13th Annual
THROUGH THE LENS
Transportation Construction in Pictures
p.13
TIOGA COUNTY WINS

CASE Construction Equipment is pleased to award $25,000 in equipment support to the Tioga County Soil and Water Conservation District. This grant will help train local public works and highway departments in proper stream and water management to prevent future flood damage to area communities and infrastructure. Read more about their story at DireStates.com

ON THE COVER

Through the Lens
Transportation Construction in Pictures
Cover photo: Courtesy of Transurban Photographer: Rob Blunt

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20 Round-Up of Transportation Referendums

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If we do not send that message strong and clear to our elected representatives in Washington over the next two months, we will risk blowing a funding opportunity that only comes along every few decades.”

--ARTBA President & CEO Pete Ruane, page 9.

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**EDITOR'S NOTE**

**MARK HOLAN | Editorial Director**

**Toward 2017**

This final issue of 2016 contains several features you won’t want to miss.

First, ARTBA’s Chief Economist Dr. Alison Preston Black lays out her annual “Transportation Construction Market Forecast.” President-elect Donald Trump, who campaigned on boosting infrastructure investment, could be a wild card impacting market conditions in 2017. Delays in getting out the increased highway and transit funding levels in the FAST Act could also be a factor. Check out Dr. Black’s forecast article on page 23. You can also purchase her full report at www.artba.org/ship.

Second, in addition to electing Trump, voters in 2016 approved 74 percent of nearly 300 transportation-related ballot initiatives. The measures will provide $207 billion in funding extensions and new revenue over the coming years. Read more on page 20, and see the full report by The Transportation Investment Advocacy Center™ at www.transportationinvestment.org.

Third, we feature the 13th annual edition of our popular “Through the Lens” section, with stunning images of our industry’s work in building and improving America’s transportation network. It begins on page 13.

In closing, I want to introduce Transportation Builder (TBI) readers to Samantha Monaghan, ARTBA’s new graphic designer, who joined the team in October. Samantha graduated in May with a BFA in graphic design from James Madison University in Harrisonburg, Virginia. She is involved in the design, production and distribution of TBI, the digital Washington Newsline, and other special publications, reports and marketing pieces. Reach Samantha at smonaghan@artba.org, and please let either one of us know how ARTBA print and online content meets your needs.

Best wishes from all of us at ARTBA for a safe and successful 2017!
2016: The Year in Review

Together, we can do great things,” is one of the stated values at Zachry. The same could also be said regarding some of ARTBA’s key achievements during 2016—none of which would have happened without guidance from the association’s volunteer leaders and state contractor chapter partners.

My last column of the year offers an opportunity to briefly highlight some of ARTBA’s successes in the past year. Among them:

- Launch by industry leaders of the groundbreaking “Safety Certification for Transportation Project Professionals™” program to boost workplace hazard awareness and risk management skills across the industry. The program, designed to meet the rigorous protocols for ANSI/ISO accreditation, is aimed at those in positions of influence—from project conception through completion—to cause a decline in safety incidents. The new ARTBA Online Learning Center helps prepare candidates for the STPP exam. The first exam will be offered Jan. 16-Feb 17, with two more sessions offered March 13-April 14 and Oct. 16-Nov. 17. Encourage your firm’s key employees to visit www.puttingsafetyfirst.org to learn more.

- Development of a comprehensive federal transportation tax reform/investment initiative for the next President and Congress—the BOLD Act—that would double federal surface transportation funding at the state and local levels. In just four years, the TIAC has formed a 31-state grassroots advocacy network that was supported in 2016 by a national workshop, 19 studies and reports, four webinars and nearly 150 blog posts.

- Executive a dozen proposed federal regulations and three federal court cases that would impact the transportation infrastructure market and its firms.

- Hosting 14 conferences, workshops and other events that provided ARTBA’s unique, industry-spanning networking, business and professional development opportunities.

- Executing an integrated communications program that provided digital, video, social media and print coverage designed to keep you on top of key market information and the political, legal and regulatory developments that could impact it.

In closing, now that the voters have spoken, we will see a new presidential administration and many new members of Congress in Washington this January. This means we will have a window of time to educate them about the many benefits of infrastructure investment, while simultaneously continuing our push for a long-term transportation funding solution.

As I begin my second year as ARTBA chairman, I say “thank you” for your support and counsel. The job is not done, however. I look forward to working with you in 2017. I’m confident that together, we will once again do great things.

David A. Zachry
CEO, Zachry Corporation

FROM THE CHAIRMAN

The FHWA LTAP/TTAP Clearinghouse, managed by the American Road & Transportation Builders Association-Transportation Development Foundation (ARTBA-TDF), provides program support for LTAP and TTAP Centers.
tax reform is a shared priority for 2017. That is the opportunity on which we must aggressively focus our collective attention and efforts—beginning now!

We all know The FAST Act, signed into law just a year ago, did not resolve the structural revenue deficit that exists for all Highway Trust Fund-supported programs. It merely delayed the day of reckoning again. Most members of Congress know this, too. There is something every reader of this magazine can do to help ensure that a permanent Highway Trust Fund fix becomes a reality in 2017.

Take Action
Visit or call your congressman and senators. Thank them again for The FAST Act because it helped stabilize the market, which had been whipsawed by years of federal funding uncertainty. But remind them that it did not provide funding levels that will improve the nation’s transportation network, safety or mobility. Nor did it fix the Highway Trust Fund problem. In fact, in a few short years, Congress will again need to find over $100 billion just to keep highway and transit funding treading water!

Tell your congressman and senators that transportation revenue and tax reform must be part of any comprehensive federal tax reform package that goes to President Trump in 2017. Use tax reform to permanently fix the Highway Trust Fund revenue shortfall and provide the expanded investment necessary to support President Trump’s spot-on vision for doing what is necessary to upgrade our commerce-critical transportation corridors.

If we do not send that message strong and clear to our elected representatives in Washington over the next two months, we will risk blowing a funding opportunity that only comes along every few decades. Tell your congressman and senators that transportation revenue and tax reform must be part of any comprehensive federal tax reform package that goes to President Trump in 2017. Use tax reform to permanently fix the Highway Trust Fund revenue shortfall and provide the expanded investment necessary to support President Trump’s spot-on vision for doing what is necessary to upgrade our commerce-critical transportation corridors.

The reaction from some in Congress to the President-elect’s infrastructure vision also illustrates the challenge before us. Both Senate Majority Leader Mitch McConnell (R-Ky.) and House Speaker Paul Ryan (R-Wis.) threw cold water on it publicly. Not surprisingly, conservative activists in Washington, D.C., who consistently oppose virtually all federal transportation initiatives and often use them as a fundraising hook, are also working to obstruct Mr. Trump’s infrastructure plans.

What is good news, however, is that since the election, Sen. McConnell, Speaker Ryan and President-elect Trump have all said tax reform is a shared priority for 2017. That is the opportunity on which we must aggressively focus our collective attention and efforts—beginning now!

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Each year, the ARTBA Transportation Development Foundation recognizes the outstanding work of its members and other industry professionals through several awards programs. The 2016 honors were bestowed during the association’s national convention, held in October in Tucson, Arizona. For more information and 2017 deadlines, please visit the Awards & Scholarships section of www.artbatdf.org/foundation/.

**ARTBA AWARD**
- Doug Oberhelman, chairman and CEO of Caterpillar Inc., received the association’s highest honor.

**CONTRACTOR SAFETY AWARDS**
- Wagman Heavy Civil, York, Pennsylvania, 500,000 to 1 million hours
- Webber, LLC, The Woodlands, Texas, More than 1 million hours
- Honorable mentions went to Gray and Son/ Maryland Paving of Timonium, Maryland, and Granite Construction of Watsonville, California

**DIVISION AWARDS**
- Tim Faerber, senior vice president at HNTB Corp., received the Guy Kelcey Award for service to the Planning and Design Division;
- Randy Lake, CEO of Oldcastle Materials, received the Paul F. Phelan Memorial for outstanding contributions to the Materials and Services Division;
- King Gee (public sector), director of Engineering and Technical Services for the American Association of State Highway and Transportation Officials (AASHTO) and Bryce Anderson (private sector), chairman of Ennis-Flint, each received the John “Jake” Landen Memorial Highway Safety Award for contributions to highway safety; and
- Dr. Teresa Adams, professor of Civil & Environmental Engineering, University of Wisconsin – Madison, received the S.S. Steinberg award for contributions to transportation education.

**WOMEN LEADER AWARDS**
- Darlene Gee of HNTB Corp., and Paul Hammond of WSP I Parsons Brinkerhoff, each received the Ethel S. Birchland Lifetime Achievement Award;
- RK&K of Baltimore, Maryland, received the The Glass Hammer Award for innovative programs and activities that promote women leaders; and
- Students Meredith Gee, University of Denver, and Ria Kuntou, University of Florida, each received the Future Industry Leader Spotlight Award.

**MEMBER NEWS**
Orange County (Calif.) Transportation Authority selected OC 405 Partners, led by GRL USA, Inc. and Astaldi Construction Corporation, for the $1.2 billion I-405 Improvement Project.

WSP I Parsons Brinkerhoff will design a new bridge in Pensacola, Fla., as part of a design-build team led by Skanska, a nearly $400 million project.

Sound Transit selected HDR to complete final design of the $175 million, 2.4-mile extension of the Tacoma Link light-rail system in Tacoma, Wash.
Welcome to our 13th Annual “Through the Lens: Transportation Construction in Pictures.” The images on these pages are submitted by ARTBA member firms and public agencies.

As in previous years, we received many eye-catching examples of the industry’s excellent work in designing, building and improving America’s transportation network.

We appreciate all the submissions. Please enjoy, and keep up the great work.
Chippewa County Highway Department and Wisconsin Department of Transportation replacing the CTH X Bridge over Paint Creek/Lake Wissota, Wisconsin. Picture shows James Peterson Sons’ long reach backhoe widening the roadway to put in a new bridge.

PCL is building the I-495/I-220 connector project near Shreveport/Bossier City, Louisiana. The $137.7 million project includes new interchange structures and other roadways. It is expected to be completed by late 2017 or early 2018.

Workers at the San Francisco-Oakland Bay Bridge project in California.

Traffic heads north toward Washington D.C., at the “Mixing Bowl” interchange in Springfield, Virginia. One of the busiest sections of highway in the commonwealth, it joins interstates 495, 395, 95 and two dynamically tolled facilities -- the 495 and 95 Express Lanes. Owner, Transurban.
Storm sewer installation is part of the IL Route 47 and Burlington Road intersection improvement in Elburn, Illinois. The project is owned by the Kane County Division of Transportation.

A Vecellio & Grogan carpenter, safely tied off, builds a bridge overhang form on a new section of the Urban Loop, an outer beltway around Greensboro, North Carolina.

Acrow Bridge completed the installation of a modular steel structure to maintain traffic flow during the renovation of the 68-year-old George E. Tryon Bridge over the south fork of the Smith River near Hoouchi, California.

Image shows the 4-second implosion of old San Francisco-Oakland Bay Bridge marine foundation in October 2016. Bridge owner, California Department of Transportation.
Editor's Note:
This year’s “Through the Lens” feature is published in our November/December issue because the September/October issue of the magazine was dedicated to the launch of ARTBA’s new Safety Certification for Transportation Project Professionals™ program. In 2017, we’ve scheduled the 14th Annual “Through the Lens” to return to its usual place in that issue. Look for announcements about a submission deadline in early September.

Thanks again for all of this year’s photo submissions. We regret that we were not able to use all of them. We will retain the images and try to use them, with credit, in other ARTBA communications during 2017. Please contact Mark Holan at mholan@artba.org if you want to withdraw an image.

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Editor's Note:
Voters Want New Transportation Investments

Mark Holan
mholan@artba.org

Voters in 22 states approved 193 of the 280 state and local transportation investment measures on their ballots Nov. 8. The general election success followed voter support for 74 of 81 transportation funding measures in primary elections earlier in the year.

Overall, voters passed 74 percent of transportation-related ballot initiatives in 2016—maintaining the 10-year average success rate. The 2016 ballot outcome will provide $207 billion in funding extensions and new revenue over the coming years.

“It shows that communities across the nation are not willing to take the status quo approach like we’ve seen on Capitol Hill,” said Dr. Alison Premo Black, ARTBA’s chief economist and director of the Transportation Investment Advocacy Center™ (TIAC), which tracks ballot measures. “States and local governments are taking the initiative to grow their transportation infrastructure.”


California voters approved 15 of 26 measures worth $135 billion, about two thirds of the nationwide total on Election Day. The largest share is a 1-cent sales tax in Los Angeles that will provide $120 billion over 40 years for local road, bridge and transit projects. Rural and conservative regions of the state also stepped up investment, said Michael Quigley, executive director of California Alliance for Jobs and a member of TIAC’s Advocates Council.

He noted that even among the measures that didn’t pass, all received more than 50 percent backing, and most had more than 60 percent support, but fell short of the two-thirds “supermajority” required for passage in California.

“That’s a tough threshold,” Quigley said. “It often takes a couple of tries before voters say ‘Yes.’ You have to learn their priorities and create bipartisan consensus. It’s important to emphasize local investment and local control. Voters in five other states approved $1 billion or more of investment: Washington state passed 10 measures worth $54 billion; Georgia delivered five initiatives totaling $4 billion; Nevada ratified a proposal for $3 billion; South Carolina authorized $2.7 billion; and North Carolina okayed $1 billion.

Sources for the revenue included gasoline, sales and property taxes, as well as bond issues. Two thirds of the money will be dedicated to roads and bridges, with the rest going to transit and multimodal projects.

Meanwhile, voters in Illinois and New Jersey passed transportation tax “lockbox” measures to prohibit state lawmakers from diverting transportation user fee revenue to non-transportation uses.

Mark Holan is ARTBA editorial director.

The complete report can be found at www.transportationinvestment.org

California Market Opportunities

- Overall $135B approved
- Los Angeles $120B
- Santa Clara $6.5B
- BART $3.5B
- San Francisco $2.4B
- Stanislaus $958M
- Monterey County $800M
- Merced County $450M
- Local Districts $100M
Private Investment Leads Modest Growth in 2017 Transportation Construction Market

By Dr. Alison Premo Black
ablack@artba.org

ARTBA’s annual transportation construction market forecast anticipates 1.3 percent growth in 2017, driven largely by increases in private highway and bridge construction activity near residential and commercial investments.

The market is expected to reach $24.7 billion in 2017, up from $24.4 billion in 2016.

The figure includes public and private investment for highways, bridges, public transit, rail, ports and waterways, airport runways and terminals, as well as private investment for roads, streets, driveways and parking lots in residential and commercial developments and support work by state departments of transportation (DOTs) and local governments for highway and bridge planning and design work, routine maintenance and right of way purchases.

Although the December 2015 passage of the five-year federal “Fixing America’s Surface Transportation (FAST) Act” law provided stability for public highway investment, increases in program funding levels are modest, just above anticipated project costs and inflation.

Before adjourning for the year, Congress passed a “continuing resolution” that holds all FY 2017 federal discretionary spending at current levels until April 29. President Obama signed it into law, which means $390 million in highway investment increases, and an extra $510 million to $670 million in public transportation funding, is frozen at least until spring.

Meanwhile, state DOTs did not obligate their funds in time for many projects to get started in the 2016 construction season. Nearly half of the FAST Act funds for FY 2016—46 percent—were obligated in the last quarter of the federal fiscal year, which ended Sept 30.

ARTBA 2017 forecast of real value of U.S. transportation construction market

Source: ARTBA forecast model. Measuring U.S. transportation Value of Construction Put in Place for major modes, plus estimates of planning and design work, right-of-way and maintenance expenditures for state and local governments, and private driveway, parking lot and sidewalk developments. Values adjusted with ARTBA Price Index.
On the bright side, recent increases in state gas taxes and user fees, as well as a number of local funding initiatives approved Nov. 8, should help support some local markets over the next few years. (See story page 20.)

Forecast highlights by infrastructure mode include:

**PUBLIC & PRIVATE HIGHWAY, STREET & RELATED CONSTRUCTION**

After two years of real growth, the value of public highway, street and related work by state DOTs and local governments fell nearly 2 percent in 2016 and is expected to decline another 1 percent in 2017.

Overall, highway program contract awards are up in 15 states and Washington, D.C., compared to a three-year historical average, down in 25 states and within a 5 percent range up or down in 10 states.

Contractors will continue to perform work on private highways, bridges, parking lots and driveways. ARTBA estimates this work will increase from $58.9 billion in 2016 to $62.5 billion in 2017, and will continue to grow over the next five years as market activity increases in those sectors.

**BRIDGES & TUNNELS**

The public bridge and tunnel construction market is expected to be down slightly in 2017, to $32.9 billion from a record $33.3 billion in 2016, before resuming real growth in 2018 and beyond.

The national market is driven by activity in nine states, which accounts for 53 percent of the market: California, Florida, Illinois, New Jersey, New York, Pennsylvania, Texas, North Carolina and Ohio. Recent contract awards are down in many of these states, in part because of some major projects that got underway in 2015.

**RAILROAD, SUBWAY & LIGHT RAIL**

ARTBA expects public transit and rail construction to grow from $18.3 billion in 2016 to $20.3 billion in 2017, an increase of 5 percent.

After a decline of nearly 10 percent in 2016, investment by private Class I freight railroads is expected to grow 6.4 percent to $12.7 billion. Subway and light rail investment is expected to grow 3.7 percent to $7.7 billion, just below the record level of $7.8 billion in work that was set in 2015.

**AIRPORT TERMINALS & RUNWAYS**

The value of airport construction will grow slightly, increasing from $13.1 billion in 2016 to $13.2 billion in 2017, with about three quarters of total coming from airport terminal and related work. Runway work is forecasted to remain flat at $4.8 billion.

**PORTS & WATERWAYS**

The value of port and waterway investment is expected to be $3.1 billion in 2017, the same as 2016, and down from $3.2 billion in 2015.

The market would get a boost if Congress completes final action in 2016 on the Water Resources Development Act (WRDA), which identifies nearly $9 billion in navigation, flood control and environmental restoration projects. As of press time, the bill authorized dredging projects in eight ports to deepen navigation channels.

Dr. Alison Premo Black is ARTBA’s chief economist.

The ARTBA forecast is based on a series of proprietary econometric models for each mode and analysis of federal, state and local data and market intelligence. Each model is carefully evaluated and updated each year, based on new information and data sources. For more information, contact Dr. Black at ablack@artba.org or 202-289-4434.
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DAN FELIX, Equipment Business Manager, Zachry Construction Corporation, San Antonio, Texas

2017 KEY MEETINGS & EVENTS

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<th>DATE</th>
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<td>Board of Directors at CONEXPO-CON/AGG</td>
<td>Las Vegas, Nevada</td>
<td>March 7</td>
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<tr>
<td>Federal Issues Program and Transportation Construction Coalition Fly-In</td>
<td>Washington, D.C.</td>
<td>May 16-18</td>
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<tr>
<td>9th Annual Transportation Construction Legal &amp; Regulatory Forum</td>
<td>Washington, D.C.</td>
<td>August 2-3</td>
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<td>National Convention</td>
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<td>Central Regional</td>
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<td>Southern Regional</td>
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<td>Northeastern Regional</td>
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<td>Western Regional</td>
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<td>Dr. J. Don Brock TransOvation™ Workshop</td>
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For sponsorship information, contact: ARTBA Director of Meetings Ed Tarrant at etarrant@artba.org or 202.289.4434
The Association of Equipment Manufacturers (AEM) invites CONEXPO-CON/AGG and IFPE 2017 attendees to visit The Tech Experience. The innovative display will spotlight the latest trends and technologies in construction applications on the job site, workforce and infrastructure.

The Tech Experience will span more than 75,000 square feet in front of the Las Vegas Convention Center near South Hall. It will be open during show hours March 7-11.

It’s an integral component of AEM’s initiative to advance to a new level of thought leadership that helps manufacturers, contractors, materials producers and related stakeholders see what’s on the horizon, to better understand and address the impact of emerging innovations and potential disruptive technologies.

**What’s Next**

The Tech Experience will focus on key areas critical to the construction industries’ future with interactive exhibits and presentations designed to inspire visitors to imagine what’s next. These include:

- **Workforce** zone, where attendees can check out hands-on training, including virtual reality and gamified learning. They also can see connected intelligence brought to life in jobsite wearables, and how career mapping can help them prepare for the jobs of the future.

- **Job Site** zone, which highlights equipment intelligence, autonomous vehicles and systems, and site intelligence and visualization to support safety, maintenance, and improved performance and productivity.

- **Infrastructure** zone, which explores infrastructure innovation trends and the latest technologies and materials that will change how we move people, goods and services.

The finalist of AEM’s Infrastructure Vision 2050 Challenge will also be featured.

### 3-D Printed Excavator

At The Tech Experience, CONEXPO-CON/AGG and the co-located IFPE 2017 will unveil the world’s first fully-functional 3-D printed construction excavator and the first large-scale use of steel in 3-D printing, known as additive manufacturing.

Project AME (additive manufacturing excavator) is a joint collaboration between AEM, National Fluid Power Association, Center for Compact and Efficient Fluid Power, Oak Ridge National Labo-
ARTBA Keeps Pace With “Regulatory Tsunami”

By Nick Goldstein
ngoldstein@artba.org

In 2016, ARTBA advocated on behalf of the transportation construction industry in the legal and regulatory arenas, including filings in more than a dozen different matters directly impacting our membership.

The end of the Obama administration made 2016 an unusually active year for regulation. Outgoing administrations often try to achieve as many policy goals as possible through the regulatory process, especially when the White House and Congress are controlled by different parties.

There was notable activity this year in employment and contracting law. Agencies such as the U.S. Department of Labor (DOL) and Equal Employment Opportunity Commission (EEOC) issued several significant regulations, including:

- An EEOC rule increasing employer reporting requirements on employee salary data, which impacts large contractors with federal-aid construction contracts. The first reports under the requirement are due in March 2018;
- A DOL executive order requiring direct federal contractors bidding on solicitations of $50 million or more to disclose their violations of 14 different federal workplace health and safety laws;
- DOL regulations changing how workers qualify for overtime pay; and
- Another DOL executive order increasing the sick-leave requirements for direct federal contractors.

On the environmental front, the Federal Highway Administration’s (FHWA) is pushing regulations to measure greenhouse gas emissions from new transportation projects.

Donald Trump's White House win could have significant impacts on all these regulations. For example, the new administration will be able to overturn the DOL's executive order and sick leave requirements with little trouble.

ARTBA also remains involved in significant legal battles with the U.S. Environmental Protection Agency (EPA) over its “Waters of the United States” (WOTUS) rule, and the Occupational Safety and Health Administration’s (OSHA) new rules for exposure to crystalline silica. Both of these cases are being heard by federal appellate courts.

Trump promised during the campaign to withdraw the WOTUS rule. In 2017, we will continue to make sure the transportation industry is heard, because when it comes to legal and regulatory matters that could threaten your market, ARTBA has your back!

Nick Goldstein is ARTBA vice president of regulatory affairs.
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