2017–18
ARTBA Chairman
Matt Cummings
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The top priority will be fixing the Highway Trust Fund.”

--ARTBA Chairman Matt Cummings on his 2018 agenda.

ON THE COVER

New ARTBA Chairman Matt Cummings: Ready to Hit the Road

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STAFF

PUBLISHER
T. Peter Ruane
transportationbuilder@artba.org

DEPUTY PUBLISHER
Matt Jeanneret
mjeanneret@artba.org

EDITORIAL DIRECTOR
Mark Holan
mholan@artba.org

DIRECTOR OF SALES
Peter Embrey
pembrey@artba.org

GRAPHIC DESIGNER
Sammy Monaghan
smonaghan@artba.org

CONTRIBUTORS

Nick Goldstein
ARTBA Vice President of Regulatory Affairs

Mark Holan
ARTBA Editorial Director

Eileen Houlihan
ARTBA Senior Communications Writer/Editor

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September/October 2017
A Weird Summer

It was an unusual summer for many ARTBA members and large swaths of the transportation construction industry.

At least 11 state transportation departments limited or suspended road and bridge construction activities due to the Aug. 21 total solar eclipse, the first U.S. coast-to-coast covering of the sun in nearly 100 years. It took only a few hours for the 60-mile wide shade patch to slice from Oregon to South Carolina, but some work was halted the weekend before or several days afterward because the unusually high tourism traffic put crews at risk.

Wildfires in six Western states also closed interstates and scenic highways. Several roads were damaged, and many face future threats from washouts and mudslides on deforested mountainsides.

And the hurricanes: Harvey, which flooded southeast Texas; Irma, which lashed nearly all of Florida and portions of Georgia and South Carolina; and Maria, which pummeled Puerto Rico. These storms transformed roads into rivers rather than routes of commerce and personal freedom.

Road and bridge infrastructure generally fared much better than flooded and wind-damaged residential and commercial structures. Notably, the 42 bridges on the 113-mile Overseas Highway (U.S. 1) between the Florida mainland and Key West were found safe after inspection.

Each of these events impacted thousands of state DOT workers and ARTBA member firm employees, whether as terribly as losing colleagues and homes, or the inconveniences of disrupted personal and business plans. Transportation Builder encourages readers to consider donating to recovery efforts in hard-hit communities through their favorite professional, social or religious organizations.

During times of national emergency or natural disasters, we know many ARTBA member firms, chapters and public agencies are also helping big time in recovery operations. It’s just what our industry does! In an upcoming issue, we want to share examples of what our members are doing to help. Please contact me to share the story of your firm or agency: mholan@artba.org.
Hurricane Irma might have sidetracked the ARTBA National Convention in September and prevented our membership from gathering together on Amelia Island in Florida. But, it would take a whole lot more to blow ARTBA off course in pursuit of its core mission.

This year marks 115 years that ARTBA has been in business. Its longevity and success are tied to its constancy of purpose: growing and protecting the design and construction market. As your new chairman, I can tell you we will maintain this same focus in the year ahead.

From my perspective, there are three key elements that will guide ARTBA’s agenda.

The **first** element is market development and advocacy. This includes our continued push for a permanent Highway Trust Fund revenue fix; working with Congress and the Trump administration on passage of a new transportation infrastructure package with special focus on expanded investments in the National Highway Freight Network; and boosting federal investment in the Airport Improvement Program. On the regulatory front, we will continue building a federal regulatory environment conducive to more efficient and safe project delivery.

To support these goals, we will seek ongoing financial support from ARTBA members and state contractor chapters for the Transportation Makes America Work (TMAW) program to fund robust advocacy activities and pursue necessary litigation.

The **second** element is safety. The occasion of the 20th anniversary of the ARTBA Foundation’s National Work Zone Safety Information Clearinghouse provides a unique opportunity to rebrand and vigorously market the many safety programs and services that are available to our membership. In fact, we’ve already moved on this front. Be sure to read the supplement on the new “Transportation Construction Safety Center” included with this issue.

ARTBA’s volunteer leaders and senior staff will also remain focused on growing the Safety Certification for Transportation Project Professionals™ program during its second year by earning American National Standards Institute (ANSI) accreditation. We will spearhead efforts to promote safety training and certification within the transportation planning and design sector.

The **third** element is about “building the future.” The association will engage leaders from the Executive Committee, Board of Directors, Industry Leader Development Council, and Women Leaders Council for “peer-to-peer” membership development outreach targeting key firms and potential new chapters, and to greater leverage programs aimed at developing the industry’s workforce.

In closing, and on behalf of the entire membership, I want to express our thanks and deep appreciation to David Zachry for his outstanding leadership and accomplishments during the last two years!
We connect expertise across services and markets to deliver transformative outcomes. We design, build, finance, operate and manage projects and programs that unlock opportunities and connect people and economies. At AECOM, our transportation experts are meeting today’s demands and laying the foundation for tomorrow’s needs.

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In this column back in the May-June issue, I tried to separate fact from fiction about news relating to the looming infrastructure package and other federal transportation priorities—all of which were coming in the backdrop of heated congressional debates about repealing the Affordable Care Act and President Donald Trump’s FY 2018 budget.

As it related to a Highway Trust Fund (HTF) fix, I noted we were working with a “clean slate” and that there was growing interest in Congress to address the situation.

Fast forward a few months. Congress grappled with and ultimately failed several times to change national healthcare legislation, then took a six-week recess. Hurricanes Harvey, Irma and Maria devastated Texas, Florida, Puerto Rico, respectively, and rightfully consumed additional legislative time as Congress considered emergency assistance to aid recovery efforts. The ongoing crises with North Korea, Iran, Syria, etc. are also still prominently on the radar screen.

Nevertheless, House and Senate leaders are focused on trying to score one major domestic policy achievement in coming months: tax reform. Trump Administration officials and congressional leaders Sept. 27 announced the broad concepts in their tax plan.

While the primary focus of both chambers is currently to reduce tax rates and simplify the code, many groups, including ARTBA, believe tax reform remains the most appropriate legislative vehicle for permanently addressing the HTF’s revenue shortfall. All trust fund revenue enhancements over the last 30 years have come as part of a broad tax or budget measure.

Accordingly, House Highways & Transit Subcommittee Chairman Sam Graves (R-Mo.) and Ranking Member Eleanor Holmes-Norton (D-D.C.) sent a Sept. 28 letter to tax reform leaders supporting inclusion of a HTF fix as part of tax reform. It reminded leaders of the June 12, 2017, letter that 253 bipartisan members of the House signed asking for the same thing. In addition, House Ways & Means Committee Chairman Kevin Brady (R-Texas) recently said he was “open to” including a revenue stream in tax reform.

Given the ongoing interest in Congress and President Trump’s prioritization of upgrading the nation’s infrastructure network, it is now incumbent upon all of us to keep the heat on lawmakers. When you talk to members of your congressional delegation in coming weeks, the message is simple: enact a stable, growing, user-based and permanent HTF revenue stream to support surface transportation improvements. Working together, we can make real progress.
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This column is about the future of ARTBA’s Transportation Development Foundation (TDF).

But first, let’s spotlight the achievements of my predecessor, Leo Vecellio, who served as Foundation chairman from October 2009-May 2017. Under Leo’s leadership and with the support of the Board of Trustees, the Foundation’s impressive list of achievements includes:

- **Raising $600,000** for the Lanford Family Highway Worker Memorial Scholarship, which helped support 60 scholarships to worthy students.
- Fulfilling nearly **1.5 million** information requests through the National Work Zone Safety Information Clearinghouse (www.workzonesafety.org).
- Launching the Transportation Development Hall of Fame (HOF) and raising $100,000 for a permanent HOF structure in ARTBA’s offices.
- Hosting the largest **one-night fundraiser in its history**. Trustee Charlie Potts of Heritage Construction & Materials led the outreach for the 2012 dinner in Memphis to honor the career achievements of Astec Industries’ Founder Dr. Don Brock, with net proceeds used to expand the scope of the TransOvation™ Workshop.
- Raising nearly $100,000 during the Foundation’s 30th anniversary to support the development and October 2016 launch of the innovative Safety Certification for Transportation Project Professionals™ (SCTPP) program.
- Raising nearly $100,000 during the Foundation’s 30th anniversary to support the development and October 2016 launch of the innovative Safety Certification for Transportation Project Professionals™ (SCTPP) program.

ARTBA’s membership and others in our industry owe a huge debt of gratitude for Leo’s outstanding initiatives—all aimed at supporting the association’s mission of growing and protecting the transportation construction market.

As the 2011 ARTBA chairman and Foundation vice chairman since June 2014, my goal is to build on Leo’s legacy. In the year ahead, we will focus on three key areas.

First, and in coordination with ARTBA Chairman Matt Cummings’ agenda, we are launching the “Transportation Construction Safety Center.” This initiative is aimed at increasing industry and member awareness that safety education is a core ARTBA competency. It also coincides with the 20th anniversary of the National Work Zone Safety Information Clearinghouse.

ARTBA's Foundation has provided safety training to well over **50,000 industry workers** through various federal government contracts. Many ARTBA members may not know about the availability of such training, along with our other valuable services. As the new consolidated home for all of the Foundation’s programs, the Center (www.artbasafetycenter.org) makes it easier to find everything in one place.

Second, we will continue to build awareness and grow the number of industry professionals earning the SCTPP credential during its second year by securing American National Standards Institute (ANSI) accreditation. More than 110 professionals passed the exam in its first year and another 225 are in the pipeline to take it in coming months.

We will lead efforts to promote training and certification within the transportation planning and design sector. ARTBA’s Online Learning Center (OLC) courses, available in “Prep Courses” at www.puttingsafetyfirst.org, have recently been approved in Florida, North Carolina and New York for Professional Development Hours (PDH) for engineers applying for re-licensing. We are also working with interested industry firms to incorporate the OLC into their corporate Learning Management Systems.

Finally, we seek to expand the “culture of giving” by significantly increasing the number of firms, organizations, industry foundations and individuals providing financial support for Foundation programs; many of which rely on such generosity to be fully implemented. A donation to the Foundation is also tax-deductible, so I encourage you to make a gift before the end of 2017. Visit www.artbatdf.org, or contact ARTBA-TDF Executive Director Matt Jeanneret at 202.683.1002.

On behalf of the ARTBA Foundation Board of Trustees, thank you in advance for your support. Together, we will continue to build the future!
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Americans who support increasing the federal motor fuels tax to build and repair roads and bridges, according to a July Bloomberg National Poll.

55%

Increased value of bridge construction from $23.2 billion in 2007 to $32.3 billion in 2016, according to ARTBA analysis of U.S. Census Bureau data. See www.artba/economics/research.

39%

Eleven state DOTs in the path of the Aug. 21 total eclipse of the sun limited or suspended construction activities because of increased tourism traffic.

JANUARY-TO-JUNE HIGHWAY STATISTICS

U.S. motorists drove more than 1.58 trillion miles in the first six months of 2017, a 1.6 percent increase from the first six months of 2016. Mileage has steadily increased since 2011. Estimated motor vehicle deaths were 1 percent lower in the first six months of 2017 compared to the same period in 2016. Highway fatalities over the past two years have been the highest since 1964.

KUDOS

Pennsylvania Department of Transportation Secretary Leslie Richards was named chair of the Pennsylvania Turnpike Commission, the first woman leader in the agency’s 80 year history.

David Spector, director of the Colorado High Performance Transportation Enterprise, was selected ARTBA’s P3 Entrepreneur of the Year. Florida’s I-595 Corridor Improvements received the P3 Project of the Year.

A team of University of Pennsylvania students used ARTBA’s annual deficient U.S. bridges report to design cutting-edge technology to monitor bridge stability. The Penn students won a corporate-sponsored contest that will allow them to further develop the technology.

ARTBA members CEMEX and CH2M are among 50 companies that “Change the World,” according to Fortune Magazine. The publication highlighted companies that are innovating to solve global challenges through core profit-making strategies and operations.

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-- President Donald J. Trump’s Aug. 15 infrastructure announcement

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www.puttingsafetyfirst.org
Forty two more people have earned the Safety Certification for Transportation Project Professionals™ (SCTPP) credential as the program nears its first anniversary. More than 110 have earned the credential since fall 2016, and another 225 are in the application pipeline to take the exam in coming months.

The ARTBA Foundation launched the SCTPP program in October 2016 at the association’s national convention. It is aimed at the thousands of transportation project workers, supervisors, foremen, inspectors, managers, manufacturers and materials suppliers, designers, equipment operators and owners who could make a huge, industry-wide safety impact by learning core competencies necessary to identify and mitigate potentially life-threatening on-site risks.

The SCTPP certification is valid for three years. The ARTBA Foundation also offers eight courses via its Online Learning Center (OLC) that can help people prep for the exam. Learn more at www.puttingsafetyfirst.org. The newest “Safety Certified Transportation Project Professionals” are:

- **Joseph Yuhas**, technical consultant, Liberty Mutual Insurance, Minneapolis, Minn.
- **David Dostaler**, corporate HSE director, Kraemer North America, LLC, Castle Rock, Colo.
- **Khanjan Shah**, construction project engineer, RK&K, Laurel, Md.
- **Tyler Bradford**, senior construction engineer, Parsons, Fresno, Calif.
- **Christine Goins**, assistant resident engineer, RK&K, Wake Forest, N.C.
- **Billy Laney**, safety manager, Wiregrass Construction, Double Springs, Ala.
- **Roger Rister**, safety manager, Parsons Construction Group, Crown Point, Ind.
- **John Scurek**, safety, health & environmental manager, Parsons, Georgetown, Texas
- **William Tyson**, director labor relations, General Contractors Association of New York, New York City
- **Mickey Carr**, safety director, Chemung Contracting, Mitchells, Va.
- **Pastor Gonzalez**, project administrator, RK&K, Cutler Bay, Fla.
- **Mannie Barnes**, construction manager, Atkinson Construction, Kent, Wash.
- **Seth Medwick**, department head, HNTB, New York City
- **Christopher Gilsdorf**, safety engineer, Kraemer North America, Madison, Wis.
- **Christopher Frum**, safety manager, Wagman Heavy Civil, Petersburg, Va.
- **Cory Gaye**, corporate safety director, Wagman, York, Pa.
- **Chad Stone**, EH&S manager, RKHall LLC-Summit Materials, Paris, Texas
- **Jennica Greffe**, project manager, Superior Construction, Jacksonville, Fla.
- **Seth Hall**, field safety manager, Superior Construction, West Palm Beach, Fla.
- **James Hinkle**, lead engineer, MBP, Salem, Va.
- **John Calvin Myers**, safety, RK&K, Richmond, Va.
- **Daniel Estry**, senior safety supervisor, LANE, Lakeland, Fla.
- **Frank Ortega**, safety manager, Superior Construction Company, Orlando, Fla.
- **Michael Scofford**, area safety manager, The Lane Construction Corporation, Lee, Mass.
- **Kenneth Burge**, area safety manager, J.D. Abrams, L.P., Santa Fe, Texas
- **Christopher Hughes**, project engineer, Ohio Department of Transportation, Delphos, Ohio
- **Thomas Markle**, area safety manager, Lane Construction, Windsor, Maine
- **Gregory Nowak**, safety representative, J.F. Shea Construction, Valparaiso, Ind.
- **David Sherwood**, CEO, Sherwood Construction, Tulsa, Okla.
- **Peter Berrios**, safety director SE region, OHL Community Asphalt, Miami, Fla.
- **Justin Hobson**, safety director, Talley Construction, Chattanooga, Tenn.
- **Mindy King**, EHS, RK Hall, LLC, Texarkana, Ark.
- **Frank Nesbitt**, senior safety supervisor, Lane Construction, West Columbia, S.C.
- **Mike Scarborough**, senior safety director, Ranger Construction Industries, Inc., West Palm Beach, Fla.
- **Erick Smith**, project manager, The Lane Construction Corporation, Shorewood, Ill.
- **Douglas Westervelt**, director of safety operations, Crossland Construction Company, Columbus, Kan.
- **Jeff Hanson**, vice president, HSE & Risk, United Infrastructure Group, Inc., Great Falls, S.C.
- **Evan Lawrence**, project manager, Superior Construction Company, Panama City Beach, Fla.
- **Matthew McMillan**, project manager, Kiewit Infrastructure South Co., Peachtree City, Ga.
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Matt Cummings likes to hit the open road on his BMW GS1150 Adventure motorcycle. It's an opportunity to see the results of an engineer's work up close: from the bend of a country road to a big city's landmark bridge restored to greatness.

His early years at the family farm in Pennsylvania Dutch Country helped propel his career choice. “This is my first bridge project, circa 1985, and it's still holding up pretty well,” Cummings reminisced during a summertime visit to the property. He tapped his foot on the worn, wooden, pedestrian span at the edge of a pond.

“The time that I spent out here at the farm definitely contributed to learning how to build things with my hands, fix machines and motors, and—yes—even some bridges,” he said. “It gave me a real interest in construction.”

Today, Cummings is an executive vice president with AECOM, a global infrastructure company with nearly $20 billion in annual revenues. He joined the firm almost 25 years ago, having begun in a start-up Philadelphia office of legacy company Frederic R. Harris.

**Experience & Influences**

Cummings grew up in Bethlehem, Pennsylvania, about 70 miles north of Philly, the youngest of seven children. He obtained an engineering degree from Lehigh University in his hometown. Later, he bolstered his education at the Wharton School at the University of Pennsylvania.

He's been an executive and director on a variety of transportation projects around the U.S, including the restoration of Philly's Walt Whitman Bridge, and led AECOM's civil infrastructure program in Qatar, which is scheduled to host the 2022 FIFA Soccer World Cup.

“It’s great to see that kind of infrastructure being built,” Cummings said of his overseas experience. “It harkens back to the heyday of infrastructure in our county in the Forties and Fifties, when we were doing big things and doing them fast.” He currently leads AECOM's $2 billion transportation business in the Americas, where he is responsible for strategy, growth and financial performance.

Cummings said he learned about perseverance from his father, a mechanical engineer who survived both the Great Depression and the sinking of a Navy destroyer he was aboard in the Korean War. He got his eye for design beauty from his artist mother.
“It’s a good combination for an engineer,” he said.

He believes in the importance of diversity and inclusiveness, and is the first to admit that AECOM’s success is directly tied to its ability to recruit, train and maintain an outstanding workforce. His colleagues attest to why they think his leadership and management style has been successful.

“He’s got great interpersonal skills,” said James Weinstein, an AECOM senior vice president. “He’s strategic. He’s thoughtful. He’s inclusive. He’s intelligent. And he’s relentless. He’s persistent and goes after something and focuses on it.”

Cummings is “a visionary leader who sees the big picture,” said Jihane Fazio, an associate vice president and delivery excellence leader for AECOM’s Northeast Region. “He recognizes people’s strengths and knows how to put teams together.”

Cummings credits the late Max R. Sproles, 1997 ARTBA chairman, as a major influence on his professional career. Sproles, a former senior vice president at AECOM, died two years ago at age 81.

“Max was a beautiful friend of mine and mentor,” Cummings said. “He encouraged me and a whole generation of younger
leaders within AECOM and the industry to get involved and stay involved in ARTBA. He showed us the importance of the ARTBA mission."

In his time as ARTBA chairman, Sproles personally urged President Bill Clinton about the need to increase federal highway and transit investment, which in 1998 led to passage of the TEA-21 surface transportation law. Now, Cummings is focused on a host of industry needs through his chairman’s agenda at ARTBA.

Chairman’s Agenda

“The top priority will be fixing the Highway Trust Fund,” Cummings said. “The Trust Fund is essential to funding our core highway and transit capital work, and at the end of the FAST Act in 2020, it will be dangerously depleted. We believe that tax reform is the proper vehicle to fix it.”

ARTBA will also work to ensure that any infrastructure plan developed by the Trump administration and Congress includes an expanded transportation component, with special emphasis on added investment in the National Highway Freight Network.

“There’s a unique opportunity that we have right now not just to accept current levels of investment, but to push for something significantly higher,” Cummings said.

Matt is committed to supporting market development and protection goals by helping to raise money for the Transportation Makes America Work (TMAW) lobbying, regulatory, legal, and communications advocacy program. Having sufficient TMAW resources is critical advancing the industry’s agenda, according to Cummings.

He will convene a new task force of applicable membership divisions to review and update ARTBA’s “Suggested Best Practices for Design-Build in Transportation Construction.” The white paper was developed in 2012 to help ensure it reflects current market and business developments.

Cummings is leading the rebranding of ARTBA’s safety training and education programs as the “Transportation Construction Safety Center.” Under the auspices of ARTBA’s Foundation, this initiative will increase industry and member awareness that these wide-ranging programs are a core competency of the association that can’t be matched anywhere else.

He is also committed to growing industry awareness of the Safety Certification for Transportation Project Professionals™ (SCTPP) program, including earning American National Standards Institute (ANSI) accreditation.

“A very important priority for me is building for the future as we look to the next generation of leadership in our industry and ARTBA,” Cummings said. “I’m a big advocate of promoting opportunity for women and the next generation of leadership within ARTBA.”

New Chairman’s Career Highlights

2017
Senior Vice Chairman
ARTBA Foundation Trustee

2016
Surface Transportation Advisory Council Chair
Project 2019 Task Force
First Vice Chairman

2015
ARTBA Chair of the AASHTO/AGC/ARTBA Joint Committee

2014
P&D Division President

2013
ARTBA Chair of the AASHTO/AGC/ARTBA Joint Committee

2011-Present
Board of Directors

2010-11
Strategic Planning Committee

2004
Young Executive Development Program Graduate

2016-17
President, Pennsylvania Chapter, ACEC

2010-2017
Executive Committee, Pennsylvania Chapter, ACEC

2009-2017
Associated Pennsylvania Constructors Board

He said he plans to expand the activities of two key ARTBA programs—the Industry Leader Development Program and the Women’s Leader Council—to achieve this goal.

Cummings draws inspiration from “The Spirit of Transportation,” the relief sculpture inside Philadelphia’s 30th Street transit station. The 1895 artwork depicts a triumphal procession of progress led by a small child carrying a model of an airship, a prophetic vision of a mode of transportation yet to come.

“I believe the transportation industry is poised for massive advances, both in funding and through technology, to begin a new era of transport for all of us,” Cummings said. “I am incredibly humbled and very excited to serve as the ARTBA chairman. I look forward to working with everyone to build on ARTBA’s successes, and create a better future for our industry as a whole.”

Mark Holan is ARTBA editorial director.
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QuadGuard® M10
MASH Crash Cushion
Welcome to our 14th Annual “Through the Lens: Transportation Construction in Pictures” feature. The photos on these pages were taken by ARTBA member firms and public agencies. We thank them for their contributions.

Crews install toll gantries for the Virginia Department of Transportation’s express lanes on Interstate 66 east of I-495 in Arlington, Virginia.

Owner: Virginia Department of Transportation
Photo: Tom Saunders, Virginia DOT

Heavy/highway contractor Vecellio & Grogan worked on a four-mile, $123 million section of future I-785/I-840, in Greensboro, North Carolina. The six-lane beltway, known as the Western Loop, includes substantial bridge work, including an elevated section of roadway over wetlands.

Owner: North Carolina Department of Transportation
Photo: Carl Thiemann, Vecellio Group
The Founders Bridge is one of three highway bridges over the Connecticut River in Hartford, Connecticut.

Owner: Connecticut Department of Transportation
Photo: Lawrence Russ, GM2 Associates, Inc.

A quality control technician for Sharpe Bros., a grading and paving division of heavy/highway contractor Vecellio & Grogan, measures the asphalt mat density on a night resurfacing job on US-311/I-74 near High Point, North Carolina.

Owner: North Carolina Department of Transportation
Photo: Carl Thiemann, Vecellio Group

The new $98.4 million bridge over the Arkansas River in Little Rock, Arkansas, was built by Massman Construction Co. It opened in March 2017.

Owner: Arkansas Department of Transportation
Photo: Rusty Hubbard, Arkansas DOT
Work on Big Sheep Creek Road near Dell, Montana, is part of the National Backcountry Byway. The $2.8 million project included 18 miles of re-shaped and graveled road and six new bridges.

Owner: Beaverhead County Road Department  
Photo: Mike Marsh, Beaverhead County

In contrast to the modern high-rise buildings of Los Angeles, the restored Angels Flight Funicular evokes the city at the turn of the 20th century. ACS Infrastructure Development Inc. is operating the system through a long-term P3 concession agreement.

Owner: Angels Flight Railway Foundation  
Photo: Gary Leonard

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TRUCK MOUNTED ATTENUATOR

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U.S. TRANSPORTATION PROJECT PROFILES

I-74 MISSISSIPPI RIVER ARCH BRIDGES

PROJECT NAME:
I-74 Mississippi River Arch Bridges

LOCATION:
Between Moline, Ill., and Davenport, Iowa.

AGENCY/OWNER:
Iowa Department of Transportation

COMPLETION:
2021

WEBSITE:
i74riverbridge.com

THE IOWA-ILLINOIS MEMORIAL bridge was once the crown jewel of the I-74 Corridor, the east-west gateway to the Quad Cities region. The new bridge will feature dual basket-handle arch bridges with main channel spans of 800 feet. The bridges support six lanes in each direction, including a bicycle and pedestrian path. ARTBA member Modjeski and Masters, which designed the original bridge in 1933 and twinned the structure in 1959, was part of the new project’s Alfred Benesch design team.

PROJECT FEATURES:
• Construction began June 26, 2017.
• $1.2 billion estimated cost.
• Project includes new ramps and connection roads.

I-4 ULTIMATE

PROJECT NAME:
I-4 Ultimate

LOCATION:
Central Florida

AGENCY/OWNER:
Florida Department of Transportation

COMPLETION:
2021

WEBSITE:
i4ultimate.com

WORK ON THE 21-MILE reconstruction of Interstate 4 began in spring 2015. The project stretches between Orange and Seminole counties, including 4.2 miles through downtown Orlando. It is building or widening 140 bridges, reconfiguring 15 major interchanges and adding four express lanes, two in each direction. HDR and Jacobs Engineering Group, Inc. are the project’s design joint venture. Skanska, Granite Construction Company and Lane Construction Corporation are the construction joint venture. All five firms are ARTBA members.

PROJECT FEATURES:
• More than $2.3 billion investment.
• P3 allows completion in seven years, instead of 27 years with traditional public financing.
• Original 8.2-mile stretch of I-4 through Orlando cost $42 million and opened in 1965.
• I-4 Ultimate received top sustainable infrastructure award.
• FDOT is planning “Beyond the Ultimate” for 21.2 miles west, and 19 miles east, of current project.
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Fax: 607-734-8783
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Fax: 607-562-8183
www.signssafety.com

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**Trump Administration: Ripe for Regulatory Reform**  
By Nick Goldstein, ARTBA vice president for regulatory affairs

There’s been a lot of activity on the regulatory front since Donald Trump took office in January. Here’s an update on more than a dozen rules and proposals, and what action is being taken by ARTBA, the administration, federal agencies and the courts.

<table>
<thead>
<tr>
<th><strong>Geographic-Based Hiring Preferences:</strong></th>
<th>U.S. DOT repealed the rule change and pilot program on Oct. 6.</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Department of Transportation (U.S. DOT) proposal to allow local hiring preferences, by state and local agencies, through a rule change and pilot program.</td>
<td><strong>WIN!</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Hours of Service:</strong></th>
<th>Electronic monitoring device (ELD) requirements are scheduled to take effect in 2018. ARTBA is supporting exemptions for the industry from this and other segments of the Hours of Service rule.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The rule limits on-duty time for motor carrier drivers to address fatigue. It applies to transportation construction drivers although they typically don’t spend as many hours per day on the road.</td>
<td><strong>PENDING</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Project Labor Agreements (PLAs):</strong></th>
<th>ARTBA and coalition allies support legislation in House and Senate that would make PLAs optional, rather than mandatory.</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 2009 Obama administration executive order (EO) required PLAs on certain direct federally-funded construction projects, and encouraged their use on federal-aid projects.</td>
<td><strong>PENDING</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Buy America:</strong></th>
<th>This exemption was not finalized before the Obama administration left office. On April 18, President Trump signed the “Buy American, Hire American” EO directing all agency heads to examine their use of Buy America waivers. ARTBA continues to encourage FHWA to finalize and implement the 2016 proposal.</th>
</tr>
</thead>
<tbody>
<tr>
<td>In late 2016, FHWA proposed a nationwide exemption from Buy America regulations for certain, commercially available, off-the-shelf products.</td>
<td><strong>PENDING</strong></td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th><strong>Overtime Revisions:</strong></th>
<th>June 27: the Department of Labor (DOL) announced it would review the revisions. On Aug. 29, a federal court struck down the Obama administration revisions. ARTBA submitted comments Sept. 25 advocating for a rule that will allow employers the flexibility to pay salaries appropriate for their geographic locations (i.e. account for differences in the cost of living between New York, N.Y., and Cheyenne, Wyo., for example).</th>
</tr>
</thead>
<tbody>
<tr>
<td>In 2016, the Obama administration changed the manner in which workers qualify for overtime pay by more than doubling the salary threshold for exempt employees.</td>
<td><strong>WIN!</strong></td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th><strong>Silica Exposure:</strong></th>
<th>ARTBA and partners sued OSHA over the rule. Arguments were heard Sept. 25. The groups are also in the process of requesting OSHA re-open the rule for further study. Compliance for construction firms started on Sept. 23, with OSHA allowing for “good faith” efforts for the first 30 days.</th>
</tr>
</thead>
<tbody>
<tr>
<td>In March 2016, the Occupational Safety and Health Administration (OSHA) proposed to significantly tighten existing federal standard for allowable worker exposure to crystalline silica dust.</td>
<td><strong>PENDING</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Recordkeeping:</strong></th>
<th>President Trump signed ARTBA-supported legislation striking down the “Volks Rule” on April 3. OSHA May 17 also suspended new recordkeeping requirements until further notice.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The “Volks Rule” would extend the period that OSHA can cite companies for recordkeeping violations from six months to five years.</td>
<td><strong>WIN!</strong></td>
</tr>
<tr>
<td>Category</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Social Cost of Carbon (SCC)</td>
<td>An annual estimate of the monetized damages associated with an incremental increase in carbon developed by 13 federal agencies.</td>
</tr>
<tr>
<td>National Environmental Policy Act (NEPA)</td>
<td><strong>Greenhouse Gas (GHG) Reviews:</strong> In 2016, the Obama Council on Environmental Quality (CEQ) issued guidance requiring all NEPA reviews to consider GHG emissions. ARTBA argued that any such reviews would be open-ended and speculative while also exceeding the scope of NEPA.</td>
</tr>
<tr>
<td>Corporate Average Fuel Economy (CAFE) Standards</td>
<td>1970s-era regulation to improve the average fuel economy of cars and light trucks produced for sale in the U.S.</td>
</tr>
<tr>
<td>Waters of the U.S (WOTUS)</td>
<td>A 2015 rule from EPA and the U.S. Army Corps of Engineers (Corps) would expand the Clean Water Act (CWA) to make roadside ditches subject to federal jurisdiction.</td>
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<td>Nationwide Permits (NWP)</td>
<td>Save regulated industries time by allowing them to bypass individual permits on projects that “cause only minimal adverse environmental effects.”</td>
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<td>EEO-1 Form Revisions</td>
<td>Equal Employment Opportunity Commission (EEOC) February 1, 2016 proposed requiring businesses with 100 or more workers to report salary data.</td>
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<td>Greenhouse Gas Emissions (MAP-21 performance standard)</td>
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President Trump March 27 signed ARTBA-supported legislation striking down the “Fair Play and Safe Workplaces” Obama administration EO.

Aug. 29: The Office of Management & Budget announced it would stay the new EEO-1 changes.

DOT May 19 withdrew this requirement. However, in response to litigation filed by anti-growth groups DOT reinstated the rule on Sept. 25. On Oct. 6, DOT published a Federal Register notice taking comments on the rule’s proposed withdrawal.

ARTBA remains concerned proposals to increase fuel efficiency without compensating the Highway Trust Fund for accompanying revenue loss would exacerbate the HTF’s structural revenue deficit and create even bigger investment obstacles to transportation infrastructure improvements. President Trump ordered the U.S. Environmental Protection Agency (EPA) to review the latest round of CAFE standards on March 22.

EPA is currently accepting comments on the withdrawal of the WOTUS rule as well as what a revised rule could look like. Both the withdrawal and revision of WOTUS are expected to spur litigation. Further, ARTBA and its coalition allies are involved in a separate lawsuit before the Supreme Court concerning proper jurisdiction over CWA disputes. That case was heard Oct. 11. The WOTUS repeal process is expected to last at least two years.

The Corps announced in January that the latest round of NWPs will not be subject to a regulatory freeze. This is good news for the transportation construction industry, which can avoid having to obtain more expensive and time-consuming individual permits.

President Trump signed an EO March 28 prohibiting the use of SCC in the regulatory process.

President Trump signed an EO March 28 repealing the Obama CEQ guidance.

EEO-1 Form Revisions: Equal Employment Opportunity Commission (EEOC) February 1, 2016 proposed requiring businesses with 100 or more workers to report salary data.

WIN!

WIN!

WIN!
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Social media provides a unique and valuable opportunity to positively affect business by connecting with customers, generating content to support brand recognition, and participating in conversations about a variety of industry trends and topics.

Establishing, developing and maintaining a successful social media program can be a challenge for companies of all sizes and types, but the right strategies can drive desired results and even improve a business’s bottom line.

The Association of Equipment Manufacturers (AEM) offers 10 social media rules that apply to all companies.

1. **Have a goal in mind – and work toward it.** Without a goal, and plan to achieve it, you can’t realistically measure the progress of your company’s social media outreach. And be sure the goal is measurable, attainable and aligned with your company’s overall goals and objectives.

2. **Establish your voice – and stick to it.** Your company’s social media presence should be a reflection of its culture, values and norms. A true and accurate portrayal helps your audience (and customers) gain a better understanding of your business and what it can offer them.

3. **Be consistent.** You can’t reach your goal if your company isn’t consistently putting in the necessary time, effort and resources to work toward achieving it. Otherwise, your efforts will quickly lose momentum.

4. **Know what is and isn’t working.** Are you getting positive results? If so, keep doing what you’re doing. If not, then take the time to determine why and adjust. Don’t wait.

5. **Know what your competitors are doing.** Determine how your social media efforts stack up against your competition. What are they doing right, and wrong? More importantly, what can you learn from them?

6. **Engage with purpose.** The point is to be “social.” Go beyond just posting articles. Putting in the effort to connect with others is the key to establish or enhance your company’s social presence. Mix it up by starting conversations, responding to feedback and embracing other ways to engage. Just be smart about what you say, and to whom.

7. **Keep it simple.** Don’t overthink things. Don’t stray too far from your company’s established social media voice, or the plan that’s in place to achieve it.

8. **Make it easy on yourself.** Use the many tools and information available to help you establish, improve or enhance your company’s social media presence. Through a bit of trial and error, your company can find tricks, tips, devices and more to use to your advantage. Be patient and find what works.

9. **Address negativity head on.** Of course, not every one of your social media interactions will be positive. That’s fine, but don’t make the mistake of ignoring negative comments or feedback. Accept it, absorb it, process it and respond to it in a professional manner.

10. **Measure, assess and repeat.** Progress and improvement can’t be measured without regular and effective evaluation. Being able to accurately assess how your company’s social media efforts are going is almost as important as the efforts themselves. Be honest, be thorough and use the findings to drive improvements.

---

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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.
### State Electric Vehicle Fees

<table>
<thead>
<tr>
<th>State</th>
<th>Electric Vehicle Fee</th>
<th>Hybrid Vehicle Fee</th>
<th>Frequency Fee is Charged</th>
<th>Indexed</th>
<th>Year Electric Vehicle Fee Passed</th>
</tr>
</thead>
<tbody>
<tr>
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<td>$100</td>
<td></td>
<td>Annual</td>
<td></td>
<td>2017</td>
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<tr>
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<td>Annual</td>
<td></td>
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<td>$75</td>
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<td></td>
<td>2017</td>
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<tr>
<td>Wyoming</td>
<td>$50</td>
<td></td>
<td>Annual</td>
<td></td>
<td>2015</td>
</tr>
</tbody>
</table>

*Hybrid vehicle fee*
KEY BENEFITS

- Capture accurate time cards, production quantities, meetings and photos in the field and send data to the office electronically.

- Know where you’re making and losing money while the job is still active to catch problems and make immediate, effective management decisions.

- Spot safety issues, trends, and leading indicators to drive strategic training and avoid costly incidents.

- Meet production goals by planning ahead.

- Streamline data entry, employee management, and payroll to improve efficiency and accuracy.

- Reduce paperwork between field and office to improve communication and record-keeping.

- Stay compliant with the latest safety regulations and put safety in the hands of crew leads.

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