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IN EVERY ISSUE

From the Chairman, p. 6
From the President’s Desk, p. 8
Regulatory Roundup, p. 30
AEM Corner, p. 33
The Last Turn, p. 38
Transportation Builder (TB) is the official publication of the American Road & Transportation Builders Association (ARTBA), a federation whose primary goal is to aggressively grow and protect transportation infrastructure investment to meet the public and business demand for safe and efficient travel. In support of this mission, ARTBA also provides programs and services designed to give its members a global competitive edge. TB is the primary source of business, legislative, regulatory, safety and economic news that matters most to transportation development professionals.

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In August, 15 members of the ARTBA staff dedicated their time and labor at Food & Friends in Washington, D.C. The charitable organization prepares and delivers meals to tens of thousands of people in the greater metropolitan area who are battling life-threatening illnesses.

Among the volunteer participants: ARTBA President Pete Ruane. It wasn’t the first time that Pete and ARTBA showed up to help package nutritionally-tailored frozen meals and fresh produce, including lugging sacks of potatoes and oranges from icy walk-in coolers.

Pete took his place at the assembly line with the rest of us.

He took direction from the organization’s staff, but also added his own element of friendly competition with a second assembly line to spur the production and lighten the mood.

He encouraged a summer intern from outside ARTBA to consider our industry. He told a few jokes, a few stories, as any good Irishman would.

Above all, he worked hard and with humility.

At the end of three hours, the ARTBA team had packed 3,000 meals.

By coincidence, Food & Friends was started in a D.C. church basement in 1988, the same year Pete took the helm of ARTBA. Both organizations grew over the next 30 years to have significant positive impacts, on the local community for the former, on the transportation design and construction industry for the latter.

In the case of ARTBA, there’s no doubt the growth was propelled by diligent and mission-focused leadership, the kind that’s willing to lug a sack of potatoes with the rest of the team … and all in the public interest.

Although Pete will likely chide me once he reads the words in this column, I share this personal story to offer just a glimpse into the character of a man who has consistently given back to his community. To learn more about Pete’s leadership and many professional accomplishments as his 30 years as ARTBA chief come to an end, please read our cover story beginning on page 12. You’ll see why he’s earned the title “The Dean of Transportation Lobbyists.”

Godspeed, Pete!
A bout a year ago, a massive hurricane came ashore in Florida and worked its way up the coast, flooding the streets of Jacksonville and nearby Amelia Island—the site of ARTBA’s National Convention. Although those waves of water caused the cancellation of the meeting, they did not push ARTBA off-course.

Because of the association’s volunteer leaders, state chapter affiliates and experienced Washington, D.C.-based staff, this past year has proceeded with positive activity and achievements. ARTBA remained focused on what it does best: framing the policy debate, and working to increase federal highway and transit investment.

The narrative pushed by some political pundits was that nothing was going to happen on infrastructure. In fact, federal highway, transit and airport investment has increased $10 billion in the past two years over and above what was originally authorized. It amounts to the biggest increase in funding since the 2009 stimulus law.

On another front, I’m very proud to have worked with Jacobs’ Susan Martinovich to advance a partnership with the Women’s Transportation Seminar (WTS). On Oct. 1, during ARTBA’s convention in New York City, we’ll sign a Memorandum of Understanding with WTS to help advance our shared goal of promoting and advancing public and private sector careers for women in the transportation community.

Improving transportation project site safety was one of the most important goals on my chairman’s agenda. Our Safety Certification for Transportation Project Professionals™ Program (www.puttingsafetyfirst.org) achieved the “gold standard” in credentialing from the American National Standards Institute (ANSI). It is now the transportation construction industry’s only internationally-accredited safety program, a major achievement.

We’ve gotten the planning and design community, and public agencies more involved with online safety training and the certification exam. Hundreds have earned the certification credential. The Texas Department of Transportation has a made a multi-year commitment to have its key agency professionals take the exam. In short, the program is well-positioned for significant growth as it approaches its second anniversary.

We’ve also boosted the engagement of the Industry Leader Development Council (ILDC)—the future leaders of the industry and ARTBA. Its members assumed a leadership role in planning ARTBA’s regional meetings and have been working to recruit new members—both key goals in the group’s strategic plan.

Of course, Congress and the president have yet to complete action on a permanent Highway Trust Fund solution and robust infrastructure package. The public policymaking process in Washington doesn’t move as quickly as we’d all like, but progress continues to be made and our congressional allies are readying legislative proposals to achieve these goals.

Storms come and go. But as an advocacy organization, our job is always focused on ensuring a steady ship. We’ll stay on course by continuing to advance the industry’s collective interests, and that means fighting until we achieve a Highway Trust Fund fix that grows the transportation construction market for the future.

It’s been an honor and privilege to serve as your 2018 chairman!
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I have been fortunate to have had some very serious experiences early in my career. They prepared me for the unique challenges of serving as president and chief executive officer of the American Road & Transportation Builders Association for the past 30 years.

ARTBA has a noble mission. It was one of the things that really attracted me to the job. And our singular mission hasn’t changed since the association was founded 116 years ago—growing and protecting the U.S. transportation infrastructure market to meet the public and business demand for safe and efficient mobility.

When it comes to serving a higher purpose, that’s right up there in my book. The U.S. economy literally rides on the work you, the men and women who comprise ARTBA, do. Your work product facilitates the American freedom of mobility and quality of life that are the envy of the world.

You are also what attracted me to ARTBA. In the association’s membership, I saw “doers,” risk-takers, men and women of action who have great pride in helping build a better nation. That’s the kind of team I wanted to be part of and help lead.

ARTBA’s consistently strong volunteer leadership and state chapter grassroots network are its strength now, and will continue to be in the future. Of that I am sure because of the type of people ARTBA attracts. It has been my privilege to work with you.

Together, we have come a long way. Federal investment in highway and transit work alone has grown from $16 billion in 1988 to $60 billion today—almost double the rate of inflation. And while
ARTBA certainly cannot take sole credit for that achievement, no other organization has devoted and focused more time and resources to that objective over the period. And that is because of you.

So I thank you.

I also thank the incredible ARTBA staff I’ve had the privilege of building and leading on your behalf. You have an extremely strong core group of seasoned, mission-driven veterans who will carry on the fight, backed by a team of highly talented, ambitious younger professionals. In my opinion, dollar for dollar, there is not a better staff in the Nation’s Capital.

Finally, I would be grossly remiss if I did not thank my wife and partner of 50 years, Pat, for the fantastic support she has given me. She deserves your thanks as well.

I will miss the battle. Securing a robust and sustainable revenue solution for the Highway Trust Fund-supported programs remains Job #1. But I leave confident that with your continued strong personal and financial support of the association, you have the 9th inning pitchers and sluggers on your ARTBA Washington team to win the game.

Keep marching BOLDLY. The path to victory has been laid. Be ready to make the final push. Don’t ever quit!

**Editor’s Note: The following message caught Pete Ruane’s eye in 1984 when it was published in the Wall Street Journal by the United Technology Corporation in Hartford, Connecticut. He copied it, kept it on his office bookcase and, from time to time, shared it with the ARTBA staff. Thank you, Pete.**

**Don’t Quit**

Is that what you want to do? Quit? Anybody can do that. Takes no talent. Takes no guts. It’s exactly what your adversaries hope you will do.

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Pete Ruane: No Retreat, No Surrender

By Mark Holan
mholan@artba.org

"Keep marching."

That’s ARTBA President and CEO Pete Ruane’s message as he retires after 30 years of leadership, the longest tenure in the organization’s 116-year history. With many victories—legislative, regulatory, market development, and safety—along the road, he says...

"Keep marching."

After some inevitable setbacks and losses, often due to partisan political gridlock in the Nation’s Capital...

"Keep marching."

And when it comes to innovative and effective government relations, policy development, economic research, safety training and industry promotional programs and strategies...

"Keep marching."

Military lingo comes naturally from the decorated U.S. Marine Corps officer, who served with distinction in the Vietnam War.

"We like walking point," Ruane says, a reference to the leading position in a combat formation. “You get shot at when you are up front, but you are usually the one breaking the ice, breaking the barriers, knocking down the obstacles.”

Whether in combat, or engaging in the “contact sport” known as public policymaking, Ruane also recognizes that he’s never been alone in the fight.

“The real story is not me,” Ruane says. “The real story is the incredible quality and depth and variety of skills that we’ve assembled in the staff and volunteer leadership. That’s the story of ARTBA in the last 30 years, and before that. It’s just been constantly building on it.”

And what an impressive record of accomplishments Ruane has built in the three decades from his 1988 hire to today.

A Prescient Move

Early in his tenure, Ruane encouraged ARTBA to create its eighth permanent membership division—Public-Private Partnerships in Transportation—to help develop and move federal legislation that would foster private investment in projects to supplement public funding.

The association played a key role in opening this door in 1995’s highway legislation, which for the first time allowed states to be reimbursed with federal funds for bond principal, interest costs and insurance on Title 23 projects. The law also made significant changes in federal loan policies for toll highway and bridge projects. And it opened the door to other innovative financing policy victories in the 1998, 2005 and 2012 transportation laws.
“Pete Ruane leads a large and dedicated staff at the oldest transportation construction association in the country. He’s a fiery yet articulate advocate for project streamlining and increased federal support. His group is a powerful voice shaping the highway debate.”

-Politico
Legislative Achievements

Ruane had a key leadership role in the passage of five federal surface transportation reauthorizations, plus other laws to boost investment in aviation and water infrastructure.

When Ruane joined ARTBA in 1988, the total annual federal investment in the U.S. highway and transit programs was $16 billion. Today, it is $60 billion, notes current ARTBA Chairman Matt Cummings, AECOM executive vice president for transportation in the Americas.

“Pete’s passion for ARTBA’s mission and his successful industry leadership over the past three decades cannot be overstated,” Cummings says. “Pete brings an unrivaled industry presence, a dedication and drive that are truly one of a kind.”

For his leadership in the 1998 enactment of TEA-21, the $198-billion guaranteed, six-year surface transportation authorization law, Ruane was the first association executive ever selected to receive the American Public Works Association’s “Distinguished Service Award.” He was also selected as one of Engineering News-Record magazine’s “Top Newsmakers of 1998.” And Public Works magazine named him one of its 2005 “Trendsetters” for his leadership in enactment of the SAFETEA-LU surface transportation program law.

Entering the Legal Arena

On Ruane’s watch, ARTBA moved aggressively into the federal environmental litigation arena. In 1993, the association sued the Environmental Protection Agency (EPA) over proposed expansion of Clean Air Act transportation conformity regulations—and won. Among ARTBA’s many subsequent court victories, it has earned landmark rulings thwarting state agency efforts to regulate and limit the use of heavy construction equipment on transportation project sites. It also has ensured the transportation construction industry has legal standing in federal court challenges against approved state and regional transportation plans.

“ARTBA was one of the first associations to step up and join litigation and take an active and visible position in the regulatory environment,” says David Zachry, CEO of San Antonio-based Zachry Corp., and a past ARTBA chairman. “That was one of the real values of Pete pushing a nonpartisan agenda; none of the politicians ever took it personally. Over time, they see it isn’t the (political) party being targeted, it’s the policies.”

Ruane’s decision for ARTBA to commit more than $1 million to environmental litigation on the industry’s behalf has created a substantial return on investment. In the 25 years since the EPA case, ARTBA’s legal advocacy has allowed nearly $52 billion in U.S. transportation projects and plans to break free of regulatory red tape and roadblocks, resulting in work that helps members and the economy.

Under Ruane’s stewardship, ARTBA also developed and launched nationally-acclaimed safety and education programs, which have trained more than 100,000 industry workers and

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Strategy session with COO Bill Toohey, a 34-year ARTBA veteran.
professionals. Among these efforts are the National Work Zone Safety Information Clearinghouse (workzonesafety.org) and the “Safety Certification for Transportation Project Professionals™” (SCTPP) program. The SCTPP was awarded ANSI accreditation under the ISO/IEC 17024 international standard for professional certification in May 2018, a unique achievement and the result of an arduous, multi-year process. Meeting ANSI’s rigorous standards assures employers and government agencies this program will provide meaningful value and not just a cookie-cutter initiative that includes the word “safety.”

“The SCTPP program is going to save lives and prevent injuries on transportation project sites,” Ruane says. “Who wouldn’t be proud of that? It’s a real achievement.”

Building Coalitions
Ruane has been a leading force in federal transportation investment policy and politics in Washington for over 40 years. He spent nearly a decade as head of the National Moving & Storage Association prior to joining ARTBA. From 1970 until 1980, he served as the deputy director of the Office of Economic Adjustment in the Office of the U.S. Secretary of Defense and the President’s Economic Adjustment Committee.

He has been a fixture witness at congressional hearings and provided counsel to administrations from both political parties. He has advised and served on post-election presidential transition teams. Congressional Quarterly called him “the dean of transportation lobbyists.”

More importantly, Ruane was instrumental in the creation and leadership of the Transportation Construction Coalition (TCC), now in its 22nd year, which includes 31 national associations and labor unions; the 105-member Alliance for Truth in Transportation Budgeting, which worked with then House Transportation & Infrastructure Committee Chairman Bud Shuster (R-Pa.) in 1998 to successfully push reforms to end the long-time impoundment of Highway Trust Fund revenue; and the U.S. Chamber of Commerce-led Americans for Transportation Mobility (ATM) Coalition, in which he has served as vice chair.

Ruane is a past chairman and current director of the Small Business Legislative Council (SBLC), a permanent coalition of over 50 trade associations representing small business interests in Washington, D.C. He is also an officer of the International Road Federation (IRF) and a trustee of the ARTBA Transportation Development Foundation.

“He has given equal time to all the divisions at ARTBA and has led an organization that brings together all the aspects of the transportation construction industry,” says Paul Yarossi, executive vice president of HNTB Holdings Ltd., and the current ARTBA Foundation chairman. “Keeping them together and focused on a common purpose is an accomplishment that very few people could do.”

Dedication to Education
Ruane earned a doctorate in public administration at the George Washington University in Washington, D.C., holds a master’s degree from Pennsylvania State University, and is a graduate of Loyola University in Baltimore, Maryland. He holds the professional designation Certified Association Executive (CAE).

A long-time advocate for Catholic education, Ruane has held numerous volunteer leadership positions in that arena. He has served as chairman of the Loyola College Board of Advisors and chairman of the St. Mary’s Annapolis School Board. He

continued on page 18
The Ruane Years: Milestones & Achievements

1988
Pete Ruane begins tenure as ARTBA president & CEO.

1989
“Washington Update” fax service established.
ARTBA organizes $1.5 million “Building a Better America Through Transportation Construction Campaign” to push for increased federal investment.

1990
P3 in Transportation Division established.

1991
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 created.
ARTBA launches InfoStructure Online™ electronic bulletin board.

1995
National Highway System Designation Act signed into law by President Bill Clinton.
ARTBA-TDF creates Young Executive Development Program (YEDP), now Industry Leader Development Program (ILDP).

1996
ARTBA initiates Transportation Construction Coalition (TCC).

1997
ARTBA flagship website (www.artba.org) launched.
“Washington Newsline” established.

1998
ARTBA “PRIDE in Transportation Construction” campaign launched.
TEA-21 signed into law by President Bill Clinton.

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

2000
AIR-21 signed into law by President Bill Clinton.

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

2002
ARTBA “Transportation Makes America Work” (TMAW) grassroots lobbying and communications program launched.
ARTBA celebrates 100th anniversary in New York City and Washington, D.C.

2003
VISION 100 aviation law signed 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
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, Fla.

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 first-ever Dr. J. Don Brock TransOvation™ Workshop, an interactive event aimed at fostering industry innovation.

2012
MAP-21 signed into law by President Barack Obama.

2014
ARTBA launches Transportation Investment Advocacy Center™.
ARTBA rolls out first-ever all-digital “Washington Newsline.”
ARTBA leads the successful industry push for the first multi-year federal waterway and ports infrastructure investment bill in seven years, signed into law by President Barack Obama.
ARTBA hosts inaugural National Workshop for State & Local Transportation Advocates.

2015
FAST Act signed into law by President Barack Obama.

2016
ARTBA-TDF launches Safety Certification for Transportation Project Professionals™ (SCTPP) program launched.

2017
National Work Zone Safety Information Clearinghouse marks 20th anniversary.

2018
SCTPP earns American National Standards Institute accreditation.

Pete Ruane retires as ARTBA’s longest tenured leader in 116-year history of organization.
was the first lay chairman of the Calvert Hall College High School in Baltimore, and in 2015 was voted into the school’s Hall of Fame.

Through the ARTBA Foundation, Ruane in 1995 helped to create the Young Executive Development Program, the forerunner of today’s Industry Leader Development Program (ILDP). The first-of-its-kind “101 introduction” to federal and state transportation infrastructure advocacy and market development has had nearly 700 graduates from over 200 industry firms, state contractor chapters and public agencies, including two ARTBA chairmen: Cummings, and Steve Wright, president of Wright Brothers Construction Co. in Tennessee.

“Pete has been very helpful to me in understanding the nuances of influencing Congress,” Wright says. “I learned from him that in lobbying and trying to be an advocate, you usually spend more time stopping bad ideas than starting good ones. He also helped me to be a better leader for our family business, from dealing with employees to other business owners.”

During Ruane’s tenure, ARTBA also grew its cutting-edge economic research to help federal and state legislative and market development efforts. The Dr. J. Don Brock TransOvation™ Workshop, launched in 2011, is aimed at fostering industry innovation. The Transportation Investment Advocacy Center™ (transportationinvestment.org) has helped private citizens, legislators, organizations and businesses successfully grow transportation investment at the state and local levels since 2014.

“The politicians respect the fact that we are going to approach this in a nonpartisan way; we are going to use facts and good ideas. We will keep fighting until hell freezes over, and then we are going to fight on the ice,” Ruane says. “That’s what ARTBA and the whole industry must do going forward.”

No FOMO

The transportation design and construction industry, like any segment of the economy, is not isolated or immune from larger forces at work in the nation and the world. This has also provided Ruane with opportunities to demonstrate his leadership, perhaps never more so than on Sept. 11, 2001.

ARTBA’s volunteer executives and senior staff were meeting in Tucson, Arizona, as the terrorist attacks unfolded in Washington, D.C., New York City, and near Pittsburgh. Because of the three-hour time difference, the magnitude of the event was just coming into focus as the ARTBA group sat down to tackle the day’s agenda.

“Pete began the meeting with a moment of silence,” recalls former ARTBA Chairman Gene McCormick. “Then, drawing upon his military experience, offered us all words of encouragement under duress. He immediately realized what the implications would be, how so many things would change in our American lifestyle, and yet we should be optimistic in the American spirit prevailing.”

In retirement, Ruane says he will spend more time with his wife of 50 years, Pat, at their home in Annapolis, Maryland. He is not nostalgic about his departure from ARTBA.

“There’s no FOMO: Fear of missing out. I have no such fears,” he says. “We have such an incredible team that’s been assembled of both staff and volunteer leaders that are going to be around for a long, long time. We’ve sown the seeds of ultimate victory. I may not be around to see the ultimate benefits of the work, but I’m confident that it will happen.”

Past ARTBA Chairman Nick Ivanoff, president of U.S. Transportation at Louis Berger, summarizes Ruane’s tenure with a Bruce Springsteen song lyric: “No retreat, baby, no surrender.”

Keep marching.

Mark Holan is ARTBA’s editorial director.

ARTBA Chief Operating Officer William Toohey, and Deputy Chief Operating Officer Matt Jeanneret contributed to this story.
CELEBRATING PARTNERSHIPS
THAT BUILD THE TRANSPORTATION INDUSTRY

For more than seven decades, HNTB has partnered with ARTBA to ensure that transportation infrastructure meets the needs of the American economy and the American people. For nearly half of that partnership, our firm has looked to Pete Ruane as a dedicated leader, a trusted partner and a tireless advocate for our industry.

HNTB congratulates Pete on a tremendous career and thanks him for the powerful legacy he leaves behind, which will continue to serve ARTBA members and the transportation industry for years to come.
“In Their Own Words”
Some ARTBA Leaders Share Their Perspectives on Pete Ruane’s 30-Year Tenure

Paul Yarossi
HNTB

“Pete’s accomplishments are too numerous to list. He has been at the forefront of people advocating for the transportation construction industry. What will last beyond his tenure is that he positioned ARTBA to be a leader in transportation.”

Gene McCormick
WSP USA

“Pete added to the credibility of the organization through his professionalism in handling Congress, different administrations and other associations. They have nothing but the highest respect for ARTBA.”

Nick Ivanoff
Louis Berger

“His tenure could be summed up by a Bruce Springsteen song lyric: ‘No retreat, baby, no surrender.’”

Jim Madara
Gannett Fleming

“He was always interested in seeing that the membership was treated right. I appreciated his efforts in helping each one of the eight Divisions.”

Charles Potts
Heritage Construction & Materials

“As an advocate for the industry, I don’t think Pete has any peer.”

Steve Wright
Wright Brothers Construction Co.

“His biggest legacy is he put his heart and soul into this business.”

David Zachry
Zachry Corporation

“Pete is a bit of a dinosaur in the right way, with his focus on being non-partisan. He always tried to steer things down the middle, no gimmicks or shenanigans.”

Leo A. Vecellio, Jr.
The Vecellio Group

“Pete is a consummate professional, as passionate in his approach as he is well-armed with facts and insights on the issues.”
Matt Cummings
AECOM

“It’s nearly impossible to put words to the appreciation, the admiration, and respect we all have for Pete’s contributions to the industry and the country he loves.”

Rich Wagman
Wagman Heavy Civil

“He was the driving force in putting together a number of coalitions to get broader based support for transportation issues. He’s a born leader.”

Tom Hill
Summit Materials

“I think very highly of Pete Ruane. He’s fantastic at his job and a first-class person.”

John Midgley
ARTBA Life Member

“Pete is a true professional who is the driving force behind ARTBA’s success.”

Robert E. Alger
The Lane Construction Corporation

“Pete will be missed, but to his credit he has prepared the organization well and ARTBA will continue to operate at an extremely high level.”

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Workers secure steel beams for the new structure that will carry Hwy. 7 traffic across the Ouachita River in Arkadelphia, Arkansas.

Owner: Arkansas Department of Transportation
Photo: Rusty Hubbard, Arkansas DOT
Welcome to Transportation Builder’s 15th 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.

Pouring the bridge deck on part of a $64 million Mass DOT project to replace the Methuen Rotary with a partial cloverleaf interchange. This project was completed by E.T.& L. Corp. ahead of schedule in June 2018.

Owner: Massachusetts Department of Transportation
Photo: Kevin Hoyt, E.T. & L Corp

The dismantling operations are in full swing as PCL ironworkers use a torch to make the final cuts separating the north section from the south section of the old Brattleboro Bridge in Vermont. The design-build replacement is a $60 million, 510-foot long bridge that carries I-91 traffic over the West River in Brattleboro. The single segmental bridge has a minimum design life of 100 years, constructed by using the cast-in-place balanced cantilever form traveler method.

Owner: PCL Civil Constructors, Inc.
Photo: Bonnie Clark, PCL Civil Constructors, Inc.
Construction crews worked on projects along more than 15 miles of the Mountain Parkway in Eastern Kentucky. Currently, work zones on the Mountain Parkway run between mile point 56 of the parkway and just east of Salyersville, where KY 114 intersects with U.S. 460.

Owner: Kentucky Department of Transportation
Photo: Kaitlin Keane, C2 Strategic Communications

Workers set beams on a bridge over Lycoming Creek in Lycoming County, Pennsylvania.

Owner: Larson Design Group
Photo: Duane Daniels, Larson Design Group

The PCL segment crew erected the final precast box girder segment for the navigational spans of the Herbert C. Bonner Design-Build Bridge Replacement project. The project is a $251 million, 2.8-mile long bridge that serves as the only access across the Oregon Inlet between Bodie Island and Hatteras Island in North Carolina. The bridge includes nine navigation spans, each 350 feet in length, constructed with precast segments in balanced cantilever fashion.

Owner: PCL Civil Constructors, Inc.
Photo: Cooper Kinsey, PCL Civil Constructors, Inc.
The sky is on fire as another day ends on the decking work at the US Route 701 Design-Build Bridge Replacements project site. The project is a $47.5 million, replacement of three existing bridges with 4,455 linear feet of new structures stretching across the US Route 701 corridor and over Yauhannah Lake, the Great Pee Dee River, and the Great Pee Dee Overflow in South Carolina.

Owner: PCL Civil Constructors, Inc.
Photo: Tom Owen, PCL Civil Constructors, Inc.

The new Portageville bridge, officially named the “Genesee Arch Bridge,” stretches across the Genesee River in Letchworth State Park in Portageville, N.Y. The new bridge, completed earlier this year, replaced a 19th century span and is a vital link along Norfolk Southern Corporation’s Southern Tier Route.

Owner: Modjeski & Masters
Photo: Stephen Moyer, Abel Communications
The Jeremiah Morrow Bridge is located between Columbus and Cincinnati, Ohio. The twin variable-depth, six-span superstructure measures 2,252 feet long with main spans of up to 440 feet long and 239 feet above ground.

Owner: Ohio Department of Transportation

Photo: Core-Visual, courtesy of HNTB

(Left) Existing I-81 bridge spans and a temporary work platform are reflected in the New River near Radford, Va., as Vecellio & Grogan crews start construction to replace the northbound span, originally built in the 1960s. The $48-million VDOT project also involves interchange reconstruction at Route 232. Shown in the foreground is a turbidity barrier.

Owner: Virginia DOT

Photo: Carl Thiemann, Vecellio Group, Inc.
Providing operational and safety improvements that will connect local streets, remove traffic, and reduce weaving are some of Stantec's goals in the $150M+ contract as to reconstruct a congested segment of Route 46 at its interchanges with Route 3/Valley Road and Notch Road within Passaic County, N.J. This work involves roadway widening, five new bridge structures, two superstructure replacements, and traffic safety components.

Owner: Stantec Consulting Services

Photo: Michael Christodoulakis, Stantec

Ohio's first Public-Private Partnership (P3), the Southern Ohio Veterans Memorial Highway. This 16 mile, $430M project consists of over 20 million CY of excavation and 22 bridges. The Portsmouth Joint Venture includes Dragados-USA, The Beaver Excavating Co., and J.R. Jurgensen.

Owner: The Beaver Excavating Company

Photo: Jeremiah Johnson

(Left) Two adjacent, complex, completed bridge projects constructed at different times on the New Haven Harbor: the Tomlinson Bridge (foreground) and the Pearl Harbor Memorial Bridge (the extradosed bridge behind it).

Owner: Connecticut Department of Transportation

Photo: Lawrence Russ, GM2 Associates, Inc.
No Summer Recess on the Regulatory Front

By Nick Goldstein
ngoldstein@artba.org

ARTBA members were busy this summer building and repairing the nation’s roads, bridges and other transportation infrastructure.

Likewise, the association was also active filing regulatory comments on a wide range of issues important to its membership.

The association filed 12 sets of comments on the “Waters of the United States” (WOTUS) rule, U.S. Environmental Protection Agency (EPA) proposals to improve the regulatory process, the Endangered Species Act (ESA), project labor agreements (PLAs), and the National Environmental Policy Act (NEPA), among others.

Since June 1, ARTBA:

• Urged the Trump Administration to overturn an executive order mandating PLAs for federal-air construction projects;

• Supported common-sense legislative reforms to the ESA (including more predictable permitting schedules and better science for determining critical habitat);

• Supported EPA and the U.S. Army Corps’ of Engineers (Corps) efforts to withdraw the 2015 WOTUS rule through both individual and coalition comments. Additionally, ARTBA, as part of the Waters Advocacy Coalition (WAC), reminded the agencies that any new version of WOTUS must abide by limitations set by the Supreme Court in the Solid Waste Agency of Northern Cook County (SWANCC) v. U.S. Army Corps of Engineers case;

• Supported legislation introduced by Sen. John Barrasso (R-Wyo.) aimed at improving the Clean Water Act permitting process;

• Supported an EPA proposal to increase considerations of costs and benefits during the rulemaking process and a proposal to increase transparency over the data used by agencies to make regulatory decisions;

• Supported efforts by Nebraska to assume control over the NEPA process, which help reduce delays in the project review and approval process; and

• Recommended changes to the NEPA process in response to a request from the President’s Council on Environmental Quality (CEQ).

Such activity will not be slowing down any time soon. The Trump administration has initiated multiple new rulemakings directly related to ARTBA’s regulatory reform priorities. They include:

• Revisions to the Occupational Safety & Health Administration’s recordkeeping rules addressing ARTBA’s concerns about the privacy of employer’s data;

• Discussing the impact stricter corporate average fuel economy (CAFE) standards have on Highway Trust Fund (HTF) revenues;

• Multiple revisions to the federal Hours of Service (HOS) rules.

ARTBA will comment on all these issues and continue to represent the industry on the regulatory, legislative and litigation fronts.

For example, ARTBA continues to litigate the repeal of the 2015 WOTUS rule in the federal courts. At the same time, we await the administration’s new version of WOTUS, which we hope will bring clarity to the issue and state definitively that federal Clean Water Act jurisdiction does not include roadside ditches.

As always, you can keep track of all of these issues online with ARTBA’s Regulatory Scorecard, which is updated monthly.

Nick Goldstein is ARTBA’s vice president of legal & regulatory issues.

Keep track of ARTBA’s regulatory activity by downloading our scorecard at: www.artba.org.
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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.
AEM is ramping up its efforts to highlight the negative economic consequences of retaliatory tariffs.

The association is engaging Trump administration officials and Congress to change course on the tariffs, including meeting with Secretary Wilbur Ross at the U.S. Department of Commerce, and regularly speaks on the record with influential news media on the adverse effects of these trade actions on industry companies and their workers.

AEM also remains focused on pushing for meaningful action on infrastructure investment.

Initiatives include a recent national campaign urging President Trump and members of Congress to prioritize rebuilding America’s infrastructure. AEM made the case that infrastructure investment will not only create good-paying construction and manufacturing jobs, but also will make U.S. companies more competitive globally and boost the U.S. economy.

AEM’s cornerstone “I Make America” grassroots program, which advocates for policies that strengthen manufacturing and the industries it serves, initiated a series of town halls in 2018. The gatherings are designed to further engage industry stakeholders in a discussion about key policy issues.

Helping Solve the Skills Gap

To help curtail the drain of potential talent to the industry, AEM planning includes workforce development outreach that provides a resource to help companies nurture local talent pipelines.

AEM is working in close consultation with a task force of industry representatives and education experts on the outreach. It will emphasize the opportunity for well-paying jobs and a satisfying career path where individuals can make a demonstrable positive difference to economic prosperity and quality of life.

The goal is that the outreach can be customized and applied to workforce development efforts undertaken by any industry segment and can be used to jumpstart a program or build on recruitment efforts already underway.

AEM’s workforce efforts include webinars that feature subject matter experts from a variety of workforce-related topics and a scholarship initiative for educators seeking certification to teach equipment-specific courses to high school students.

New D.C. Offices

AEM’s D.C. team has moved into a new location and larger office space that enhances equipment manufacturers’ profile and presence in the nation’s capital. It’s located at 1300 I Street, N.W.

The new office also positions AEM for growth as it continues to expand advocacy and public affairs activities.

Saluting ARTBA CEO on His Retirement

“Industry partnerships are an essential component of AEM’s mission to advance member and industry interests, and our ties with ARTBA number among our longest-running relationships,” said AEM President Dennis Slater. “Pete Ruane has been a tireless leader and industry champion, and a key to ARTBA’s success fighting for more highway funding. We saw firsthand his dedication to advocating for infrastructure investment. We salute Pete and wish him the best in his retirement.”
There are several major transportation constructions projects being built in and around New York City. ARTBA convention attendees were scheduled to visit two of them on Sept. 30, at the start of the association’s annual National Convention and TransOvation™ Workshop.

**East Side Access Project**

A majority of the 270,000 commuters who use the Long Island Rail Road (LIRR) arrive at Penn Station on the West Side of Manhattan, and about half of them regularly backtrack on foot or via subway to the East Side. The East Side Access project will extend the LIRR from Queens to a new station adjacent to Grand Central Terminal on the East Side of Manhattan. When completed, the project will also allow the LIRR to add service from key locations on Long Island and free up track space at Penn Station.

LIRR trains will enter Manhattan from Queens via the existing 63rd Street Tunnel under the East River, requiring four tunnels to be bored through soft ground using a pressurized-face tunnel boring machine (TBM). This portion of the work also requires reconfiguration of Harold Interlocking, the busiest railroad interchange in the U.S.

In Manhattan, the teams face typical hard-rock conditions for the island where two TBMs tunneled through 32,000 feet. Construction of two caverns that will form the additional station space is being carried out using drill-and-blast excavation supplemented with road header excavation.

ARTBA member firms WSP USA, Parsons Corp., and STV are building the $11 billion project. Completion is projected for late 2022.

**Moynihan Station (New Penn Station)**

An expanded Penn Station West End Concourse, the first phase of the transformational redesign of America’s busiest transit hub, opened in June 2017. The new, state-of-the-art concourse increases passenger flow and streamlines train operations by doubling the length and width of the original concourse, providing new stairways to nine of Penn Station’s 11 train platforms, and adding an additional passenger elevator on each platform for comfort and increased ADA accessibility.

New public plazas and street level entrances at 8th Avenue into the Farley Building on either side of monumental staircase provide access to this new, lower concourse—offering passenger access to trains through the landmarked Farley Building across 8th Avenue for the first time. The 255,000-square-foot station serves Long Island Rail Road and Amtrak riders.

The concourse connects directly to the 8th Avenue Subway (A/C/E), and will link the future Moynihan Train Hall to Penn Station underground via 33rd Street. Construction of this phase is expected to be complete in 2021.
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ARTBA’s 30th Annual Public Private Partnerships (P3s) in Transportation Conference marked a milestone in the association’s leadership on P3 policy issues, but participants also looked ahead to new challenges in transportation funding and project development.

The July event in Washington, D.C., featured 20 sessions and more than 50 presenters. Highlights included panels with four former U.S. Department of Transportation (DOT) secretaries; three senior Trump administration officials; three former ARTBA P3 Division presidents; congressional staffers and state legislators, and numerous industry experts. Several of the breakout sessions provided insights for transportation construction firms new to the P3 market, addressing topics like the contractor’s role in projects, risk allocation and building a diverse project team.

By Allison Rose
aroise@artba.org

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Left to right: Moderator Matt Girard of the Plenary Group discusses recent P3 developments with State Rep. Kevin Corlew (R-Missouri), State Sen. Troy Singleton (D-New Jersey) and State House Speaker Crisanta Duran (D-Colorado).

Left to right: Moderator Jennifer Aument of Transurban joins former DOT Secretaries Sam Skinner, Jim Burnley, Rodney Slater and Mary Peters for an inside look at P3 policy development over three decades.
Through their personal experiences, the former DOT secretaries traced the history of U.S. transportation P3s back to the 1980’s. On the federal funding front, Reagan administration DOT Secretary James Burnley IV, said, “There are major challenges in the next two or three years, especially with the [FAST Act surface transportation] reauthorization,” which is scheduled for 2020. “The Highway Trust Fund has collapsed, not is going to collapse, it has collapsed.”

Offering some hope, Sen. John Hoeven (R-N.D.), said there is “a good chance” of getting an infrastructure package after the November midterms. Alex Herrgott of the White House Council on Environmental Quality advised attendees that the Trump Administration has begun preparing a surface transportation reauthorization blueprint, in addition to the outline of President Trump’s infrastructure proposal released in February.

At the awards luncheon, ARTBA’s P3 Division recognized Jane Garvey, North American chairwoman of Meridiam Infrastructure, and the North Tarrant Express project in Texas, as models of excellence among P3 advocates and projects.

This year’s conference also featured the second annual Professional Development Half-Day Track, which attracted 40 emerging industry leaders from 29 firms across the country.

ARTBA thanks the Conference Planning Committee and 2017-18 P3 Division President Simon Santiago of Nossaman LLP for their leadership in ensuring the success of this event. And a special thanks to all of our sponsors. Your financial support makes this event possible.

Allison Rose is ARTBA’s director of member services, records & chapter relations.

A full list of the 2018 P3 Conference participants, sponsors and event presentations are available at www.artbap3.org.

The 2019 Conference is scheduled for July 17-19 in the Nation’s Capital.
California Senate Bill 1 (SB 1)—the Road Repair and Accountability Act of 2017—included $5 billion annually in new investment for the state’s highways and streets, bridges and transit systems. ARTBA’s analysis found that SB 1 will generate nearly $183 billion in economic activity and user benefits throughout all sectors of California’s economy over 10 years. The additional demand will support or create an average of over 68,200 jobs per year. A Nov. 6 statewide referendum will determine whether the state motor fuels tax increase that funds the growth is repealed.

Economic impacts and user benefits, and jobs per year, in six major regions over the next decade:

- **The San Francisco Bay Area**: $34.5 billion, 12,300 jobs
- **The San Joaquin Valley**: $20.1 billion, 6,600 jobs
- **Los Angeles County**: $29.2 billion, 9,000 jobs
- **The Inland Empire**: $15.6 billion, 4,900 jobs
- **San Diego and Imperial Counties**: $13.8 billion, 5,000 jobs
- **Orange County**: $9.7 billion, 2,700 jobs

The reports quantifying the full economic impact of SB 1 across the state and in each of these regions can be found at: www.artba.org/economics/custom-reports.
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