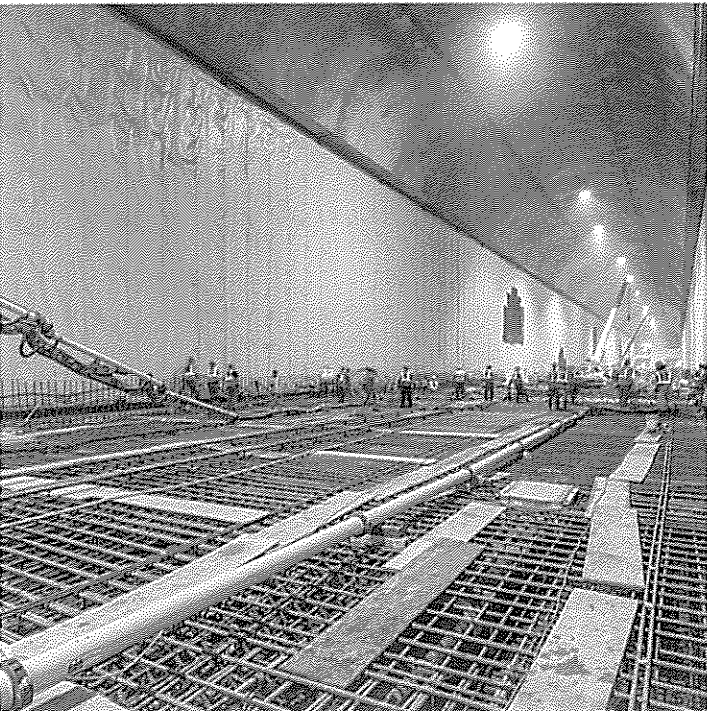
Belt Parkway Bridges

Building bridges in New York City requires the skills and expertise of many different trades. The construction of seven bridges carrying the Belt Parkway has included work by several GCA members including the specialty work of marine contractor JT CLEARY INC and pile driving contractor FALCO CONSTRUCTION.



Bronx River Parkway Bridges at Crane Road

EE CRUZ & COMPANY is replacing the Bronx River Parkway Bridges over the Bronx River and Metro-North Railroad.



East Side Access Train Caverns and Tunnels

MICHELS CORPORATION is building the permanent concrete structures and lining of the East Side Access caverns and tunnels from Grand Central Terminal south to 37th Street.

The GCA is...

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Richard DiLouie, Urban Foundation/Engineering, LLC

FIRST VICE PRESIDENT

Michael Viggiano, Skanska USA Civil Northeast Inc.

SECOND VICE PRESIDENT

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

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Jet Drive General Marine Contracting Co., Inc.

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J. F. Shea Construction, Inc.
JLJ IV Enterprises Inc.
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Judlau Contracting, Inc.
Kelco Construction Inc.
Kiewit Infrastructure Co.
Kiska Construction Inc.
The Laquila Group Inc.
Lashay's Construction & Development Co., Inc.
LAWS Construction Corp.
LLF Construction Services, Inc.
Macro Enterprises Ltd.
Marine Holdings Co. I, Inc.
Maspeth Supply Co., LLC
Mayrich Construction
Merco Inc./Mergentime
Michels Corporation
Moretrench American Corp.
MVN Associates Inc.
NAC Industries, Inc.
NJ & C Associates Inc.
Nicholson Construction Co.
Northeast Remsco Construction Inc.
Ocean Marine Development Corp.
OHL USA
P.C.M. Contracting Co., Inc.
Perfetto Contracting Co.
Perfetto Enterprises Company, Inc.
Petracca & Sons, Inc.
Platt Construction Inc.
Posillico Civil, Inc.
Premier Concrete Services Inc.
Prima Paving Corp.
Primer Construction Corp.
Providence Construction Corp.
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.
Samsung C&T, E&C Americas, Inc.
Schiafone 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.
The Urban Group, Ltd.
Transit Construction Corp.
Traylor Bros., Inc.
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
Varlotta Construction Corp.
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.

EXECUTIVE COMMITTEE



The General Contractors
Association of New York, Inc.
60 East 42nd Street
New York, NY 10166
212 687 3131
www.gcany.com



**Testimony of Roland Lewis, President & CEO
New York City Council Committee on Transportation
May 4, 2015**

re: Res. No. 652 – Calling on Congress to pass, and the President to sign, the GROW AMERICA Act

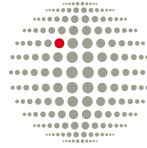
The Metropolitan Waterfront Alliance (MWA) is a bi-state coalition of over 800 community and recreational groups, educational institutions, businesses, and other stakeholders committed to restoring and revitalizing the New York and New Jersey waterways. Our waterways have been revitalized with active recreation, environmental education, and waterborne transportation, and the harbor has for centuries been a vital conduit for commerce and an engine of economic development.

MWA strongly supports Resolution 65 calling on Congress to pass, and President Obama to sign, the GROW AMERICA Act. Congress must act quickly. The proposal submitted by President Obama and Transportation Secretary Anthony Foxx would replace the existing federal surface transportation funding law, which expires on May 31. The GROW AMERICA Act, which increases federal funding for transportation by \$87 billion through Fiscal Year 2018, allocates \$72 billion allocated to public transit projects. As a region dependent on mass transit for mobility and access to jobs, the New York metropolitan area stands to gain significantly from the passage of the Act into law.

The GROW AMERICA Act will provide additional resources for waterborne transportation that may help serve New York’s growing ferry transit. The bill calls for approximately \$70M in annual funding for “construction of ferry boats and ferry terminal facilities,” awarded competitively, for which New York may be eligible to support capital costs of upgrades to the Staten Island Ferry or Mayor de Blasio’s recently announced citywide ferry network.

The overall need for – and the benefits of – investments in public transit are clear. With the capacity of trans-Hudson rail tunnel traffic at a breaking point, and the Metropolitan Transit Authority’s (MTA) five-year capital plan still bearing a \$17B shortfall, New York has immediate transit needs. New York is the economic engine of the northeastern U.S., and reliance on public transit helps alleviate traffic congestion and reduce the adverse impacts associated with greenhouse gas emissions.

MWA urges this Committees and the entire City Council to pass this resolution on behalf of all New Yorkers, and send a clear message to Congress that our transit systems are of vital importance to the economic competitiveness of the region, and of the nation. Thank you for the opportunity to present this testimony.



Partnership for New York City

February 13, 2012

The Honorable John Boehner
Speaker
U.S. House of Representatives
H-232, The Capitol
Washington, DC 20515

The Honorable Nancy Pelosi
House Minority Leader
U.S. House of Representatives
H-204, The Capitol
Washington, DC 20515

The Honorable Eric Cantor
Majority Leader
U.S. House of Representatives
H-329, The Capitol
Washington, D.C. 20515

The Honorable Steny Hoyer
House Minority Whip
U.S. House of Representatives
H-148, The Capitol
Washington, D.C. 20515

Dear Speaker Boehner, Majority Leader Cantor, House Minority Leader Pelosi and Minority Whip Hoyer,

As major employers and job creators in America, we are writing to request your reconsideration of H.R. 7, a bill that fundamentally changes the terms of transportation funding for America's metropolitan centers. If enacted, H.R. 7 would result in irreparable damage to the transportation infrastructure of New York and America's other great cities. Its provisions reverse a cost-sharing formula for mass transit and urban infrastructure that was put in place during the administration of President Ronald Reagan - a formula that has served the nation well. For example, it would eliminate funding for New York's bus system, which is critical to an integrated regional subway and rail network.

We request that the House take H.R. 7 back to committee and replace it with a bill that would keep transit funding in the Highway Trust Fund at current funding levels. If the terms of H.R. 7 were adopted by Congress, it would significantly damage the economies of many of our nation's most important commercial centers.

Thank you for your consideration.

Kenneth I. Chenault, Chairman & CEO, American Express Company
Co-Chair, Partnership for New York City

Terry J. Lundgren, Chairman, President & CEO, Macy's, Inc.
Co-Chair, Partnership for New York City

Lee S. Ainslie, III, Managing Partner, Maverick Capital
Donald R. Allman, President & CEO, Titan
David Barger, President & CEO, JetBlue Airways Corporation
Candace K. Beinecke, Chair, Hughes Hubbard & Reed LLP
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William H. Berkman, Managing Partner, Associated Partners, LP
Kathy Bloomgarden, Chief Executive Officer, Ruder Finn, Inc.
Marianne C. Brown, President & CEO, Omgeo, LLC
Kevin Burke, Chairman, President & CEO, Con Edison
Russell L. Carson, Co-Founder and General Partner, Welsh, Carson, Anderson & Stowe
Philippe P. Dauman, President and CEO, Viacom Inc.
Todd C. DeGarmo, Chief Executive Officer, STUDIOS Architecture
Barry Diller, Chairman & Senior Executive, IAC
Daniel L. Doctoroff, President & CEO, Bloomberg L.P.
Douglas Durst, Co-President, Durst Organization Inc.
Joel S. Ehrenkranz, Senior Partner, Ehrenkranz & Ehrenkranz LLP
Winston C. Fisher, Partner, Fisher Brothers
Alan H. Fishman, Chairman, Ladder Capital Finance LLC
Russell P. Fradin, Chief Executive Officer, SunGard
Paul Fribourg, Chairman & CEO, Continental Grain Company
Carl Galioto, Senior Principal, HOK, Inc.
Barry M. Gosin, Chief Executive Officer, Newmark Knight Frank
Jonathan N. Grayer, President & CEO, Weld North LLC
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Stephen R. Howe, Jr., Americas Area Managing Partner, Ernst & Young LLP
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Rochelle B. Lazarus, Chairman, Ogilvy & Mather Worldwide
Martin Lipton, Senior Partner, Wachtell, Lipton, Rosen & Katz
Peter L. Malkin, Senior Partner & Chairman, Malkin Holdings, LLC
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Peter W. May, President & COO, Triam Partners
Charles R. McCall, CEO, Astoria Energy II LLC & Astoria Energy LLC
Edward J. Minskoff, President, Edward J. Minskoff Equities, Inc.
Mitchell Modell, Chief Executive Officer, Modell's Sporting Goods
Kenneth D. Moelis, Chief Executive Officer, Moelis & Company Holdings LP
Thomas J. Moran, Chairman, President & CEO, Mutual of America Life Insurance Company
Duncan L. Niederauer, Chief Executive Officer, NYSE Euronext
Vikram S. Pandit, Chief Executive Officer, Citigroup Inc.
Peter Riguardi, President, New York Region, Jones Lang LaSalle
James D. Robinson, III, Co-Founder & General Partner, RRE Ventures

Letter to the Speaker and Majority Leader

February 13, 2012

Page 3 of 3

Stephen M. Ross, Chairman & CEO, The Related Companies, L.P.

Wilbur L. Ross, Jr., Chairman & CEO, WL Ross & Co. LLC

Michael I. Roth, Chairman & CEO, Interpublic Group

Steven Roth, Chairman, Vornado Realty Trust

Howard J. Rubenstein, President, Rubenstein Associates, Inc.

Steven Rubenstein, President, Rubenstein Communications, Inc.

Mitchell E. Rudin, President & CEO, U.S. Commercial Operations, Brookfield Properties Corporation

William C. Rudin, CEO and Vice Chairman, Rudin Management Company, Inc.

Kevin P. Ryan, Founder and CEO, Gilt Groupe

Alan D. Schwartz, Executive Chairman, Guggenheim Partners, LLC

Frank J. Sciame, Chairman & CEO, F.J. Sciame Construction Co., Inc.

Jerry I. Speyer, Chairman & Co-CEO, Tishman Speyer

Stuart Match Suna, President, Silvercup Studios

Mary Ann Tighe, Chief Executive Officer, NY Tri-State Region, CB Richard Ellis

James S. Tisch, President & CEO, Loews Corporation

Edward D. Turen, Chairman and CEO, Control Equity Group

Mark L. Wagar, President & CEO, Empire Blue Cross Blue Shield

Rohan Weerasinghe, Senior Partner, Shearman & Sterling

Charles Weinstein, Chief Executive Officer, EisnerAmper LLP

Marcia S. Wilson, President, Daffy's

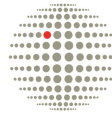
Deborah C. Wright, Chairman & CEO, Carver Bancorp Inc.

Kathryn S. Wylde, President & CEO, Partnership for New York City

Strauss Zelnick, Chief Executive Officer, ZelnickMedia Corporation

Mortimer B. Zuckerman, Chairman and Editor-in-Chief of US News & World Report and Chairman & Publisher of the New York Daily News

cc: Members of the New York State Congressional Delegation



PARTNERSHIP
for New York City

WRITTEN COMMENTS TO THE COMMITTEE ON TRANSPORTATION
OF THE NEW YORK CITY COUNCIL

**HEARING TO EXAMINE THE IMPORTANCE OF FEDERAL FUNDING
TO CITY TRANSPORTATION SYSTEMS**

**KATHRYN WYLDE
PRESIDENT & CEO**

MONDAY MAY 4, 2015

Thank you Chairman Rodriguez and committee members for the opportunity to submit comments on the importance of federal funding to sustain the transportation systems in our city and region.

The Partnership for New York City represents the city's business leaders and largest private sector employers. Our members all agree that New York's continued status as America's premiere global commercial center depends on a first class public transportation system. Our ability to compete for talent, business investment, and tourism depends on a modern, efficient and affordable public transit system. The great world cities of Europe, Asia and even Canada are far ahead of us when it comes to the quality of their transportation systems, largely because of aggressive investment by their national governments.

In 2012, the CEO's of Partnership companies sent an open letter urging Congress to maintain vital federal funding for the city's mass transit system. (Please see attached letter for your reference.) Federal funding for mass transit declined 9 percent from 2002 - 2012, offset somewhat by emergency infrastructure funding made available after the 2008 financial crisis and again following Super Storm Sandy. State and city spending on transportation was down 15 and 10 percent, respectively, over the same period.

It is estimated that simple maintenance of the existing U.S. highway and transit systems requires at least \$13 billion more in annual public funding than is currently available. This does not include the investment needed to increase capacity, upgrade quality and improve resiliency. The New York business community has supported an increase in the gas tax or dedication of repatriated overseas business earnings as ways to fill this gap, but Congress has been unable to agree on a funding solution.

New York's Metropolitan Transportation Authority (MTA) operates the largest mass transit system in the nation in order to support the region's \$1.47 trillion economy. Population growth and shifting commuting patterns are putting a huge strain on our outdated and overloaded transit system and new investment is desperately needed. As the federal government support has fallen short, the MTA has relied on bond issues, dedicated regional taxes, and increased fares to meet its operating and capital budget needs. Despite these initiatives, today the MTA faces a bigger shortfall than ever and it is unclear how it will be filled.

The federal Highway Trust Fund (HTF), which is the primary vehicle for supporting mass transit and highways, expires May 31st and will be bankrupt by the end of the summer. Mayor de Blasio and the City Council are right to take this opportunity to press Congress to enact a funding program that meets the country's transportation infrastructure needs. The business community will join your advocacy efforts. This is a top priority for the city and country and we applaud the Council for bringing this issue to public attention and advocating for its resolution.

Thank you.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Alyssa Blumstein

Address: _____

I represent: Families for Safe Streets

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Mary Beth Kelly

Address: _____

I represent: Families for Safe Streets

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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in favor in opposition

Date: _____

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Name: Alana Miller

Address: _____

I represent: Transportation Alternatives

Address: _____

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**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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in favor in opposition

Date: _____

Name: Chris Boylan (PLEASE PRINT)

Address: _____

I represent: The General Contractors Assoc. of

Address: 600 E. 42nd St Suite 3710 NY

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**THE COUNCIL
THE CITY OF NEW YORK**

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/4/15

Name: Edith Parentiss (PLEASE PRINT)

Address: 739 W 186 St (4A) 10033

I represent: DIA

Address: _____

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**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 652

in favor in opposition

Date: May 4, 2015

(PLEASE PRINT)

Name: Nadine Lemman

Address: Albany NY

I represent: Tri-State Transportation Campaign

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 652

in favor in opposition

Date: May 4, 2015

(PLEASE PRINT)

Name: Rebecca Bailin

Address: 388 121 6th Avenue, 6th FL 10013

I represent: Kniders Alliance

Address: 389 Prospect Av #32 BK 11215

Please complete this card and return to the Sergeant-at-Arms