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SAFETY SOURCE FEATURES

13 Industry Pros Tout Safety Certification
14 NAPA Endorses Safety Certification Program
26 ARTBA’s Comprehensive Safety Programs
28 New Contract for Guardrail Safety Training, MassDOT Safety Steps
32 Lanford Family Highway Worker Memorial Scholarship Recipients

ON THE COVER

16 Work Zone Safety Information Clearinghouse Turns 20

“THE CLEARINGHOUSE WILL RETAIN ITS LASER FOCUS FOR THE NEXT 20 YEARS. OUR COMMITMENT TO IMPROVING SAFETY AND REDUCING ACCIDENTS AND INJURIES IN ROAD CONSTRUCTION ZONES IS UNENDING.”

--Paul Yarossi, ARTBA Foundation chairman

IN EVERY ISSUE

From the Chairman, p.6
From the President’s Desk, p.8
In Case You Missed It, p.11
Regulatory Roundup, p.38
AEM Corner, p.41
The Last Turn, p.42

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May/June 2017
“Transportation Builder” (TB) is the official publication of the American Road & Transportation Builders Association, a federation whose primary goal is to aggressively grow and protect transportation infrastructure investment to meet the public and business demand for safe and efficient travel. In support of this mission, ARTBA also provides programs and services designed to give its members a pivotal competitive edge. TB is its primary source of business, legislative, regulatory, safety and economic news that matters most to transportation development professionals.

ADVERTISER INDEX
HIGHWAY SAFETY PRODUCTS & RESOURCES
Mobile Barriers LLC, p. 3
Lindsey Transportation Solutions, p. 5
National Work Zone Safety Information Clearinghouse, p. 7
PSS, p. 10
ARTBA Online Learning Center, p. 12
Signs and Safety Equipment, Inc., 14

PREVENTING FALLS IN ROADWAY AND BRIDGE CONSTRUCTION, INSPECTION & REPAIR, p. 15
3M, p. 20
Safety Training for the Roadway Construction Industry, p. 22

ADVERTISER INDEX
WEILER PRODUCTS, p. 2
GOMACO, Corp., p. 9
Anderson Hydral, p. 24
CASE Construction, p. 40
John Deere, p. 43

CONSTRUCTION EQUIPMENT PRODUCTS & SERVICES
BRITE-LINE TECHNOLOGIES, p. 34
WORK AREA PROTECTION CORP., p. 34
TRINITY HIGHWAY, p. 39

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Mayors Know Their Residents Want Good Roads

ROADS were the top infrastructure concern cited by 120 U.S. mayors in “State of the City” speeches delivered during the first three months of this year.

From Atlanta (pop. 473,000) to Wylie, Texas (pop. 41,000), the mayors cited roads in 48 percent of their speeches, compared to 36 percent for other public works, 32 percent for pedestrian and water infrastructure, and 30 percent for bicycle amenities, according to an analysis by the National League of Cities (NLC).

It has become fashionable for many urban enthusiasts to talk about walkable and bikeable cities, and there is a nod to such investment in the NLC report. But the mayors spoke more about roads, which have a key role in spurring the economy and protecting public safety.

Road paving ranked as the third overall “specific policy or program” mentioned in the speeches, behind public safety issues involving police departments, 73 percent, and fire departments, 65 percent.

But the mayors aren’t just talking about filling potholes. Some cities are taking important steps to get ready for how driverless cars, trucks, and buses interact with smart roads and bridges.

The report says that improved city finances are helping to address maintenance issues with roads and other infrastructure. Both the NLC and the National Association of Counties support tax-exempt municipal bonds as a primary financing mechanism for local infrastructure, along with dedicated federal funding through the Highway Trust Fund and other funding sources.

Job creation was the fourth most mentioned topic in the mayors’ speeches at 39 percent, followed by crime, 38 percent, to round out the top five.
This issue of Transportation Builder’s focus on safety makes it the most important of the year. Even more so for 2017 because we mark the 20th anniversary of the National Work Zone Safety Information Clearinghouse, which ARTBA owns and operates in partnership with the U.S. Federal Highway Administration.

Nearly 400 people per day access the Clearinghouse’s thousands of pages of online information—available in six languages, with 10 million website views since 1997. These figures are remarkable considering the Clearinghouse opened at the dawn of the internet age, well before people could bring these resources directly to the work zone via mobile devices. Today, the Clearinghouse is the world’s largest online roadway work zone safety source. Our cover story begins on page 14.

This Clearinghouse milestone is yet another in a long list of leadership initiatives reflecting ARTBA’s steadfast focus on transportation construction safety. The Safety Certification for Transportation Project Professionals™ (SCTPP) program launched in 2016 is another significant milestone. At this writing, we are about to reach the first 100 participants who are now “safety certified.” You can read about three of them in the story on page 13.

Also noteworthy was the May endorsement of the SCTPP program by the National Asphalt Pavement Association (NAPA) and its commitment to encourage NAPA members to take the certification exam beginning this year. ARTBA and NAPA have entered into a strategic partnership to jointly develop online asphalt paving-milling-specific safety training modules that can help prep asphalt pavement pros for the exam or earn professional development hours. Those training modules should be available later this year.

This “Safety Source” issue is also the beginning of a concerted push by ARTBA to better highlight the many valuable services that are available to member firms and agencies.

For example, you might not know that in the past 20 years, ARTBA and its Foundation have…

- Trained 100,000 workers to help improve safety performance.
- Hosted more than 20 international and national conferences and workshops dedicated to improving safety in highway construction zones.
- Provided nearly $500,000 in post-high school financial assistance to more than 150 students—children of highway workers killed or permanently disabled on the job—through the first-of-its-kind Lanford Family Highway Worker Memorial Scholarship Program.
- Developed over 40 safety training courses and modules covering nearly every hazard one is likely to encounter in a roadway work zone, including fall prevention, safe backing and spotting, internal traffic control, trenches, and many aspects of temporary traffic control.
- Published 25 technical advice documents and fact sheets aimed at improving work zone safety for workers, users, owners, contractors and designers.
- Created several online learning centers, with courses available 24/7.

Please contact ARTBA Senior Vice President of Safety & Education Brad Sant to learn more about how your company or agency can take advantage of the wide variety of services and programs: bsant@artba.org or 202.683.1008.

Four presidents have occupied the White House since the Work Zone Safety Information Clearinghouse was launched in 1997, and control of Congress has shifted between both parties. A lot has changed in our nation over the last 20 years. What will always remain constant, however, is ARTBA’s commitment to improving safety on both sides of the barricades!
Finding Progress Amid Fake News

Six months into the first year of Republican control of the White House and Congress since 2006, we are far enough along to know what’s fake and what’s not about the looming infrastructure package and other federal transportation priorities.

President Trump came to Washington promising a $1 trillion infrastructure package. Despite initial resistance, Republican congressional leaders now acknowledge the need to advance such a measure and the president deserves credit for forcing it onto their agenda.

The timing is complicated by two factors: a crowded legislative calendar and the fact that—as of right now—an infrastructure package is somewhere in the Capitol Hill ether.

Republicans are grappling with repeal of Obamacare, which is a stark reminder of how difficult it is to pass major legislation even with a single party control. Also waiting in the wings is a massive effort to rewrite the tax code. The annual government spending bills and a battle over another U.S. debt ceiling increase will also chew up additional time.

The Trump FY 2018 budget provides the first tangible outline of its infrastructure package. It confirms the initiative will total $1 trillion over 10 years and consist of: $200 billion of direct federal funding for transportation and other types of infrastructure; incentivized non-federal funding; reduced costs; and leveraged federal funds through public-private partnerships.

Beyond these components, the administration has only provided broad principles of how its goals can be achieved.

Unfortunately, the budget was not as vague about the administration’s vision for the existing surface transportation program. It proposes to pair the infrastructure initiative’s $200 billion in direct spending with $100 billion in highway and public transportation investment cuts over the same 10-year period. This outcome would be the result of the administration’s proposal to scale back Highway Trust Fund (HTF) supported spending to what current revenues would enable and call on states and localities to finance more of their transportation needs.

Cutting highway and transit spending by 40 percent is not ARTBA’s definition of an infrastructure package. This is the same HTF deconstruction scheme House Republicans have marched out routinely since 2011, and which has not seen the light of day in either chamber.

Further evidence that gutting the HTF is fake news came shortly after the budget was released when 253 House members called for including a long-term HTF revenue solution as part of a tax reform package. This level of support is well above the 218 votes needed to pass legislation and includes a majority of House Republicans and Democrats.

Even though the House and Senate haven’t acted on tax reform, both are working aggressively on it. A tax code rewrite moving in close proximity to an infrastructure initiative is a true opening for addressing the HTF’s structural deficit. In the past 30 years, all HTF revenue enhancements have come as part of a broad tax or budget bill.

An infrastructure package and tax reform may very well move separately. However, enactment of a tax package with a permanent HTF revenue solution could and would set up subsequent action on infrastructure. An HTF fix could also be part of a stand-alone infrastructure plan, and lawmakers have been clear that it must be supported with real revenue.

The key points to understand are that we are working with a blank slate and there is growing interest in Congress for addressing the HTF once and for all. We will continue to sift through the fake news and keep pursuing real opportunities.

Stay tuned.

T. Peter Ruane
On-Road Vehicle Carbon Monoxide Emissions Decline

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Carbon monoxide, CO, is produced from incomplete combustion.

On-road vehicles now produce only one third of all CO emissions, down from 72 percent in 1990.

On-road vehicle CO emissions dropped from more than 100 million short tons in 1990 to about 20 million short tons in 2013.


President Trump and Congress overturned an Obama administration rule that allowed OSHA to expand the timeline for prosecution of workplace recordkeeping violations from six months to five years.

$43.3 BILLION
President Trump signed a FY 2017 budget that boosts federal highway investment by $900 million, to $43.3 billion, and public transportation investment by $400 million, to $12.4 billion, through Sept. 30.

$768 MILLION
U.S. DOT released more than $768 million to 40 states for emergency highway and bridge repairs. Colorado topped the list at $124 million.

91 PERCENT
An ARTBA report found 91 percent of more than 2,500 state legislators in 16 states who supported gas tax increases between 2013 and 2015, then ran for reelection, retained their seat in the next general election.

ARTBA member C.W. Matthews Construction of Marietta, Ga., earned a bonus for finishing emergency repairs on Atlanta’s Interstate 85 a month ahead of schedule. A section of the highway collapsed following a fire in March.

Steve Wright, president of Charleston, Tenn.-based Wright Brothers Construction Company, received the 2016 ARTBA Award.

HNTB Executive Vice President Paul Yarossi is the new chairman of the ARTBA Transportation Development Foundation (ARTBA-TDF) Board of Trustees.
Industry Professionals Tout Transportation Project Safety Certification

By Mark Holan
mholan@artba.org

The ARTBA Foundation’s new Safety Certification for Transportation Project Professionals™ (SCTPP) designation is becoming established as a must-have construction industry credential.

“I think as time progresses, contractors or subcontractors will be asking if you have this SCTPP designation,” said Dennis Burks, safety director at Kansas City, Missouri-based HNTB, who passed the certification exam last fall. “It demonstrates interest in building and confirming a commitment to safety.”

Keith Clay, safety manager at the John R. Jurgensen Co. in Cincinnati, notes that the SCTPP program is aimed at transportation project workers, supervisors, foremen, inspectors, managers, manufacturers and materials suppliers, designers, equipment operators and owners who are involved at some point in a project. He earned the credential in March.

“We are looking for something for people in the field that will give them more confidence,” he said. “Everyone in the company should be a safety manager, not just the safety manager.”

Francis Maline, senior safety supervisor at Lane Construction near Chicago, used ARTBA’s Online Learning Center (OLC) to prep for his SCTPP exam in March. The OLC offers engaging courses on a range of transportation construction topics, which also can help further career advancement and keep on top of new technologies and regulations.

Maline said he spent about 30 hours on the website over several weeks and appreciated the “easy access” to information, including quizzes and videos that are important and relevant to his daily work. “It was a great review, a really good summary,” he said.

The SCTPP certification been designed to meet the rigorous protocols required for accreditation by the American National Standards Institute (ANSI) and the International Organization for Standardization ISO/IEC 17024.

About 130 highway workers are killed annually in roadway construction and maintenance incidents, and up to 20,000 more are seriously injured, according to federal data. Burks, Clay, Maline and other industry professionals say obtaining the SCTPP credential can help reduce or eliminate this terrible toll.

The certification exam is available year-round and Pearson VUE test centers across the nation. To learn more and apply, visit www.puttingsafetyfirst.org.

Mark Holan is editorial director at ARTBA.
National Asphalt Pavement Association Endorses Safety Certification Program

By Eileen Houlihan

The National Asphalt Pavement Association (NAPA) in May endorsed the Safety Certification for Transportation Project Professionals™ (SCTPP) program and will urge its member firms and their employees to earn the credential.

Launched last year by ARTBA’s Transportation Development Foundation (ARTBA-TDF), the SCTPP vision is to “ensure the safety and well-being of construction workers, motorists, truck drivers, pedestrians and cyclists and their families by making transportation project sites world-wide zero safety incident zones.”

As part of a strategic partnership, ARTBA and NAPA will jointly develop and implement online asphalt paving/milling-specific safety training modules that industry professionals can use to prepare for the certification exam or to earn Professional Development Hours and build their skill sets. NAPA will also help recruit asphalt paving/milling professionals to join the SCTPP “Subject Matter Experts” team that plays a critical role in developing exam questions.

“We are excited to partner with ARTBA to develop and promote training tools that will aid companies in implementing best practices proven to help eliminate work zone incidents,” NAPA President Mike Acott said.

Additional information about the certification program can be found: www.puttingsafetyfirst.org.

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For more information, contact Robinson Vasquez at rvasquez@artba.org, or 202.289.4434.
National Work Zone Safety Information Clearinghouse Turns 20

By Mark Holan
mholan@artba.org

Texas A&M Transportation Institute senior research engineer Gerry Ullman also contributed to this story.
We consider the National Work Zone Safety Information Clearinghouse as the ‘go to’ resource for work zone related environmental health and safety issues,” Carl Heinlein, senior safety consultant at American Contractors Insurance Group, recently declared. Such a view was one of the goals when the National Work Zone Safety Information Clearinghouse—a ground-breaking resource to save lives, prevent injuries and share information—was launched 20 years ago. Created by a cooperative agreement between the American Road & Transportation Builders Association (ARTBA) and the U.S. Department of Transportation’s Federal Highway Administration (FHWA), the Clearinghouse opened five months later. The Texas A&M Transportation Institute (TTI) has assisted in carrying out the mission since the beginning. And the mission is very clear: collect, synthesize, disseminate, and facilitate the exchange of data and information on ways to improve construction zone safety for motorists, pedestrians and highway workers. In doing so, help to prevent or reduce work zone fatalities and injuries.

Implementing a Vision
Like most good ideas, this one didn’t happen overnight, or without a few key people and groups putting their shoulders to the wheel. In the 1980s, ARTBA began conducting national conferences on highway work zone safety, which attracted participants from industry, government, law enforcement and academia. “ARTBA advanced the idea of creating a clearinghouse to collect and share information on how to make roadway work zones safer at a national conference we organized with the FHWA,” ARTBA President & CEO Pete Ruane recalls. The December 1994 event was co-sponsored by the American Association of State Highway & Transportation Officials (AASHTO) and the American Traffic Safety Services Association (ATSSA).

“The Clearinghouse emerged as a major consensus recommendation and we brought it to Congress,” Ruane said. “The 1995 National Highway System Designation Act authorized the U.S. Department of Transportation to make such a clearinghouse a reality.” After ARTBA won the competitive contract, Ruane signed the cooperative agreement with FHWA in September 1997. As Congress debated a federal highway program reauthorization, ARTBA and TTI got busy making the Clearinghouse operational by February 1998.

This one-of-a-kind facility provides transportation agencies, law enforcement departments, highway designers and contractors, labor unions, insurance companies, motor clubs and other interested parties with a wealth of information on how to make road construction zones safer for motorists, pedestrians and highway workers.”


“The focus on construction used to be ‘just get the job done,’ “ Joe Lasek, then FHWA’s senior safety program engineer, said at the time. “Now it is to get the job done and improve construction and maintenance of work zones for the workers and the motorists.”

Evolving Technology
Until the creation of the Clearinghouse, work zone professionals had limited ability to tap information on either completed or ongoing research, crash data and trends, and innovative safety practices being deployed by public agencies and private contractors across the nation. Given these challenges, the original design and operation of the Clearinghouse focused on collecting, collating, and circulating this and other important safety information, including:

• new technologies and equipment;
• training courses;
• public information and outreach campaigns;
• educational materials and programs for new drivers; and
• work zone laws and legislation.

Users had the option of contacting the Clearinghouse by telephone, fax, email, or regular mail. The goal was to respond to these “telephonic and electronic requests” within 24 hours.

“I think one of the best things we did early on was convince the FHWA to take a leap with us and embrace the then just-emerging ‘world wide web’ and use the internet as the information portal,” Ruane said. “That opened up the Clearinghouse and its content to millions of people worldwide.”

As online activity since then mushroomed from curiosity to commonplace, more than 10,000 Clearinghouse visitors each month have been able to access information in searchable databases, see archived information, and participate in online discussions. Clearinghouse conferences and workshops have brought together thousands of transportation professionals from across the United States and Puerto Rico. In all, 2 million information requests have been filled, 6,000 searchable content files have been created, and 3,400 conference & workshop attendees have shared ideas. The Clearinghouse conferences and workshops have also served as a training ground for the future leaders of our industry. Our 225 user home countries and 17 Clearinghouse conferences and workshops give us the opportunity to engage the most diverse audience possible.

In addition to the Clearinghouse website, the ARTBA Online Learning Center offers online courses such as the Preparing for the Safety Certification for Project Professionals™ Program Exam. Enroll at www.puttingsafetyfirst.org. The Life You Save Just May Be Your Own!
The future of road safety is already here.

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database pages have been viewed nearly 10 million times by users all over the world. Industry experts see the positive impact.

“1 can comfortably say that the information within the Clearinghouse has helped transportation contractors of all sizes help prevent serious injuries and illnesses not only for transportation construction workers but the driving public, and pedestrians, motorcycle and bike riders,” American Contractors Insurance Group’s Heinlein says.

Evolution of a Logo

1997-2005
2005-2010
2010-present

Keeping Clearinghouse Doors Open
The original ARTBA-FHWA Clearinghouse agreement provided only partial funding for the first few years of operation. The Clearinghouse was to become self-sustaining through contributions from user groups who relied on its resources.

A board of advisors was established to provide guidance for Clearinghouse activities and to help identify and procure sources of financial support.

As federal funding ended in late 2000, the ARTBA Transportation Development Foundation (ARTBA-TDF) assumed financial responsibility for Clearinghouse operations. The TDF, in conjunction with TTI, AASHTO, the Laborers-Employers Cooperation & Education Trust (LECET) and several other associations and companies, provided funding to keep the Clearinghouse doors open.

National conferences on work zone safety also were established to raise awareness about the Clearinghouse, develop additional funding sources and disseminate the growing inventory of information.

Still, user-generated funding fell short of keeping pace with rapid developments in how online sites were being designed and operated. After nearly five years of operation without federal support, ARTBA and other Clearinghouse supporters were deployed to convince Congress of the need for a consistent funding source.

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

Texas A&M Transportation Institute is proud to have been a partner with ARTBA and FHWA in developing and operating the Work Zone Safety Information Clearinghouse these past 20 years. The initiative has been essential to disseminating work zone safety research findings and technology transfer efforts as broadly as possible and in a timely manner. TTI looks forward to continuing the partnership for another 20 years.”

--TTI Agency Director Greg Winfree

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40mph

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Back in 1997

ARTBA and the U.S. Department of Transportation established the National Work Zone Safety Clearinghouse in the fall of 1997. Here’s some of what else was going on that year.

- Rodney E. Slater replaced Federico Pena as U.S. secretary of transportation.
- Google.com registered as a domain.
- The first “Web log” appeared online, and the term soon contracted into “blog.”
- About one in five Americans got news online “at least once a week.”

Sources: ARTBA, Pew Research Center, general news.

The Next 20 Years

“The Clearinghouse will retain its laser focus for the next 20 years,” says Paul Yarossi, ARTBA-TDF chairman, who is an HNTB executive vice president. “Our commitment to improving safety and reducing accidents and injuries in road construction zones is unending.”

User surveys and unsolicited comments received over the years indicate that the Clearinghouse continues to provide a needed, valuable service to a wide range of users for making work zones as safe as possible. Even so, Clearinghouse operators will continue listening to users’ needs and taking advantage of new technology to make the resource as easy to use and beneficial as possible.

For example, responsive web design methods were included in a recent update to make Clearinghouse information more accessible to smartphone and tablet users. Information and resources about the latest critical work zone safety issues are also being developed and made available on “Hot Topics” pages of the website. A subject matter expert advisory group continues to identify and guide other improvement efforts.

Technology holds the key, said ARTBA’s Ruane.

“Just like we did at the start-up, we’re going to continue to embrace and exploit innovative technologies for teaching and conveying information as they develop,” he said. “Who knows? Don’t be surprised to see the Clearinghouse portal offering virtual reality experiences someday soon.”

Mark Holan is ARTBA editorial director.

The Wall Street Journal

“The FHWA and the American Road & Transportation Builders Association in February created a work-zone information clearinghouse as part of the Texas A&M system in College Station, Texas, to help reduce deaths. But now, the big new road-building program could expand the problem. “The builders’ group will soon run its first national ad campaign, urging careful driving in work zones…”

—June 30, 1998

“[The Clearinghouse] provides the kind of leadership that can save lives… it is what the industry and public deserve.”

—March 9, 1998

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(SAFETEA-21) included funding for the Clearinghouse to significantly expand and upgrade its services. This dedicated funding allowed the Clearinghouse staff to redesign the website and databases. A national listserv also was launched to allow members to ask each other questions and provide comments on work zone-related issues.

The dedicated funding, which continues to this day, also has allowed national work zone conferences to continue on a biannual basis, and for direct information outreach and dissemination efforts to be performed at other conferences and events.

Back in 1997

ARTBA and the U.S. Department of Transportation established the National Work Zone Safety Clearinghouse in the fall of 1997. Here’s some of what else was going on that year.

- Rodney E. Slater replaced Federico Pena as U.S. secretary of transportation.
- Google.com registered as a domain.
- The first “Web log” appeared online, and the term soon contracted into “blog.”
- About one in five Americans got news online “at least once a week.”

Sources: ARTBA, Pew Research Center, general news.

The Next 20 Years

“The Clearinghouse will retain its laser focus for the next 20 years,” says Paul Yarossi, ARTBA-TDF chairman, who is an HNTB executive vice president. “Our commitment to improving safety and reducing accidents and injuries in road construction zones is unending.”

User surveys and unsolicited comments received over the years indicate that the Clearinghouse continues to provide a needed, valuable service to a wide range of users for making work zones as safe as possible. Even so, Clearinghouse operators will continue listening to users’ needs and taking advantage of new technology to make the resource as easy to use and beneficial as possible.

For example, responsive web design methods were included in a recent update to make Clearinghouse information more accessible to smartphone and tablet users. Information and resources about the latest critical work zone safety issues are also being developed and made available on “Hot Topics” pages of the website. A subject matter expert advisory group continues to identify and guide other improvement efforts.

Technology holds the key, said ARTBA’s Ruane.

“Just like we did at the start-up, we’re going to continue to embrace and exploit innovative technologies for teaching and conveying information as they develop,” he said. “Who knows? Don’t be surprised to see the Clearinghouse portal offering virtual reality experiences someday soon.”

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ARTBA’s Unrivaled Safety Programs

By Brad Sant
bsant@artba.org

Since its establishment in 1902, ARTBA has worked to develop projects, programs, alliances and cooperative agreements to improve safety for everyone exposed to transportation construction hazards. The result is an unrivaled collection of services and resources that provide guidance, advice, training and information aimed at improving safety for everyone on the roadway—regardless of which side of the barricade they are found.

Here’s a brief look at the many resources ARTBA offers to its membership and everyone else who desires information on keeping highway workers and users safe.

Advocacy

ARTBA’s acclaimed legislative and regulatory advocacy in the safety arena extends to both ends of Pennsylvania Avenue and to the halls of federal agencies. Over the years, and driven by real-world feedback from the association’s members, ARTBA’s leadership can be found in policy provisions in surface transportation laws passed by Congress and in regulations approved by agencies such as the Federal Highway Administration (FHWA) and the Occupational Safety & Health Administration (OSHA).

Certification, Training & Education Services

Developed under the ARTBA Foundation’s umbrella, programs to educate and train industry professionals are developed with regularity. Among them:

- **Safety Certification for Transportation Project Professionals™ (SCTPP):** Rolled out in late 2016, this groundbreaking certification (www.puttingfirst.org) focuses on raising hazard awareness and improving safety performance on U.S. infrastructure projects.
- **Safe Backing & Spotting:** This certificate trains workers to avoid dangerous traffic areas on roadway construction sites, recognize equipment hazards, and improve communications.
- **OSHA 10-Hour Training Exclusively for the Roadway Construction Industry:** Focuses on day-to-day hazards workers and supervisors face in roadway construction sites.
- **Fall Prevention for Transportation Contractors:** Aims at preventing occupational deaths and injuries associated with falls in highway, street and bridge construction.
- **Roadway Safety+:** This is the most widely vetted, vertically integrated, comprehensive training in the industry.
- **Turning Point: Work Zone Safety for New Drivers:** Helps new and teenage drivers better understand the hazards of driving through road construction zones.
- **Preventing Runovers & Backovers—Internal Traffic Control:** Trains contractors and their employees to safely navigate around workers and equipment in construction zones.

Membership

Opportunities for industry’s professionals to play a leadership role, include the:

- **Traffic Safety Industry Division (TSID):** Focuses on traffic safety and temporary traffic control.
- **Transportation Safety Advisory Council (TSAC):** Carries the responsibility of developing safety policies across all modes of transportation.
- **Safety Committee:** Partners with ARTBA’s Contractors Division and TSAC to formulate occupational safety policies and programs.

Partnerships, Alliances & Coalitions

ARTBA partners with a broad group of federal government agencies, unions, companies and construction-related groups. ARTBA builds coalitions and networks to leverage its safety and health activities and forge consensus on behalf of industry professionals.

Meetings & Conferences

Since 1985, ARTBA’s Foundation has organized and conducted more than 20 national conferences, workshops and seminars to promote roadway work zone safety. Since 2000, the conferences and related trade shows have been offered at least every two years and grown into major industry events.

Awards & Scholarship Programs

The association also has several initiatives to put the spotlight on safety excellence and the human toll that comes from fatalities and injuries in roadway work zones with the:

- **Contractor Safety Awards:** Recognizes transportation contractors who demonstrate outstanding commitment to worker safety at all levels of corporate management.
- **Lanford Family Highway Worker Memorial Scholarship:** Provides post-high school financial assistance to children of highway construction workers killed or permanently disabled on the job.
- **John “Jake” Landen Memorial Highway Safety:** Recognizes individuals from both the public and private sectors for their outstanding contributions to highway safety.
- **Transportation Safety Advisory Council (TSAC):** Carries the responsibility of developing safety policies across all modes of transportation.

To learn more about the comprehensive list of association programs and services, visit: www.artba.org/safety.

Brad Sant is ARTBA senior vice president of safety & education.
More than 900 motorists die every year in roadside crashes despite the use of guardrails and other protective barriers to reduce impact, especially near work zones, according to the Federal Highway Administration (FHWA).

For several years, the FHWA has been delivering training courses on guardrail installation, maintenance and inspection to help reduce these fatalities and the severity of roadway crashes. The newest five-year FHWA Work Zone Safety Program cooperative agreement is between the agency, ARTBA and Ashburn, Virginia-based KLS Engineering.

Training will be focused on states with the “highest needs” to reduce barrier-related fatalities and other vehicle-leaving-roadway crashes, said ARTBA Vice President of Safety and Environmental Compliance Una Connolly. The goal is to train state transportation department employees in 20 states over the next five years.

The training courses are expected to kick off in September. State-specific training will include a one-day Highway Barrier Designer Training course; a two-day Highway Barrier Installer, Inspector and Maintenance Training course; and a three-day Train-The-Mentor program. Guardrail and barrier surveys are underway in some states.

While the $2.5 million award was created under the 2015 Fixing America’s Surface Transportation (FAST) Act, Connolly noted that it will be necessary to secure funding each year through the appropriations process in Congress.

To date, the FHWA Work Zone Safety Grant program has led to a wealth of products, publications and training resources for the roadway construction industry. More than 50,000 workers have received training through the grant. More information on ARTBA’s safety training programs is available: www.artba.org/safety.

Eileen Houlihan is ARTBA senior writer/editor.

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MassDOT Task Force Leads to New Work Zone Safety Steps

By Mark Holan

The Massachusetts Department of Transportation (MassDOT) has begun implementing new measures to promote safety for highway workers, contractors, law enforcement officers, motorists and other members of the public who pass through in work zones in the Commonwealth.

The measures include:

- flashing blue LED lights on portable trailers as first stage notification;
- temporary portable rumble strips placed at the entrances of work zones to alert drivers;
- truck-mounted attenuators to shield highway workers;
- sequential drum lights to guide motorists away from closed sections of roadways;
- “take five” huddles to improve safety communications;
- work zone safety instructions in driver education programs; and
- radar speed displays to encourage speed limit compliance.

Last year, in the wake of several bad crashes, MassDOT convened a Work Zone Safety Task Force to analyze and evaluate work zone activities. The Massachusetts State Police found the main cause of these work zone incidents is alleged impaired driving from drunk, drugged, and drowsy drivers.

“We are pleased that the task force has recommended several innovative measures and ideas and we are beginning to integrate these new features into MassDOT setups in order to increase safety for everyone,” said MassDOT Secretary and CEO Stephanie Pollack.

Mark Holan is ARTBA editorial director.
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2017-18 LANFORD FAMILY HIGHWAY MEMORIAL SCHOLARSHIP RECIPIENTS

A first-of-its-kind program that has been providing post-high school financial assistance since 2000 to the children of highway workers killed or permanently disabled on the job.

Kristen Jones, West, Texas
Kristen’s father, Gregory Jones, was killed in 2001 while working for the Texas Department of Transportation. Kristen will be a sophomore at the University of Mary Hardin-Baylor in Belton, where she studies exercise physiology.

Kaitlyn Henry, Dennison, Ohio
Kaitlyn’s dad, Gary Henry, was struck by a construction vehicle and killed in 2013 while working on a state highway construction project on Interstate 70 near Columbus. Kaitlyn, a rising senior at Ohio University in Athens, is an intervention specialist major.

Misty McNeill, Kountze, Texas
Misty’s father Jeffrey McNeill was killed in 2005 while working for the Texas Department of Transportation. Misty plans to study radiologic technology at Lamar Institute of Technology in Beaumont.

Cirar Butler, Gunson, Miss.
Cirar’s father, Henry Butler, Jr., was killed in 2013 while driving a Mississippi Department of Transportation work truck during highway repairs in 2014. Cirar will be a sophomore at Coahoma Community College in Clarksdale, studying physical therapy.

Standra Jones, Jr, Gaston, S.C.
Stan’s dad, Standra Jones, worked for the South Carolina Department of Transportation. He was taking down work zone traffic controls on I-26 in Lexington County when he was struck and killed in 2007. Stan will be a junior at Clemson University where he majors in engineering.

Emily Jones, Billings, Mont.
Emily’s father, Richard Jones, was killed in a car accident in 2013 while working for Direct Traffic Control. Emily will be a senior at Montana State University where she majors in criminal justice.

Willie Blevins, Commerce, Ga.
Willie’s mother, Kathy Blevins, worked for the Gwinnett County Department of Transportation. She was painting turn-lane lines in 2004 when her vehicle was struck and she was killed. Willie will be a junior studying pre-veterinarian at the University of North Georgia in Dahlonega.

Caitlyn Raines, Proctor, Ark.
Caitlyn’s father, James Raines, was killed in 2013 while working in a night construction zone for APAC Tennessee. Caitlyn plans to study physical therapy at the University of Central Arkansas in Conway.

Andrea Pair, Spiro, Okla.
Andrea’s father, Shannon Pair, was struck and killed while working for Time Striping Inc. in 1998. Andrea will be a senior at Northeastern State University in Tahlequah. She is studying biochemistry.

Victoria Markle, Port Charlotte, Fla.
Victoria’s father, John Markle, was struck and killed on Florida’s I-75 in March 2016, while working for Ajax Paving Industries. Victoria will be a sophomore at Florida Gulf Coast University in Fort Myers, studying journalism.

Standra Jones, Jr, Gaston, S.C.
Stan’s dad, Standra Jones, worked for the South Carolina Department of Transportation. He was taking down work zone traffic controls on I-26 in Lexington County when he was struck and killed in 2007. Stan will be a junior at Clemson University where he majors in engineering.

Amy Graves, Lumberton, Texas
Amy’s father, Jeffrey McNeil, was killed in 2005 while working for the Texas Department of Transportation. Amy is studying nursing at Lamar State College in Orange.

For more information on the ARTBA Foundation’s scholarship or if you are interested in making a tax-deductible donation to the fund, please contact Eileen Houlihan at 202.289.4434 or ehoulihan@artba.org.

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Speakers:
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- John Bulman, partner, Pierce Atwood
- Lorraine D’Angelo, president, LDA Compliance Consulting
- Scott Livingston, partner, Rifkin Weiner Livingston
- Chris Bracco, senior partner, Watt, Tieder, Hoffar & Fitzgerald
- Nick Goldstein, assistant general counsel, ARTBA
- Mark Berry, partner, Peckar & Abramson
- Kyle Robisch, associate, Venable
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FHWA Withdraws “Greenhouse Gas” Tracking Measure for Transportation Projects

By Nick Goldstein
ngoldstein@artba.org

ARTBA’s regulatory advocacy in May resulted in a big win for our industry as the Federal Highway Administration (FHWA) suspended a requirement to track greenhouse gas (GHG) emissions at transportation construction projects. The proposal was part of larger performance measures required under the 2012 “Moving Ahead for Progress in the 21st Century” (MAP-21) surface transportation reauthorization law.

In 2016 comments to the agency, ARTBA charged the proposal exceeded both the authority of the FHWA and the intent of MAP-21. ARTBA noted that neither Congress nor the Obama administration sought emission measurements in the MAP-21 performance management process. Such proposals also were not included in the December 2015 “Fixing America’s Surface Transportation” (FAST) Act surface transportation reauthorization law.

ARTBA followed up the comments by meeting with House and Senate staff, as well as Office of Management and Budget (OMB) officials to voice objections over the proposal. The association helped to round up 39 other trade associations to sign a letter to FHWA. It stated:

“The simple fact is that MAP-21 was approved with broad bipartisan majorities in the House and Senate and the inclusion of an unrelated GHG proposal violates this bipartisan spirit. It is hard to see this proposal as anything other than a maneuver to achieve a policy objective the prior administration failed to advance in the appropriate legislative arena.”

Earlier Warning
ARTBA had foreseen these problems more than three years earlier. In a 2013 letter, an ARTBA task force cautioned the U.S. Department of Transportation (U.S. DOT) that “the authors of MAP-21 had the opportunity to include a host of external goals such as livability, reduction of transportation-related greenhouse gas emissions, reduction of reliance on foreign oil, adaptation to the effects of climate change, public health, housing, land-use patterns and air quality in the planning and performance process.” But they did not.

ARTBA has long said the greenhouse gas measure requires a separate rulemaking process. FHWA has suggested it might return with a new proposal, though a timeline hasn’t been announced and it seems unlikely to be a priority for the Trump administration. Nevertheless, it will be important to continue to monitor the issue.

FHWA’s decision to suspend the greenhouse gas rule demonstrates the power of a consistent, focused regulatory advocacy program. ARTBA will continue to advocate for regulatory reform on a wide range of issues with the Trump administration and Congress.

Nick Goldstein is ARTBA vice president of regulatory affairs.

Full Roster of ARTBA Summer Events

JULY 12: Engineering Issues Breakfast at NASTO, Philadelphia.
JULY 12: National Workshop for State & Local Transportation Advocates, Washington, D.C.
JULY 12-14: P3s in Transportation Conference, Washington, D.C.
JULY 27: Engineering Issues Breakfast at MAASTO, Cleveland.
JULY 31-AUG. 2: Council of State Executives Summer Meeting, Park City, Utah.
AUG. 2-23: Transportation Construction Law & Regulatory Forum, Washington, D.C.
AUG. 14: Engineering Issues Luncheon at SASHTO, Norfolk, Va.
SEPT. 17-20: ARTBA National Convention, Amelia Island, Fla. Register by July 31 to get a $100 discount.

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First Step to Safety: Take It a Day at a Time

Spring and safety seem to go together with special days, weeks and months from April through June dedicated to safety awareness.

Worker safety has always been a priority for machinery makers. The Association of Equipment Manufacturers (AEM) supports and encourages industry participation in these outreach efforts and is active in many organizations, coalitions and programs, including the National Safety Council.

Adequate and proper training plays a positive role in fostering safety 365 days of the year. In addition to numerous warning labels and safety literature that come with the equipment, many employers provide safety programs to reinforce and strengthen their organization’s safety policies and requirements at periodic intervals.

Keeping the Safety Message Relevant

"Complacency is the enemy. We all know we need to ‘think safety’ and no one purposely decides to act in an unsafe manner," said James Vos, AEM safety materials manager. "But in the routine of day-to-day and deadlines, the safety message can sometimes be taken for granted."

How often do your workers meet to discuss safety? Every morning before the project starts? Once a week? Do they frequently hold "toolbox talks" to identify any potential hazards?

Other factors need to be considered:

• Does your organization provide a supportive safety culture, one that promotes positive reinforcement and encouragement rather than punitive actions?
• Does your program foster engagement and discussion, encouraging more workers to openly discuss their concerns?
• Do you periodically re-evaluate your company’s programs to ensure that awareness stays strong?

Five Tips to Reinforce Safety

Beyond the slogans, special events are a reminder and opportunity to elevate and emphasize the safety message. AEM offers five basic tips to help workers focus on safety:

• Take advantage of safety training that is available.
• Be alert and know the work area and the equipment.
• Follow the rules of safe equipment preparation and start-up, operation and maintenance.
• Set an example: for your well-being and the protection of others, encourage fellow workers to act safely.
• Put it in personal terms: think what is important to you that makes you want to stay safe.

AEM supports safety awareness year-round by offering an extensive array of safety products, including safety manuals and videos, with major equipment types covering aerial, agriculture, compact/portable, earthmoving, forestry, lifting, road paving and utility excavation applications. View the complete line of AEM safety materials at safetymaterials.org.

"The message of safety is one we should never get complacent about; we need to wake up each day with a commitment to being safety conscious," Vos said.

The Association of Equipment Manufacturers is the North American-based international trade group providing innovative business development resources to advance the off-road equipment manufacturing industry in the global marketplace: www.aem.org.
Number of Fatal Falls by State in 2016

Source: CPWR, www.cpwr.com

There are four basic keys to preventing fall deaths and injuries at a work zone:

1. PLAN:
   A comprehensive fall prevention plan should be developed by a qualified person and includes a statement of company policy that includes employee and supervisor responsibilities.

2. PROVIDE:
   Correct fall prevention equipment (ladders, scaffolds & other safety gear) must be provided to all employees working six feet or higher above the lowest level.

3. TRAIN:
   Includes instruction by a competent person on the nature of fall hazards, as well as the correct procedures to erect, maintain, inspect and remove safety equipment.

4. ENFORCE/EVALUATE:
   Enforcement measures and disciplinary actions should focus on increasing the effectiveness of the program. Evaluation can include review of training records and accident analysis.

Find 13 fall prevention fact sheets at www.workzonesafety.org.

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