115 Years of Transportation Construction Industry Leadership

“This organization has wielded a mighty influence in the land.”

-ARTBA Founder Horatio Earle
GOMACO Corporation pioneered the development of the first cylinder finisher nearly 50 years ago when the company manufactured and introduced a bridge deck cylinder finisher to meet the growing needs for bridge markets. Today, GOMACO cylinder finishers are designed for versatility with the C-450 and C-750. The frame widths can range from 12 feet to 160 feet. They are easy to operate and save time and labor costs on all of your concrete finishing projects. Pin-connected sections provide fast setup time and the versatility to fit exact job requirements. GOMACO’s patented three-point finishing system provides the smoothest deck possible with an auger to level the concrete, a cylinder consolidates and finishes the concrete, and a float pan seals and textures the surface. GOMACO finishers are available with several different options to customize them to your exact bridge deck specifications. Join the bridge builders choosing GOMACO for sales, service, and parts support.
“Building great projects is the right thing to benefit our economy and quality of life, and help our children and grandchildren.”

ARTBA Chairman Matt Cummings, page 6.

On the cover: Washington, D.C. in the early 20th century, and ARTBA logos through the years.

On the cover: Washington, D.C. in the early 20th century, and ARTBA logos through the years.
Clariﬁcation: The Last Turn feature in our last issue included a U.S. map showing 19 states that have adopted electric vehicle fees. As we went to press, the Oklahoma Supreme Court struck down that state’s version of this fee to raise money for transportation infrastructure repair and construction. So, make it 18 states.

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The Coming Transformation

This issue is focused primarily on ARTBA’s 115 years of service.

When the association began in 1902, automobiles were as much of a novelty as autonomous vehicles are today. Now, stories about “driverless cars” are flooding the media. You’ve probably discussed the possibilities with colleagues and friends. You know the implications for the transportation design and construction industry are significant.

“Over the next century, [autonomous vehicles] may well alter the built environment as radically as the manually driven car did over the last century,” The New York Times suggested in the introduction of a Nov. 8 magazine supplement headlined “Life After Driving.”

With the rapid pace new technologies emerge, the coming infrastructure transformation is likely to occur faster than yesteryear. Changes are already beginning to happen, even before driverless cars become common on our roadways:

• Industry professionals at the ARTBA Foundation’s 7th Annual Dr. J. Don Brock TransOvation™ Workshop discussed how improved vehicle connectivity is reducing the need for parking garages, while increasing the call for curbside space to accommodate the rise in ridesharing.
• Attendees at ARTBA’s Central Regional Meeting heard how technology will increase long-distance travel demand and create more complex roadway activity patterns.
• In Wisconsin, state highway planners are studying the possibility of including special lanes for driverless vehicles on Interstate 94 to the proposed electronics plant.

Of course, there are still many questions to be answered and issues to be addressed about how we maintain our current transportation infrastructure, and design and modernize our highways, bridges and transit systems for the future. In ARTBA’s view, the federal government will have to retain its leadership role in setting national transportation policy, and also ensure there is significant new infrastructure investment to meet today’s mobility challenges.

We will be learning more about the impact of autonomous vehicles in coming months, and we’d like to bring some of those stories to you in Transportation Builder. Send me your thoughts and ideas: mholan@artba.org.

Until then, Happy New Year!
I’m a history buff. I’m particularly interested in the development of America’s transportation infrastructure, which shouldn’t be surprising given my 30-year career as an engineer.

From 1935 to 1943, the Works Progress Administration (WPA—later called the Work Projects Administration) employed more than 8 million people in thousands of construction projects nationwide. The federal government invested approximately $11 billion, or more than $191 billion today when adjusted for inflation. More than $4 billion (about $70 billion today) was directed at highway, road and street projects, eventually totaling more than 650,000 miles. Maybe you’ve driven the Merritt Parkway in Connecticut; the Blue Ridge Parkway in Virginia and North Carolina; the Natchez Trace Parkway in Mississippi or the Arroyo Seco Parkway in Los Angeles.

WPA crews built 75,000 bridges, many of them small spans to help farmers get their goods to market. New York City’s Triborough Bridge was one of the largest. Projects also included the Boston, New York and Chicago transit systems.

The WPA also had a hand in developing 800 airports and airfields, in addition to 125,000 public buildings and 8,000 parks. Murals and other public artworks also were among the WPA legacy.

Talk about a building boom! The scale of that work remains impressive and something America should be striving for today.

Back in September, President Trump said: “For decades now, Washington has allowed our infrastructure to fall into a state of total decay and disrepair. And it’s time now to build new roads, new bridges, airports, tunnels, highways, and railways all across our great land.” Whether you are a Republican, Democrat or Independent, it’s hard to disagree with the sentiment.

While there are clearly many differences between the America of the 1930s and the nation in the second decade of the 21st century, at least three things remain the same in the transportation arena.

First, the public and private sectors of the U.S. transportation design and construction industry are as much up to the task of major infrastructure modernization as they were in the 1930s. Think of how much our industry has advanced with technology, equipment, materials processes and safety.

The accomplishments of the WPA can inspire our generation to do big things. But we shouldn’t need a Great Depression or a Great Recession as motivation. Building great projects is the right thing to benefit our economy and quality of life, and help our children and grandchildren.

Second, the best way to meet the infrastructure challenges in this century is through a significant boost in direct federal transportation investment and bolstered by a mix of additional funding and financing mechanisms. That means, as a start, President Trump and Congress must provide a permanent Highway Trust Fund revenue solution.

Third, as it has for the last 115 years, ARTBA will continue to be exclusively focused on advancing the industry’s interests before Congress, the White House, federal agencies, the courts, news media and general public. ARTBA was on the job long before FDR created the WPA, and we will be here after current challenges are solved.

Working together, let’s build for the future!
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In February 1902, a Michigan legislator, Horatio Earle, invited transportation leaders from across the U.S. to New York City’s Cadillac Hotel to start a new national association.

He said it would be called “The American Road Makers (A.R.M.), which means it will never lower its arm until its purpose, ‘The Capital Connecting Government Highway,’ is attained, connecting every state capital with every other state capital, and every capital with the United States Capital—Washington.”

What we know today as the American Road & Transportation Builders Association (ARTBA) went to work.

The association’s first major legislative victory came when President Wilson signed the 1916 Federal-Aid Road Act into law, cementing the federal government’s leadership role in national road building policy and funding.

Subsequent federal laws in 1920s, 1930s and 1940s paved the way for the “mother” of all policy successes.

In June 1956, President Eisenhower signed legislation authorizing construction of the U.S. Interstate Highway System and creating a user-supported Highway Trust Fund to pay for it. The law represented the fulfillment of Earle’s vision and is among the greatest achievement ever by a national association.

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The year 2017 was ARTBA's 115th year of exclusively representing the interests of the U.S. transportation design and construction industry. Learn more about our history in the cover story on page 14.

ARTBA’s success over all these years can be attributed to at least two things: 1) remaining true to its core mission of building and protecting the U.S. transportation infrastructure market; and 2) ongoing contributions from outstanding volunteer leaders, industry-leading firms, and our state contractor chapters.

As examples, a look back in the archives finds ARTBA has played the industry leadership role in the passage of more than 30 major federal surface transportation investment or policy laws, in addition to the annual battles on transportation budget and appropriations bills.

Ninety-two people, representing all sectors of the industry, have been elected chairman by their peers. And eight of our 37 state chapters have been affiliates for 80 or more years. ARTBA even boasts a former U.S. president among its membership ranks—Harry Truman, a member of our public officials division early in his political career.

As roadway construction increasingly occurred among moving traffic in the 1970s and 1980s, ARTBA hosted the first National Conference on Highway Work Zone Safety in 1985 in partnership with FHWA and AASHTO. This led to a second conference in 1994, and out of its proceedings, emerged the idea of a National Work Zone Safety Information Clearinghouse to serve as a centralized information resource aimed at improving motorist and worker safety in these sites. ARTBA won the FHWA contract to create such a facility in 1997. Twenty years later, the Clearinghouse has become the world’s largest online resource on road construction safety and has materials available in seven languages. The latest example of ARTBA innovative leadership was the 2016 launch of the Safety Certification for Transportation Project Professionals™ program.

ARTBA industry leadership extends to the 1909 launch in Columbus, Ohio, of the “Road Show”—the forerunner of today’s CONEXPO-CON/AGG. ARTBA helped launch the Washington, D.C., “Road Gang” in 1942 and The Road Information Program (TRIP) in the late 1960s. The association was also a force in the international arena. We jointly held with the American Highway Association a “Pan-American Good Roads Congress” in 1916, created a European Division in 1930, and played a founding role in the International Road Federation (IRF).

Reflecting back on his career in his 1929 autobiography, Earle wrote:

“I have had a hand in the formation of county, state and national organizations for the betterment of public highways. Of all these, the most far reaching in its influence and benefits, was the founding of the American Road Makers... This organization has wielded a mighty influence in the land and, without doubt, has been the principal factor in winning the national battle for better roads. From a small membership, with comparatively little influence, it has developed into the most powerful organization of its kind in the world.”

Nine decades later, his statements still ring true!
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We Advance the Interests of the Transportation Construction Industry.

The association is the industry’s primary regulatory and legal advocate. Our engagement in environmental-based litigation has allowed more than $52 billion in court challenged transportation projects to move forward.

ARTBA has also become the trusted information source for infrastructure investment, economics, and policy issues. Its award-winning safety training and certification programs are second to none.

To meet the challenges facing the transportation construction industry in the 21st century, you need an organization dedicated exclusively to your market and business development interests. You need ARTBA!

Call 202.289.4434 or visit www.artba.org to learn more.
The Ohio Department of Transportation and ARTBA member Brayman Construction Corporation received an American Segmental Bridge Institute 2017 award of excellence for the Oakley C. Collins Memorial Bridge, which replaced the Ironton-Russell Bridge over the Ohio River between Ironton, Ohio, and Russell, Kentucky.

Acrow Bridge announced that Mark Joosten is now president of the Acrow group, in addition to his ongoing role as COO. Paul Sullivan was named senior vice president – International.

Former Florida Department of Transportation Secretary Ananth Prasad was named president-designate of the Florida Transportation Builders’ Association (FTBA), an ARTBA chapter. He will work with longtime FTBA President Bob Burleson through Dec. 31, 2018, when Burleson retires after 30 years of service and Prasad assumes the president’s title.

2007 ARTBA Chairman Leo Vecellio, Jr. was inducted into the National Academy of Construction. Vecellio is chairman, CEO, and president of West Palm Beach, Florida-based Vecellio Group, Inc.

The Occupational Safety and Health Administration announced new rules for crane operator certification are postponed until Nov. 18, 2018.

"It was voters in the Rust Belt that cared about their roads being rebuilt, their highways, their bridges. They felt like the world was crumbling. So I started making ads that would show the bridge crumbling. … I can find the 1,500 people in one town that care about infrastructure. Now, that might be a voter that normally votes Democrat."

--Brad Parscale in an Oct. 8 “60 Minutes” interview about his Facebook advertising strategy for President Donald Trump’s 2016 campaign.

The Federal Highway Administration has issued $15.5 million in Surface Transportation System Funding Alternatives grants to six states that are exploring new ways to fund highway and bridge projects.

- Oregon, $4.9 million (two grants)
- Washington state, $4.6 million
- Missouri, $2.7 million
- California, $1.7 million
- Delaware, $975,000
- Colorado, $500,000

The ARTBA Foundation launched a new “Transportation Construction Safety Center” found at www.artbasafetycenter.org.

Timothy J. Faerber, senior vice president at HNTB Corporation, was named the fourth Legacy Award winner by ENR Midwest.

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Nearly 50,000 people die or are injured in and around U.S. transportation infrastructure projects each year. The cost of these tragic incidences to families and employers is staggering.

We must do better.

Allan Myers CEO & Chairman Ross Myers helped create and launch the Safety Certification for Transportation Project Professionals™ program. His goal: significantly boost the hazard awareness and risk management skills of all transportation project professionals who are in positions of influence—from project inception through completion—to cause a decline in safety incidents.

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In addition to its industry-leading crash test performance, Zoneguard’s ability to reduce trucks, improve installation and relocation time, decrease dead load on bridges and withstand years of utilization, make it the wisest barrier choice on the market.
On Valentine’s Day, 1902, the New York Tribune reported the East Coast was braced for a snowstorm and President Theodore Roosevelt’s namesake 15-year-old son had recovered from a dangerously high fever. But a less conspicuous story, tucked on an inside page, turned out to be more consequential.

“At the Hotel Cadillac last night, an association was formed to agitate the cause of good roads,” the newspaper said. “This association, which has adopted the name of the American Road Makers, has in view the securing of a system of highways which shall connect the capitals of the various States with Washington.”

Horatio Sawyer Earle, a Michigan-based good roads advocate, steered the meeting. Just seven weeks earlier, in a letter to 200 potential supporters, he called for “an uprising to overthrow a certain monarch,” namely—Mud. Earle envisioned a broad alliance of businesses and other groups in the “struggle for freedom” against the tyranny of rutted roads and sloppy streets.

This is how the wheels began turning for what today is known as the American Road & Transportation Builders Association (ARTBA). For 115 years, the association has relentlessly “agitated”—or advocated—for strong transportation investment to bolster the U.S. economy and improve Americans’ mobility and quality of life, along with protecting the safety of workers and the general public.

Like the popular Rose Bowl college football game that also debuted in 1902, ARTBA is “The Granddaddy of Them All” when it comes to exclusive representation of the U.S. transportation infrastructure industry.

ARTBA demonstrated its pace-setting leadership from the start. The association secured the assistance of the Office of Public Road Inquiries (predecessor of today’s Federal Highway Administration) for an exhibition of “roadmaking machines” at the 1904 World’s Fair in St. Louis, the Tribune reported. “Also various road building firms will build short stretches of road at the exposition, which will be examined by experts.”

By Mark Holan
mholan@artba.org

1901
League of American Wheelmen

1902-1910
American Road Makers

1910-1977
American Road Builders Association

ARTBA’s Leadership & Policy Influence Stretches 115 Years
Automobiles were still a novelty when the Fair opened, much like autonomous vehicles are today. Earle recognized the latest transportation innovation required better roads and bridges than existed in early 20th century America. Five years later, in Columbus, Ohio, ARTBA hosted the nation’s first regular exposition of road construction machinery known as the “Road Show,” the forerunner of today’s CONEXPO-CON/AGG trade show in Las Vegas.

Growing Influence

ARTBA’s efforts kept attracting attention. A September 1909 newspaper wire service story—the Internet of its day—reported “no organization in the country is taking a deeper interest” in the cause of better roads. The story continued:

“The influence of the association is felt wherever the question of road improvement is contemplated or where serious work is in progress. Besides the leading engineers, its membership also includes advocates of highway improvement, members of good roads organizations, of granges, of county, town and city highway officials. Indeed, the plan of the association is so broad that it is designed to take in every person in America who is interested in or identified with the work of highway improvement.”

In 1910, the association changed its name to the American Road Builders Association (ARBA). It soon revved its engines in the Nation’s Capital by helping to pass the Federal Aid Road Act of 1916. This landmark law, signed by President Woodrow Wilson, firmly established a federal role in road construction policy and funding, and set a pattern in the state-federal partnership for decades to come. ARBA pushed forward another update with the 1921 Federal-Aid Road Act.

By its 25th anniversary, the association’s annual “Road Show” and national convention continued to attract popular attention and praise at home and abroad.

“During the last few years, due to extended organization, the American Road Builders Association has come to represent the highway industry—the maker of the highway as represented by the engineer, official, manufacturer and contractor, as well as the user of the highway, as represented by the general public,” The Cincinnati Enquirer reported in 1927. “There was a time when a road convention might have been considered an occasion for a vacation, but it is now regarded as the clearing house of the highway industry.”

Mid-century Maturity

ARTBA grew and matured, even as industry leaders and their employees slogged through the Great Depression and marched off to the battlefields of World War II. Once victory was secured, ARTBA renewed the call to invest in U.S. transportation infrastructure, interest that was confirmed as “Road Show” attendance swelled to over 300,000 by 1950. The association also found an ally in William Randolph Hearst, chairman of a newspaper chain that published

More on ARTBA’s 115 Years

- From the President’s Desk, page 8
- Past Chairman’s Perspectives, page 18
- Key Milestones, page 22
Like the popular Rose Bowl college football game that also debuted in 1902, ARTBA is “The Granddaddy of Them All” when it comes to exclusive representation of the U.S. transportation infrastructure industry.

hundreds of pages worth of articles about the nation’s highway challenges. He praised ARBA for its courage to stand against inadequate legislation coming from Washington.

“It might have remained silent, but the fact that it did not do so demonstrated statesmanship and integrity,” Hearst told the association’s 1955 convention as he accepted the George S. Bartlett Award for outstanding contributions to highway progress. “We do not have the roads yet, although we believe they are just over the horizon.”

In fact, the association’s public efforts and behind the scenes influence since before World War II had set the stage for the great success about to be realized. As the association’s membership gathered again in 1956, national attention “focused upon the convention because of President Eisenhower’s proposal for a 10- to 15-year, $25 to $40 billion federal aid highway building program,” the Miami News reported. “This would be the most massive peacetime public works program in world history, and the ARBA convention will be largely devoted to examining its likelihood.”

Six months later, Earle’s 1902 vision of a “Capital-Connecting Government Highway” network reached the onramp as Eisenhower signed legislation authorizing construction of the Interstate Highway System. The law also provided revenue to pay for the work through the Highway Trust Fund. A major goal had been achieved, and a “golden-age” of road building commenced as soon as Ike’s signature dried.

ARTBA achieved other successes during the middle 50 years of the 20th century, a period that culminated in America’s 1976 Bicentennial celebration. The following year, the association’s 75th anniversary, saw adoption of “T” for “transportation” in its name, a reflection of what had already become the reality: ARTBA was the nation’s primary advocate in all forms and areas of transportation infrastructure.

But more challenges lay ahead.

Towards 100 Years

Since the 1970s, ARTBA has had to fight constant battles against professional environmental groups, anti-growth activists and federal regulatory overreach. At the same time, securing adequate funding to grow surface transportation programs has become tougher than ever, especially in an era of increasing political polarization.

As if these heavy lifts weren’t enough, ARTBA also paved the way in legislative and regulatory advocacy on behalf of the workers who build—and general public that uses—surface transportation systems. In 1979, ARTBA added its Traffic Industry Safety Division and established a Political Action Committee. Through the 1980s and in response to more road construction happening
in close proximity to moving traffic, the association also conducted national conferences on highway work zone safety, drawing participants from industry, government, law and academia.

In 1997, these efforts culminated in ARTBA teaming with the U.S. Department of Transportation's Federal Highway Administration to create the landmark National Work Zone Safety Information Clearinghouse (www.workzonesafety.org). Leveraging new digital technologies, the Clearinghouse "provides the kind of leadership that can save lives … It is what the industry and public deserve," Engineering News-Record wrote at the time.

As ARTBA approached its 100th anniversary, it used a savvy combination of coalition building, grassroots lobbying and cutting-edge advocacy communications campaigns—"Building A Better America Through Transportation" (BABATT) and "Transportation Makes America Work" (TMAW)—to secure record levels of federal transportation investment. The alphabet soup of laws included 1991’s ISTEA, 1998’s TEA-21 and 2000’s AIR-21.

“I commend ARTBA on its diligent efforts to improve the Nation’s transportation infrastructure to answer the public’s needs for safe and efficient transportation,” President George W. Bush wrote as the association reached its historic 2002 centenary.

Added then U.S. DOT Secretary Norman Mineta: “The multi-modal transportation infrastructure network that ARTBA members have designed, built and managed over the past century in partnership with government at all levels, has made our economy strong and provided the American people an unmatched quality of life.”

**The 21st Century**

ARTBA has been busier than ever in the 15 years since its centennial, including having played the key industry role in the passage of three highway/transit program investment laws: 2005’s SAFETEA-LU, 2012’s MAP-21 and 2015’s FAST Act. The association also helped secure several additional laws to provide federal investment in airport improvement projects, and ports/waterways.

Beyond federal government funding and as a full-service association, ARTBA expanded its offerings in the economics arena, put forward new safety and education programs through the Transportation Development Foundation, embraced new technologies to deliver real-time information to its membership, and introduced other initiatives to help the industry. These included the ARTBA Foundation’s Dr. J. Don Brock TransOvation™ Workshop (2011) to foster industry innovation; the Transportation Investment Advocacy Center™ (2013) to help local business groups and state contractor chapters spur more state and local transportation funding; and the game-changing Safety Certification for Transportation Project Professionals™ (2016) credential to eliminate or greatly reduce transportation project site injuries and deaths.

ARTBA has succeeded for 115 years because of its constancy of purpose and the help of its many volunteer industry leaders, from those who met with Horatio Earle at the Hotel Cadillac up through the 2018 roster of executives from a membership of 8,000 private firms, public agencies, universities, and state chapter affiliates—large and small—from coast to coast. The association makes available many volunteer opportunities, which allow these executives to help their firms and the transportation infrastructure industry, as well as their local communities and the nation.

ARTBA’s mission—its “agitation,” as the New York Tribune once said—to build and protect the transportation construction market on behalf of its members has never ceased since that February 1902 meeting in a Midtown Manhattan hotel. And it never will. Period!

Mark Holan is ARTBA editorial director.
Jim Madara, 1993

In my 50-plus years of activity with ARTBA, I have become a very close friend to many of the finest persons in the transportation industry including many of the staff. These friendships have presented opportunities for work efforts on major projects in highway and rail design.

One of the most exciting and memorable happenings due to my relationship with ARTBA was a very private luncheon with President Clinton and several of his cabinet members in 1993 to discuss how to get people back to work and increase the job potential. The end result of this meeting was a nearly 5-cent-per-gallon increase in the gas tax.

ARTBA is effective for many reasons. But, I believe that incorporating all segments of the industry under one roof contributes the most to the association’s success.

Ken Rezendes, 1994

As the 1994 ARTBA chairman and being previously involved as a member, director, and member of various committees working towards the chairmanship, I gained great insight and knowledge of ARTBA’s core mission. The association pulls all state organizations together in Washington to have a voice in our transportation system and supports a dedicated fund for our future transportation.

If all ARTBA members could become involved in committees and councils, Board of Directors, and Executive Board, they would have a much greater insight on what ARTBA does on the industry’s behalf.

I have met so many wonderful people during my time with ARTBA, over the past several years, and have experienced opportunities that I might never had the chance to if I had not gotten involved.

John W. Midgley, P.E., 2000

I attended my first ARTBA National Convention in 1980, and I immediately was impressed with the organization.

Serving as ARTBA chairman was the greatest honor of my professional career. I had been told there was no way a Transportation Officials Division member from a small county would be elected chairman. However, by being active on several committees and leadership roles in the division, I was able to achieve this honor.

ARTBA is effective because it represents all groups within the transportation industry, and has an outstanding staff to present our industry’s message to the federal government.

John W. Wight, P.E., 2001

I believe ARTBA’s effectiveness is founded in its broad based, bipartisan support for key transportation issues. When combined with exceptionally strong and experienced leadership armed with credible, leading edge, factual research, then long term goals can ultimately be achieved.

Since the early years of the American Road Builders Association, our firm, HNTB, has had continual involvement at all levels of the organization. We have always believed that ARTBA is the strongest and most influential voice in Washington for the causes that are critical to the success of our business.

Steve Wright, 2012

A narrowly focused mission, with the strong leadership of an excellent staff, leading to strong industry support, makes for a very effective organization. I believe ARTBA to be pound-for-pound, dollar-for-dollar the most effective advocacy association.
Richard E. Wagman, 2004

As I have often said in the transportation construction industry, we often are too focused on funding at the state level, almost ignoring the fact that the federal government provides on average about half of the annual capital investments in highways and bridges. Our state contractor organizations do an outstanding job of representing us at the state level for the most part. But, ARTBA has our back on the funding and regulatory fronts at the federal level.

In the late 90’s, ARTBA President Pete Ruane asked me to go through the chairs at ARTBA, which as a third generation CEO of a family owned business, was a huge commitment. Eventually I agreed as I truly respected ARTBA’s effectiveness and professionalism, but mainly because it would be a fitting way to repay the association for the benefits they had achieved for our industry, and therefore our company.

Little did I know that it would turn out to be one of the best strategic decisions for our company. For this was a time when mega-projects were becoming more common and we as a mid-sized company were struggling to figure what role we could or should play in this market. The leadership experiences and networking relationships I had at ARTBA gave me a very clear vision as to where the international markets had gone and the domestic markets were headed, and gave me the confidence to lead our company into mega-projects and joint ventures. Knowing where you want to go and getting there are two different things. My role in ARTBA, along with many others in the organization, allowed us exposure and networking with national firms that might not have known us otherwise. These key relationships and opportunities were critical into a successful entry into mega-projects, which resulted in increased profits and sales beyond historical measures.

I know time is a commodity we all value very highly and a volunteer position in industry organizations often does not have a high priority, but I have found these positions at both the state and national level generally have had a very high ROI, especially my experience at ARTBA.

Leo A. Vecellio, Jr., 2007

ARTBA’s particular scope and laser-like focus are what make it so effective. It is not limited to any one region or transportation subsector, nor is it so broad that efforts are diluted among other types of construction. It is relentless on issues relating to transportation construction, and peerless in its proactive approach to the political and legislative process.

ARTBA is very well managed, with highly skilled leadership and staff, many of whom have considerable tenure. This brings a great deal of historical perspective to the latest issues, effectively addressing the questions and initiatives of newly elected legislators who simply don’t have those years of perspective.

In particular, ARTBA’s safety and regulatory programs are of tremendous help. Not only do members have the opportunity to see what others are doing, but ARTBA presents a unified front in opposing one-size-fits-all industry regulations, such as Waters of the United States as promulgated by the EPA and Corps of Engineers, and Hours of Service truck driver rules advanced by the U.S. Department of Transportation.

Every time a transportation-related bill gets discussed, ARTBA is ahead of it, helping shape the discussion. And every time a bill is passed, ARTBA is already setting its sights on the next bill, developing strategies to keep the industry at the forefront of the debate.

This is vital because our transportation networks are like the arteries and capillaries of the nation, moving the flow of goods throughout the country. Motorists think nothing of jumping on the freeway to travel far and wide, with hotels and restaurants all along the way, and that just doesn’t happen by itself.

All of this is based on strong transportation initiatives, with ARTBA squarely in front, leading that effort on the industry’s behalf.
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Key ARTBA Milestones: 1902-2017

1902
American Road Makers (ARM) Constitution, drafted by Horatio S. Earle, approved Feb. 13 at Hotel Cadillac in New York City.

ARM headquarters established in New York City.

1903
First association convention held in Detroit, Michigan.

1904
Reflecting rapid growth in transportation development, more than 1,100 delegates from 29 states attend ARM’s second national convention in Hartford, Connecticut.

1905
ARM-supported federal Office of Public Roads established.

1907
ARM founder Horatio Earle, below, helps draft first-of-its-kind federal National Reward Road Bill for congressional consideration.

1909
First ARM “Road Show” (forerunner of today’s CONEXPO-CO/AGG) held in Columbus, Ohio.

1910
Name changed to American Road Builders Association (ARBA).

1915
ARBA sponsors first Pan American Good Roads Conference.

1916
ARBA successfully pushes first Federal-Aid Road Act, signed by President Woodrow Wilson.

1921
ARBA secures increase in road construction funding with passage of Federal-Aid Road Act.

1923
Association launches member magazine (today called Transportation Builder).

1926
A joint committee between ARBA and AASHO established.

1927
ARBA Manufacturers and County & Local Roads Divisions established.

1928
City Officials and Pan American Divisions established.

Headquarters moves from New York City to Washington, D.C.

1930
European Division established.

1933
Georgia Road Builders Association becomes first state contractor chapter.

1936
Contractors and Education Divisions established.

1940
Annual convention and “Road Show” in Chicago attracts 47,500.
1942
ARBA helps form “The Road Gang” in Washington, D.C.

1945
ARBA member Harry S. Truman elected U.S. president.

1948
Record 300,000 attend ARBA annual convention and “Road Show” in Chicago.

1951
Materials & Services Division established.

1956
ARBA founder Horatio Earle’s vision of Interstate highway construction program and federal Highway Trust Fund achieved in law signed by President Dwight Eisenhower.

1966
ARBA-advocated cabinet level U.S. Department of Transportation signed into law by President Lyndon Johnson.

1968
ARBA & CIMA create The Road Information Program (TRIP), headquartered in ARBA office.

1970
ARBA-pushed federal Airport Trust Fund established.

1976
ARBA-proposed federal “4-R” programs enacted.

1977
Name changed to American Road & Transportation Builders Association (ARTBA).

1979
ARTBA Political Action Committee (PAC) started.

1982
ARTBA successfully pushes first federal gas tax increase for road construction in 23 years.

1985
ARTBA holds first-ever National Conference on Highway Work Zone Safety in Washington, D.C.

1989
“Washington Update” fax service established.

1990
Public Private Ventures in Transportation Division established.

1991
ARTBA-pushed highway/transit program bill (ISTEA) signed into law by President George H.W. Bush.

1993
ARTBA files first environmental lawsuit to protect industry market interests.

1994
ARTBA Industry Advancement Fund (IAF) created.

ARTBA launches InfoStructure Online™ electronic bulletin board.
1995
ARTBA successfully pushes enactment of National Highway System Designation Act.
ARTBA initiates Alliance for Truth in Transportation Budgeting.
ARTBA-TDF creates Young Executive Development Program (YEDP).

1996
ARTBA initiates Transportation Construction Coalition (TCC).

1997
“Washington Newsline” established.
ARTBA’s flagship website launched: www.artba.org

1998
ARTBA-led coalitions successfully push record $218 billion federal highway/transit program bill (TEA-21) signed into law by President Bill Clinton.
ARTBA “PRIDE in Transportation Construction” campaign launched.

1999
ARTBA-TDF creates first-ever Lanford Family Highway Worker Memorial Scholarship Program.

2000
ARTBA-led coalition secures passage of federal aviation bill (AIR-21), increasing federal airport capital investment by more than 6 percent. It’s signed into law by President Bill Clinton.

2001
ARTBA holds first-ever International Conference on Roadway Work Zone Safety.

2002
ARTBA celebrates 100th anniversary in New York City and Washington, D.C.

2003
ARTBA-led coalition successfully advocates for passage of aviation investment bill (VISION-100) that’s signed into law by President George W. Bush.

2004
ARTBA plays a key leadership role in helping secure long-time industry goal of ethanol tax reform, which results in an additional $2 billion annual revenue stream for transportation improvements.

2005
ARTBA-pushed highway/transit program bill (SAFETEA-LU) signed into law by President George W. Bush.

2006
ARTBA celebrates 50th anniversary of the Interstate Highway Program in Washington, D.C., with a gala dinner featuring General Colin Powell.
2007
ARTBA hosts National Traffic Management & Work Zone Safety Conference at Intertraffic North America in Fort Lauderdale, Florida.

2009
President Barack Obama signs the American Recovery & Reinvestment Act, which provides an extra $48 billion over two years for transportation improvements.

2010
ARTBA-TDF unveils Transportation Development Hall of Fame.

2011
ARTBA launches Dr. J. Don Brock, below, TransOvation™ Workshop, an interactive event aimed at fostering industry innovation.

2012

2013
ARTBA hosts milestone 25th Annual National Public-Private Partnerships in Transportation Conference.

2014
ARTBA launches Transportation Investment Advocacy Center.™

2015
A five-year highway/transit investment bill (FAST Act) is signed into law by President Barack Obama.

ARTBA-TDF celebrates 30th anniversary.

ARTBA-TDF’s Young Executive Development Program is rebranded as the Industry Leader Development Program.

ARTBA-TDF Safety Certification for Transportation Project Professionals™ program launched.

2016
ARTBA-TDF Safety Certification for Transportation Project Professionals™ program launched.

ARTBA marks 115 years of service to the U.S. transportation design and construction industry.
The PDA-8G:

- Calculates bearing capacity and assesses structural integrity
- Evaluates driving stresses and hammer performance
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*Optional
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*Optional

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he U.S. transportation infrastructure market is anticipated to rebound slightly in 2018, following a 2.8 percent drop in 2017, according to ARTBA’s annual economic forecast.

Total domestic transportation construction and related-market activity is forecast to reach $255 billion in 2018, a year-on-year increase of 3.2 percent after adjusting for project costs and inflation. The 2017 market performance is expected to come in at $247.1 billion.

The 2017 market drop was largely driven by the overall national decline in state and local highway and bridge spending, which is expected to be down 6.4 percent and 7.7 percent, respectively.

Although the overall U.S. transportation infrastructure market will see modest growth in 2018, the situation will likely vary significantly by state and region. The market is projected to grow in 20 states and Washington, D.C., and slow in 23 states, with seven remaining relatively flat.

The largest growth is anticipated in California, Florida, Hawaii, New York, Virginia and Washington. ARTBA anticipates a slowdown in new work in Arizona, Colorado, Delaware, Maryland, Nevada and Oklahoma. The Minnesota, New Jersey, Ohio, Texas, and Iowa markets are anticipated to be steady.

Federal highway funding of state DOT programs provided by the 2015 FAST Act will continue to show inflationary growth in 2018, providing a degree of market stability in every state. The forecast does not include any infrastructure plans proposed by the Trump administration, which remained under discussion in December.

Although there have been significant increases in state and local revenues for transportation purposes in a number of states over the past several years, some of that revenue is dedicated to debt reduction or has been delayed from reaching the transportation market due to state budget issues. These factors, combined with receding state markets due to completion of bond programs or declining or inflation-eroded state revenues, continue to cause a drag on the overall U.S. transportation infrastructure market.

The bright spots in the market continue to be airport terminals, public transit, Class 1 railroads and private driveway, street and parking lot construction associated with residential and commercial developments.
Among the forecast highlights:

**Public & Private Highway, Street & Related Construction**

- The real value of public highway, street and related work by state DOTs and local governments—the largest market sector—is expected to increase a modest 2.4 percent in 2018 to $58.1 billion after falling 6.4 percent to $56.8 billion in 2017.
- Six highway-related public-private partnership (P3) projects came to financial close in 2017, totaling over $7.5 billion in investment.
- Work on private highways, bridges, parking lots and driveways will increase from $62.4 billion in 2017 to $63.3 billion in 2018, and will continue to grow in the next five years.

**Bridges & Tunnels**

- With some major projects, such as the New NY Bridge and Ohio River Bridge reaching conclusion, the pace of bridge work has slowed. The public bridge and tunnel construction market is expected to increase slightly in 2018, to $31.3 billion. Work in 2017 is expected to be $30.5 billion, down from $33.1 billion in 2016.

**Railroad, Subway & Light Rail**

- Public transit and rail construction is expected to grow from $20.3 billion in 2017 to $21.3 billion in 2018, a 4.6 percent increase.
- Subway and light rail investment is expected to reach a new record level, increasing from $7.7 billion in 2017 to $8 billion in 2018.

**Airport Terminals & Runways**

- Airport terminal and related work, including structures like parking garages, hangars, air freight terminals and traffic towers, is expected to increase from $11.7 billion in 2017 to $13.4 billion, a 14 percent increase.
- Runway work, which has been down the last few years, is forecast to increase from $3.6 billion in 2017 to $4.1 billion in 2018.

**Ports & Waterways**

- The value of port and waterway investment is expected to remain flat at the $1.8 billion level. Construction activity in 2017 was down from $2 billion in 2016 and $2.4 billion in 2015.

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**ARTBA 2018 Transportation Construction Market Forecast**

<table>
<thead>
<tr>
<th>Market (values in billions)</th>
<th>2016</th>
<th>2017 estimate</th>
<th>2018 Forecast (in 2017 $)</th>
<th>% Change 2017-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Highway, street &amp; related work</td>
<td>$60.6</td>
<td>$56.8</td>
<td>$58.1</td>
<td>+2</td>
</tr>
<tr>
<td>Public Bridge &amp; tunnel</td>
<td>$33.1</td>
<td>$30.5</td>
<td>$31.3</td>
<td>+2</td>
</tr>
<tr>
<td>Private highway &amp; bridge construction</td>
<td>$60.8</td>
<td>$62.4</td>
<td>$63.3</td>
<td>+1</td>
</tr>
<tr>
<td>Railroads</td>
<td>$11.9</td>
<td>$12.7</td>
<td>$13.3</td>
<td>+5</td>
</tr>
<tr>
<td>Subway &amp; light rail</td>
<td>$7.4</td>
<td>$7.7</td>
<td>$8.0</td>
<td>+5</td>
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<tr>
<td>Ports &amp; Waterways</td>
<td>$1.98</td>
<td>$1.80</td>
<td>$1.85</td>
<td>+3</td>
</tr>
<tr>
<td>Airport terminals &amp; runways</td>
<td>$14.4</td>
<td>$15.3</td>
<td>$17.5</td>
<td>+14</td>
</tr>
</tbody>
</table>

**Dr. Alison Premo Black is ARTBA’s chief economist.**
That’s the opportunity for civil engineers worldwide who take advantage of two new ARTBA safety initiatives. The association has developed **eight, web-based** courses that focus on understanding and addressing safety issues common to transportation infrastructure projects. They give decision makers—from the planning and design phase, through project completion—the knowledge needed to eliminate or mitigate potential safety problems.

The courses have been approved for engineers’ **Professional Development Hours (PDHs)** in New York, Florida and North Carolina. **Other states do not require pre-approval or do not require engineers to earn PDHs for license renewal.**

They also provide prep learning for individuals interested in taking the computer based **Safety Certification for Transportation Project Professionals™ (SCTPP) exam**, which is administered at Pearson VUE Test Centers globally. The SCTPP has been developed to meet the rigorous ISO/IEC 17024—Conformity Assessment-General Requirements for Bodies Operating Certification of Persons.

Visit “Prep Courses” at ARTBA’s Online Learning Center: [www.puttingsafetyfirst.org](http://www.puttingsafetyfirst.org). The courses cost $50 per PDH and include a printed “Certificate of Completion."

For more information, contact ARTBA’s Beth Stinson: bstinson@artba.org or 202.683.1028.

---

**Prep Courses:**

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- **ENVIRONMENTAL CONDITIONS** (2-PDHs)
- **HAZARD CONTROL** (2-PDHs)
- **PERSONAL PROTECTIVE EQUIPMENT (PPE)** (1-PDH)
- **TRAFFIC CONTROL** (2-PDHs)
- **WORK SITES** (2-PDHs)
- **RISK ASSESSMENT** (1-PDH)
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This material is based upon work supported by the Federal Highway Administration under agreement #693J31750001. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the Author(s) and do not necessarily reflect the views or policies of the U.S. Department of Transportation or the Federal Highway Administration.
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USE IT...SAVE LIVES!
The Future of Telematics in Construction

For the past 10 years, the construction industry has made steady strides to deliver on the promise of the data-driven jobsite.

One of the hottest topics has been telematics. With telematics, fleet managers can keep track of what equipment is on a jobsite, and how each piece is functioning. Such information can improve efficiency, reduce costs, and boost profits.

Overcoming Roadblocks

In spite of its potential and the fact that the technology has been widely available, only some heavy equipment is instrumented with telematics today. This is partly due to long decision-making cycles and expensive hardware.

Also, many jobsites do not always have reliable cellular, Wi-Fi, or satellite access. There is no contingency plan to collect important data in these cases.

Another challenge is that vendors only offer data from their products on their specific user-facing software. A construction company that owns machines equipped with different telematics devices must juggle several dashboards and consolidate the different data from each screen.

Access to Mixed-Fleet Data

To address this last issue, the Association of Equipment Manufacturers (AEM) and the Association of Equipment Management Professionals (AEMP) worked together to standardize telematics data across all makes. Its mixed-fleet telematics standard received approval from ISO, the International Organization for Standardization and was published and available to all companies as of December 2016.

As a result, platforms can now have full access to telematics across mixed fleets, providing contractors with their first holistic view of machinery in motion.

The ISO acceptance provides manufacturers, equipment users, fleet managers and all industry stakeholders with a standard they can use confidently across all markets globally. AEM is further developing the standard beyond earthmoving equipment, with an initial focus on cranes and mobile elevating work platforms.

Real-Time Strategic Information

With most things related to big data in construction, realizing the cost benefits of telematics involves data access, storage, and management that give jobsite operations and safety supervisors real-time strategic information without having to analyze the data themselves.

For most telematics adopters, those decisions center on equipment and fleet-performance optimization. By monitoring machine status, telematics improves profitability by eliminating unplanned downtime for corrective maintenance, identifying excessive runtime and engine stress leading to fuel waste and otherwise keeping equipment fine-tuned and ready to roll.

Optimized preventive maintenance is a huge benefit from telematics. Over-maintenance can be as expensive as under-maintenance, and telematics helps to solve the bigger problem of tracking performance to make the best repair and replace decisions.

As jobsites expand in size and complexity, telematics will be necessary for identifying equipment, location, and status for optimized scheduling and performance. With the standardization of telematics data now a reality in the construction vertical, the next generation of systems will seek to consolidate and display data in ways that are actionable and profitable to workers and supervisors on the jobsite.

The ISO mixed fleet standard (ISO/TS 15143-3:2016) is available at www.iso.org. For more information, contact AEM’s John Somers, director, product management – construction, mining & utility at jsomers@aem.org.
2017 Regulatory Wins and What to Expect in 2018

By Nick Goldstein
ngoldstein@artba.org

For years, ARTBA has called out loud and clear for regulatory reforms in the federal agencies that oversee transportation construction projects. In 2017, those calls found a receptive ear in the administration of President Donald Trump, who began to deliver on his 2016 campaign promise to cut the “red tape” that increases project costs and delays build times.

If fact, there was so much activity during 2017 that ARTBA began publishing a “regulatory scorecard” to keep track. It can be found in the Government Affairs/Regulatory section of www.artba.org. We will continue to update this handy reference throughout 2018, with more “wins” expected for our industry.

Soon after the inaugural, the new administration issued executive orders to speed the permitting process and repeal burdensome regulations. This is one of the quickest ways an administration can implement its regulatory priorities, since such orders are not subject to public notice and comment periods.

In March, Trump ordered the repeal of a guidance document that required the analysis of greenhouse gas impacts at federal transportation projects. He also nixed the “Social Cost of Carbon,” a metric to determine monetized damages from carbon impacts. The President’s Council on Environmental Quality also began to take steps to reduce delays in the review and approval process for transportation construction projects. This included moving toward adopting ARTBA priorities such as the expanded use of categorical exclusions, more consideration of prior planning documents, and greater authority for lead agencies.

The Trump administration also repealed a number of regulations passed by the outgoing Obama administration. Chief among these was a rule that allowed geographic and other hiring preferences on federal-aid transportation construction projects. The U.S. Department of Transportation withdrew the rule as “not practicable for the efficient and cost-effective delivery of [transportation] projects.” The October decision vindicated ARTBA’s view that such hiring preferences increase project costs by forcing contractors to calculate in their bids the risk of hiring untrained or unnecessary workers, which also raised safety concerns.

The U.S. Environmental Protection Agency is now engaged in repealing the “waters of the United States” (WOTUS) rule, a proposal that threatens to force transportation construction firms to get a permit every time a roadside ditch fills with water. Though President Trump ordered the repeal in February, the process is expected to take two to three years to complete (including litigation from proponents), since the rule was already in effect. WOTUS repeal is a key ARTBA priority.

President Trump directed all federal agencies to establish regulatory review “task forces,” which will continue their work in 2018. The groups are charged with identifying rules that can be repealed or revised in order to reduce project burdens and delays. ARTBA will continue to identify and emphasize our members’ priorities to task force staffs as they move forward with their work.

Finally, all regulatory activity is now subject to Trump’s “2 for 1” order, which mandates the repeal of two existing rules for every new one put on the books. The order is the target of litigation, so it’s effectiveness remains to be seen.

The pace of regulatory reform is likely to accelerate in 2018. Rest assured, ARTBA will continue to “have the industry’s back.”

Nick Goldstein is ARTBA’s vice president of regulatory affairs.

Keep track of ARTBA’s regulatory activity by downloading our scorecard at: www.artba.org.
Voters Approve $4.25B in Transportation Funding – Nov. 7

Voters in 20 states approved 176 of 215 transportation investment ballot measures Nov. 7, mostly at the local level. States in dark blue approved $60 million or more. States in light blue approved less than $60 million. Utah had one measure, which failed. The nearly 82 percent approval bettered the 74 percent rate of over 1,200 ballot measures since 2007. The market impact of the successful 2017 measures is difficult to project since some revenue estimates encompass as much as 25 years. Read full 2017 transportation ballot measure report and find other useful information from the Transportation Investment Advocacy Center(TIAC) at www.transportationinvestment.org.

#ARTBATIAC

Ballot Approval Rate Tops 10-Year Average

2017 Revenue Approved by New vs. Renewing Measure, in millions

- New, $2,936
- Renewal, $1,316

Replacement, $1
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