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“We have an immediate opportunity Nov. 3 to ensure Capitol Hill is populated with transportation supporters...

You vote, so they’ll listen.”

ARTBA President & CEO Dave Bauer, p. 8

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“Transportation Builder” (TB) is the official publication of the American Road & Transportation Builders Association (ARTBA). We bring together all facets of the transportation construction industry to responsibly advocate for infrastructure investment and policy that meet the nation’s need for safe and efficient travel. ARTBA also offers value-added programs and services providing its members with a 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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Transportation Builder® (ISSN 1043-4054) is published bi-monthly by the American Road & Transportation Builders Association [ARTBA]. Postmaster: Send change of address to Transportation Builder®, c/o ARTBA, 250 E. Street, S.W., Suite 900, Washington, D.C. 20024. Phone: 202.289.4434, Fax: 202.289.4435, artba.org; klott@artba.org. Periodicals postage paid at Washington, D.C., and additional mailing offices. Subscriptions are $105/year for ARTBA members, which is included in the dues; $120/year for non-members; and $200/year non-U.S. mailing addresses. Copyright ©2020 ARTBA. All rights reserved. Material may not be reproduced in any form without written permission from the publisher. Reg. U.S. Patent & Trademark Office.

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PA Turnpike at 80

This issue contains a story on page 17 about what ARTBA members were doing during the 1918-19 pandemic. There’s another piece of history that also deserves a mention—the Pennsylvania Turnpike opened 80 years ago: Oct. 1, 1940.

“There had been other paved roadways that shared similar design and construction qualities, but nothing compared to the Turnpike’s scale and scope or its impact on long-distance automobile travel,” Curt Miner, senior history curator at The State Museum of Pennsylvania, said at the 2015 opening of “The Pennsylvania Turnpike: America’s First Superhighway,” now a permanent exhibition at the Harrisburg institution.

The Pennsylvania Turnpike Commission notes the road established the national standard more than 16 years before the first U.S. interstate highway. “It was the granddaddy of the interstates, the model upon which other limited-access highways were built.”

The Turnpike is 10 years younger than my parents, who sat in the front seat of the family station wagon on 1960s trips from Pittsburgh to the Jersey shore. Try to hold your breath through the tunnels! Count the “Chew Mail Pouch Tobacco” barns.

The Turnpike carried me back and forth between home and my first job in Atlantic City, New Jersey. It’s again part of the route back from Washington, D.C., including the unusual surface street, traffic light interchange with I-70 at Breezewood.

In the past few years several ARTBA member firms have delivered innovative accelerated bridge construction (ABC) projects on the Turnpike, which now stretches more than 550 miles—triple the original 160 miles that opened 80 years ago.

This summer Turnpike Commission CEO Mark Compton estimated that toll revenues would decline by more than $100 million in FY 2020 due to the COVID-19 pandemic, and the FY 2021 capital budget has been reduced by $147 million, or 24 percent.

I’m betting that the “PA” Turnpike, like the nation itself, won’t be slowed for too long. The spirit and grit that built this iconic road is still among us, as evidenced by the resilience of ARTBA member firms, chapters, and public agencies during this extraordinary year.
Q & A With ARTBA Chairman Steve McGough

As Steve McGough completes the first year of his chairmanship, Transportation Builder’s (TB) editorial team posed several questions to him about ARTBA’s key achievements since fall 2019.

TB: The word “COVID-19” wasn’t on anyone’s radar when you were elected last fall. How has the pandemic impacted your chairmanship?

SM: Well, it’s certainly not been the year we were planning. The virus has thrown a generational curveball to America. Three things come to mind as I think about the pandemic’s impacts. First, is the resiliency of the transportation construction industry. ARTBA’s members have continued delivering transportation improvements for the American people, just like they have done during previous national emergencies or crises.

Second, is ARTBA’s nimbleness in developing new pandemic-related programs and services, such as the webinar series, virtual forums with state DOTs, regular market reports from Rich Juliano and Dr. Alison Premo Black and other regular conference calls. All of these activities have helped fill a void. Thousands of executives have participated in our webinars and downloaded the reports. Third, the engagement of the membership has been critical. The intelligence sharing during regular contractor chapters conference calls about what was happening in their states has proved invaluable.

TB: Implementing a new ARTBA business plan for the next few years was a key item on your agenda. How did this initiative play out?

SM: The completion of the three-year strategic plan, which was unanimously approved by the Board in June, played to ARTBA’s foundational strengths. Strategic Planning Committee (SPC) Co-Chairs Ward Nye (Martin Marietta) and Tim Duit (Duit Holdings) provided the leadership we needed. And SPC members from all membership divisions produced a consensus final product. The real work is ahead of us and we are already implementing the plan’s key components.

TB: What should the membership know about ARTBA’s advocacy efforts during 2020?

SM: The first thing is that federal highway and transit investment this year exceeded what was called for in the FAST Act, so that’s obviously a good thing. I welcomed the opportunity to testify before a Senate committee in June and make our case for a multi-year highway and transit bill, and announce creation of ARTBA’s new highway dashboard.

Through the Transportation Makes America Work program, ARTBA dedicated more time and resources to advancing a real Highway Trust Fund (HTF) fix than any other industry group. Progress is rarely comfortable, and we broke some eggshells along the way, but that’s to be expected when confronting such a policy challenge.

Of course, the lack of political will on Capitol Hill to complete a long-term infrastructure bill is a disappointment. It’s always a heavy lift, but even more so during a pandemic. But I remain optimistic that eventually Congress and the president will do the right thing. In 2021, we will be unrelenting in our drive for a sustainable HTF fix and passage of a multi-year highway and transit bill with significant increases in investment.

TB: What are your biggest takeaways from the year?

SM: Pride and respect. I have an enormous amount of both for our industry, my peers, ARTBA’s volunteer leaders, our state contractor affiliates, and our D.C.-based staff led by Dave Bauer. For seven months and counting, we’ve all have been pushing in the same direction and operating from a commitment to keep moving forward despite stiff headwinds. We have not weathered the storm by any means, but after witnessing the collective mindset, I have confidence that we will come out stronger on the other side.
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The appropriate use of feedback to improve performance is a cornerstone of virtually all successful organizations and individuals. While commonly recognized as a coaching and management tool, feedback is also a key element of affecting all types of change and is a pillar of our advocacy agenda.

Consumers evaluate products and retailers every day and render their assessment in how dollars are spent. Americans do the same thing when they make their personal mobility choices.

ARTBA members like Wagman Inc., CRH, HNTB, and WSP, as detailed in the following pages, are working to build support for increased federal transportation investment by connecting employees with their congressional representatives. Informing officials about the adverse impact of unmet transportation needs is the essence of both feedback and grassroots activism.

Elections are one of the most direct examples of the relationship between feedback and change. Every two years we provide elected representatives and the two political parties with report cards by choosing who will make decisions on our behalf at all levels of government.

To help prepare you for Election Day, ARTBA developed a guide to presidential candidate infrastructure plans and a new Voter Action Center. The Center provides information on your elected officials, your voter registration status and your polling place. You will also be receiving an election preview in October, highlighting transportation implications of federal elections and state ballot initiatives.

A new Congress will convene Jan. 4, 2021, bringing potentially dozens of new players to Washington, D.C., but one thing won’t change: ARTBA’s mission to advocate for strong investment in transportation infrastructure.

Despite significant progress and heavy rhetoric from Republicans and Democrats, it is clear we will be starting from scratch next year on a new, multi-year surface transportation program reauthorization bill. This means who you elect in November—whether they are a new face or an old hand—will play an important role in shaping federal highway and public transportation investment policy for years to come.

Throughout the year, ARTBA’s Grassroots Action Center provides easy opportunities for you to give feedback to your members of Congress by sending them emails and tweets urging action on key transportation issues. While face-to-face meetings remain the most effective method to convey the transportation construction industry’s priorities to representatives and senators, the Grassroots Action Center allows you to weigh in wherever you are.

The relationship between feedback and progress is clear, but the benefits only result if one party constructively provides it and the other willingly receives it. As Microsoft founder Bill Gates has said: “We all need people who will give us feedback. That’s how we improve.”

Engaging with elected officials at the ballot box or in their offices is essential to securing our desired outcomes.

We have an immediate opportunity Nov. 3 to ensure Capitol Hill is populated with transportation supporters. From there, the examples of Wagman Inc., CRH, HNTB, WSP, and others show the type of foundational approach to advocacy needed for success in the policy arena.

You vote, so they’ll listen.

The Voter Action Center and Grassroots Action Center are found under “Government Affairs” at artba.org.
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.
Opportunities to engage in something truly meaningful are rare.

My involvement with ARTBA’s Foundation over the past decade as a trustee, vice chairman and now chairman offers me a unique opportunity to give back to the transportation construction industry in ways that protect the people who work in it or pass near our projects. I’ve said it many times because I believe it to be the rock-hard truth: the safety programs are the most valuable services ARTBA provides its members and the industry.

While the COVID-19 pandemic has slowed most safety training, our Foundation has kept developing innovative ways to provide meaningful education that ensures workers and roadway users navigate transportation construction projects safely and efficiently. This includes the recently released “Fundamentals of U.S. Transportation Construction Industry Safety” (See ad on opposite page). This 14-hour course addresses the most common hazards likely to be faced on a job—from temporary traffic control, to internal traffic control, to worksite communications. It not only is comprehensive, but also is easily accessible through an online platform available 24/7 via live virtual classes, and when allowed, through in-person classroom training.

ARTBA typically provides training to 6,000-8,000 people annually. So far, this year we have reached more than 3,000 industry professionals through digital platforms, and our numbers continue to grow steadily with more training scheduled for this fall. Earlier this year, we conceived of the idea and helped organize the first-ever virtual “National Stand Down to Prevent Struck-By Incidents.” Nearly 700 industry professionals participated April 20 and another 1,600 viewed it on demand post-event.

Our safety training programs are real contributions to the industry because a large majority are provided at no or little cost as we seek support from federal agencies, including the Federal Highway Administration and the Occupational Safety & Health Administration. We also provide industry specific courses such as Preventing Runovers & Backovers, Fall Prevention, Working Safely with Silica, and OSHA 10 Hour classes.

Please join me in our shared commitment to improving project-related safety and health. Organize a safety class. Request training for your office or agency. Make a tax-deductible contribution to support our ability to continue delivering this training.

Contact the Foundation’s Executive Director of Safety & Education Bradley Sant at bsant@artba.org, to identify the programs that best meet your needs.

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Advocacy Engagement In a Pandemic

ARTBA members continue to press the case for increased transportation investment and prepare their employees for the November elections.

By Lauren Schapker
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Everyone wore face masks and fluorescent safety vests Aug. 26 when Wagman Inc. executives welcomed U.S. Sen. Tom Carper (D-Del.), to one of the firm’s transportation construction projects.

It was hardly the usual encounter with the ranking member of the Senate’s powerful Environment & Public Works Committee. A few elbow bumps instead of handshakes.

Face-to-face meetings between ARTBA members and elected representatives are rare in the throes of the COVID-19 pandemic. Now, virtual meetings are common. Executives and employees are deploying digital tools to communicate with elected officials in Washington and state capitals.

“While COVID-19 has changed a lot this year, it will not change Wagman’s election-related communications,” said Senior Vice President Lisa Wagman Glezer.

The York, Pennsylvania-based firm encourages employees to learn the issues, research what is important to them, and consider how legislators have voted on transportation legislation. It is reminding employees about voter registration deadlines, providing polling hours, and sending links to digital voting resources.

Still, the “new normal” can seem a little strange. “It’s the first time in 15 years that we have not offered Primary & Election Day breakfasts at all of our offices,” Glezer lamented.

Virtual Congressional Meetings

At Atlanta-based building materials company CRH, the pandemic has created new and vigorous levels of employee engagement in the political process, said Senior Vice President of Government Relations John Hay. Without the time and cost constraints of a trip to Washington, D.C., he estimates more than 1,400 employees participated this spring and summer in nearly 100 virtual meetings with members of Congress. The sessions averaged a better-than-expected 10-15 employees.

“Our employees really embraced this new way of meeting with their representatives in Congress and dramatically stepped up engaging in our grassroots outreach,” Hay said.

Employee engagement in CRH’s grassroots advocacy campaigns included more than 14,000 messages to Congress.

“We found that providing the tools and talking points to prepare our employees got them excited to speak about the issues with their members of Congress,” Hay said. “We received very positive feedback from the congressional offices as well. They appreciated the opportunity to interact directly with their constituents.”

Kansas City, Missouri-based HNTB stepped up its virtual lobbying and employee engagement efforts after sending most of its 5,000-employees home to work in March, said John Barton, chairman of the firm’s professional services, who oversees business development activities and their connection to the government affairs process.
That includes more Zoom meetings with legislators and more frequent emails to remind employees about their civic responsibilities, acquaint them with important transportation construction issues, and emphasize how important their contributions are to the company’s political action committee.

“Obviously it’s difficult to get in front of people in this environment,” Barton said. “But it hasn’t changed in terms of necessary frequency. Virtual meetings have actually given us all a window of opportunity because the availability to schedule meetings has actually improved.”

Poll Time

At the direction of CEO Lou Cornell, New York City-headquartered WSP USA for the first time will provide paid time off to any employee who works at a polling place on Election Day. Such civic engagement is “an extension of our commitment to helping communities across America,” said Senior Vice President and National Transportation Market Leader Paula Hammond.

“There is obviously a tremendous interest in this year’s elections and our employees are highly engaged, despite the COVID-19 pandemic,” she said. “With so many critical bills pending in Congress, including surface transportation reauthorization, COVID-19 emergency relief, and annual appropriations, it is critical that we help to elect officials who are infrastructure champions.”

WSP also supports local and state ballot initiatives and bond referendums around the country. Hammond said these efforts fulfill the firm’s commitment to helping clients and communities recover and emerge from the pandemic with infrastructure and policies that support economic vitality and equitable quality of life.

“The success of these initiatives is critical to adequately funding and promoting key infrastructure projects,” Hammond said.

Lauren Schapker is ARTBA’s vice president of legislative affairs. John Schneidawind is ARTBA’s vice president of public affairs.

November Election Will Impact Transportation Investment

By Lauren Schapker
lschapker@artba.org

From the White House and Congress to governor’s mansions and statehouses, ARTBA member firms and their employees have a keen interest in who gets elected Nov. 3. Decisions by these officials about investment in transportation construction and repair will impact the industry during next summer’s construction season and beyond.

Following is an overview of prospects for the White House, Congress, and in the states. See the sidebar on page 14 for additional election resources. And don’t forget to vote.

White House

President Donald Trump and former Vice President Joe Biden have announced multiple infrastructure investment plans emphasizing the role it plays in the nation’s economic and workforce development. Beyond that, each candidate takes a different approach. Trump wants to shift the focus to state and local governments; Biden’s plan highlights “green” initiatives.

President Trump campaigned in 2016 on the promise of a $2 trillion dollar infrastructure investment. His Building a Strong America plan released in 2018 proposes a $200 billion federal investment that he says could be leveraged with the private sector and state and local investment to generate $1.5 trillion in improvements. Since then, his administration proposed a 10-year, $810 billion surface transportation bill, with an additional $190 billion in one-time multi-modal spending, but deferred to Congress on the details.

See Election, 14
**Election, from 13**

Biden released a plan in 2019 with a broad look at infrastructure investment. It proposed to invest $1.3 trillion across all types of infrastructure, including $50 billion for roads. Following the onset of COVID-19, Biden announced an additional $2 trillion plan to boost the U.S. economy, which also provides infrastructure investment through initiatives to reduce climate change. Biden also vowed to reinstate environmental regulations the Trump administration rolled back.

Biden’s plan acknowledges the challenges facing the Highway Trust Fund and vows to stabilize it via corporate tax reform.

**House & Senate**

All 435 House seats and 35 Senate seats are up for election this year. The new Congress taking office in January will be charged with developing a long-term successor to the current surface transportation law, the FAST Act.

While Democratic control of the House—and the congressional leadership negotiating a transportation infrastructure package—seem unlikely to change, other dynamics could shift. Senate Democrats need to pick up four seats, or three seats and the White House, to wrestle control of the chamber back from Republicans. Notwithstanding which party controls each chamber of Congress, freshmen members of both parties will introduce new ideas and attitudes that change legislative calculations on every issue.

ARTBA will work hard to make sure new and returning members understand that, on average, 51 percent of state capital highway and bridge outlays comes from the federal government. Tools like the ARTBA Highway Dashboard (artbahighwaydashboard.org) will help reinforce the clear role a strong federal transportation program plays in fueling infrastructure development by the state.

**Gubernatorial Races**

There are 11 governor races this fall; with Republicans in charge of seven of those states. Republicans currently control 61 statehouse chambers across the country, compared to 37 by Democrats.

State budgets have been hard hit by the pandemic, including significant declines in sales, motor fuels, and other transportation-related taxes that support infrastructure construction and repair.

Simultaneously, gathering signatures for state and local transportation revenue ballot measures has been waylaid by social distancing requirements. Given the challenge related to the pandemic, some state and local governments have cancelled or postponed planned ballot initiatives.

Among the key ballot measures ARTBA is tracking:

- **Arkansas**: A 0.5 percent sales tax to fund state and local roads and bridges, would generate an estimated $293.7 million annually.
- **North Carolina**: A bond measure proposing $1.15 billion for transportation projects.
- **Sonoma County, Calif.**: A 20-year extension of 0.25 percent sales tax to fund approximately $26 million in road and transit improvements.
- **Cobb County, Ga.**: A proposed renewal of 1-cent special purpose sales tax, which would generate $810 million over six years.
- **Gwinnett County, Ga.**: 30-year, 1-cent county sales tax to fund transit projects
- **Charlotte County, Fla.**: Proposes a six-year renewal 1-cent sales tax surcharge for sidewalks, road-widening, and non-transportation projects.

ARTBA’s Transportation Investment Advocacy Center will provide a Nov. 5 post-election analysis of state and local measures.

Lauren Schapker is ARTBA’s vice president of legislative affairs.

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**Before & After Nov. 3**

ARTBA is providing several resources to guide voters on transportation issues in this year’s election and understand the results. The first three can be found under the “Government Affairs” section of artba.org.

- **2020 Election Preview Guide**: Details on the transportation implications of key races and state ballot initiatives. It will be available Oct. 8.
- **Voter Action Center**: Offers information on your elected officials, helps you register to vote, or learn rules about absentee or mail-in voting.
- **Grassroots Action Center**: Provides a quick and easy way to contact your congressional delegation on key issues throughout the year.
- **ARTBA’s Transportation Investment Advocacy Center (transportationinvestment.org)** staff will recap the election results in a Nov. 5 webinar.
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This year’s COVID-19 crisis isn’t ARTBA’s first pandemic. During the 1918-19 influenza outbreak, the worst blow to public health in the nation’s history, the American Road Builders Association (ARBA), as we were known then, entered its 16th year of existence.

About one third of the world’s population became infected, and at least 50 million died, including 675,000 in the United States. Available ARBA meeting minutes from that time don’t mention the health crisis but do reference the “Great War” in Europe.

“War conditions have curtailed activity during the past year,” the association’s Executive Committee reported Nov. 1, 1918, 10 days before the armistice.

“Unfortunately, road improvement has been classed as only partially a war activity and restrictions placed upon the use of materials have been applied to a large extent to work connected with highway improvement,” the report continued. “This has necessarily restricted the activities of the association.”

During the current pandemic, transportation construction has been deemed an essential industry in most places.

Up to 2,500 delegates attended the association’s February 1919 convention in New York City, its first meeting in the Big Apple since being established there in 1902 as the America Road Makers.

“The great feature of the meeting was the insistence by the delegates from all parts of the county that the United States must adopt a program of better roads adapted to interstate highway traffic,” Chairman Arthur H. Blanchard told The New York Times.

The pandemic lingered into February 1920, when the association held its annual convention in Louisville, Kentucky. “Influenza On Increase Here” the city’s Courier-Journal headlined on the same page it reported the mayor and governor would address up to 4,000 ARBA delegates able to secure lodging.

“The influenza situation might have kept some away, but I am sure attendance would have been much larger if hotel accommodations could have been obtained,” Association Secretary E.L. Powers told the paper.

The following year, ARBA helped secure an increase in highway construction funding with the first reauthorization of the 1916 Federal-Aid Road Act.

Mark Holan is ARTBA’s editorial director.
The Safety Certification for Transportation Project Professionals™ (SCTPP) program was developed and launched by top transportation design and construction industry executives from the public and private sectors. Their 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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The American Society of Association Executives (ASAE), as part of its centennial celebration, in August honored ARTBA and 99 other associations for their contributions to community and business success. ARTBA was recognized in the safety category.

ASAE noted the 118-year-old ARTBA is working to jump-start the transportation infrastructure network in the 21st century by making it smarter. “That means autonomous cars, road sensors to help traffic flow safely and use of hyperloops—sealed pods in frictionless tubes—to transport people and products,” ASAE’s Associations Now magazine said.

What will success look like?

“Sensors in the road and new design and construction techniques help keep vehicles moving,” ARTBA Executive Vice President & COO Matthew Jeanneret told the magazine. “The nearly 36,000 annual highway fatalities have largely been eliminated.”

This year’s COVID-19 crisis “has proven that we can’t always predict what problems may arise,” the magazine said. “You can be sure, though, that these 100 associations, and many others, are up to the challenge.”

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Transportation construction activity reached record levels over the summer, but that good news is offset by the impact of declining revenues on state and local transportation budgets for 2021. An expected one-year extension of the FAST Act, which supports half of state highway and bridge program capital investments and nearly two-thirds of transit capital outlays, will help provide stability, but at current funding levels will maintain the “status quo.”

The highway construction market has been particularly strong this year, with the amount of work between January and July reaching $9.1 billion, up 9 percent from $8.3 billion during the same time period in 2019. Work was also up for airport runway and terminals, railroad, transit, and port and waterway construction. Bridge work has been down, as expected, given declines in the number and value of awards last year.

July 1 was the beginning of the fiscal year for 46 states. The value of contract awards, a leading indicator of future market activity, was strong through June. But award values in July and August were $13.3 billion, down from $19.2 billion the year before.

The value of highway awards was down from $11.1 billion in July and August 2019 to $9.7 billion this year.

This slowdown at the beginning of a new fiscal year is not unexpected given reported COVID-19 related declines in user fees and other transportation revenues in state and local areas. Faced with overall budget shortfalls, some states are choosing to delay projects or major capital investments.

As of Sept. 15, at least 17 states and 25 local governments or transportation authorities had announced over $10.9 billion in project delays or cancellations. This includes postponing major transit projects (Hawaii) and decreasing local aid or cutting state-funded projects (Ohio, Pennsylvania, Vermont, and West Virginia). Kentucky DOT did not hold bid lettings in May and June as a result of declining revenues. Recently, Wyoming announced the delay of 11 projects and Maryland is planning to cut capital outlays by $570 million.

The variables to monitor over the next few months include:

- To what extent state and local governments will continue to delay projects or reduce capital spending as transportation revenues are below 2019 levels and original budget projections.
- How quickly the broader U.S. economy recovers and the impacts on overall state and local budgets; and
- Additional action by Congress as it relates to transportation funding. This includes discussions about reauthorizing the program or additional extensions, the annual appropriations process, and the potential for any additional COVID-19 emergency relief for state DOTs.

In the longer-run, the outlook for highway, bridge and transit construction will largely depend on Washington, D.C. and what Congress and the president do on the next long-term infrastructure bill.

A robust increase in federal investment surface transportation, as proposed in both the Senate and House reauthorization bills, would provide a much-needed boost to the overall U.S. economy. The investment would not only increase construction activity and support jobs in the short-term but the improvements to the infrastructure would lower operating costs for U.S. businesses struggling in the current economy—helping productivity in the long-run.

# # #

Interactive Economics Dashboard

ARTBA’s Transportation Construction Market Intelligence Service helps industry professionals and analysts track contract awards by state and mode, as well as the value of construction put in place, and federal-aid highway program funds. Visit: economics.artba.org to subscribe.

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

This interactive tool allows users to easily identify and explore the benefits of federal highway investment and how states leverage those dollars to improve the nation's infrastructure network.

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artbahighwaydashboard.org
Guide to New Hours of Service Rules

By Nick Goldstein
ngoldstein@artba.org

Long-awaited reforms to the Federal Motor Carrier Safety Administration’s (FMCSA) federal hours of service regulations, which govern the amount of time truckers can spend on the road, are a major regulatory achievement.

The rules became effective Sept. 29 and are principally directed at long-haul drivers. They seek to prevent fatigue and compromises to safety that can come from too many hours and too many miles behind the wheel. Most transportation construction industry drivers, however, cover shorter distances and spend less time on the road.

Because the same rule applies to both trucker types, however, the hours of service “clock” prohibited the latter from driving later in the workday or work week, even though they spent less time on the open road. Over the years, ARTBA submitted multiple sets of regulatory comments, testified at public hearings, and raised the issue of reforming the hours of service rules on Capitol Hill.

The updates to the rule will enact two specific reforms for which ARTBA has spent years advocating:

- Expanding the “short-haul” exemption from 100 to 150 air miles.
- Counting non-driving activities towards satisfying the agency’s 30-minute rest requirement.

These new provisions will increase flexibility in deploying drivers who spend most of their day waiting in queues for loading and unloading materials, delivering construction equipment, and helping with other project tasks. They will help contractors working on a critical project under an intense, accelerated schedule, such as replacing a bridge over a single weekend.

The chart below, developed by FMCSA, outlines the changes.

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

<table>
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<th>HOS Provision</th>
<th>Past HOS Rule</th>
<th>New HOS Rule</th>
<th>Impacts</th>
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</thead>
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<tr>
<td>CMV Short-Haul Exemption</td>
<td>Drivers using the short-haul exception may not be on duty more than 12 hours and may not drive beyond a 100 air-mile radius.</td>
<td>Extends the maximum duty period allowed under the short-haul exception to 14 hours and 150 air miles.</td>
<td>Improves safety and flexibility by increasing the number of drivers able to take advantage of the short-haul exception.</td>
</tr>
<tr>
<td>Adverse Driving Conditions</td>
<td>A driver may drive for not more than 2 additional hours beyond the maximum time allowed. However, this does not currently extend the maximum “driving window.”</td>
<td>Allows a driver to extend the maximum “driving window” by up to 2 hours during adverse driving conditions.</td>
<td>Improves safety and flexibility by allowing drivers time to park and wait out the adverse condition or to drive slowly through it—which has the potential to decrease crash risk.</td>
</tr>
<tr>
<td>30-Minute Break</td>
<td>If more than 8 consecutive hours have passed since the last off-duty (or sleeper berth) period of at least half an hour, a driver must take an off-duty break of at least 30 minutes before driving.</td>
<td>Requires a 30-minute break after 8 hours of driving time (instead of on-duty time) and allows on-duty/not driving periods to qualify as breaks.</td>
<td>Improves safety and flexibility for drivers by increasing on duty/non-driving time by up to 30 minutes—allowing drivers to reach their destination easier.</td>
</tr>
<tr>
<td>Split-Sleeper Berth</td>
<td>A driver can use the sleeper berth for an 8/2 split—8 hours of rest that does not count against the 14-hour limit, and 2 hours of rest that does count against the 14-hour driving window.</td>
<td>Modifies the sleeper berth exception to allow drivers to split their required 10 hours off duty into two periods: an 8/2 split, and a 7/3 split—with neither period counting against the driver’s 14-hour driving window.</td>
<td>Improves safety and flexibility for drivers by potentially increasing the use of sleeper berths because drivers using a berth have additional hours to complete 11 hours of driving.</td>
</tr>
</tbody>
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Guide to New Hours of Service Rules

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Fleet Optimization Starts With Commitment From the Top

Barry Schlouch, president of Schlouch Incorporated, a heavy civil contractor, immediately points to the importance of company culture. Engaged employees must understand the importance of proper asset management. The process of engaging employees, then, must start at the top with leadership and work its way inward.

When Schlouch recognized that his company needed to improve in the area of fleet management, he took it upon himself as president and co-owner to lead the charge.

“Rather than send someone else from our company, I joined AEMP and set out to master their 17 disciplines of fleet excellence,” Schlouch says. “The second person I put through was my operations manager. I felt that if the equipment operators and forepersons didn’t get it, we would be working uphill. The third person I sent to AEMP was our fleet manager. For us, this kind of reverse approach helped us build amazing momentum with asset management and fleet excellence.”

Data-Based Replacement Decisions

Kevin Schlangen is the fleet manager at Dakota County Fleet Management, a public sector fleet in Minnesota. He and his team have developed a way to essentially grade an asset based on several factors that impact its usefulness and value.

“This is a way to assign points to the replacement value of a fleet,” Schlangen explains. “Then, as fleet managers move forward with the decision-makers in their organizations, they have a way to somewhat normalize a mixed fleet and make some smarter replacement decisions.”

Here’s how Dakota County Fleet Management goes about grading its vehicles and equipment.

- **Age** – An asset is assigned 1 point for each year of service based on in-service date.
- **Usage** – Based on miles or hours depending on the piece of equipment and engine type.
- **Type of Service** – An administrative vehicle would get 1 point, whereas a dump truck might get a 3 or 5.
- **Reliability** – 1 to 5 points are assigned based on how often an asset was in for repair in the previous year.
- **Maintenance & Repair Costs** – 1 to 5 points, higher costs, more points assigned.
- **Condition** – 0 to 5 points based on overall body condition, the presence of rust, interior condition, accident history and anticipated repairs.
- **Energy Efficiency** – This can be an overlooked factor that has a significant impact on asset productivity and value.

Define What You Do - Then Set Benchmarks and Goals

Michael Brennan earned his Fleet Masters recognition when he was a fleet manager for Manatee County Fleet Services in Florida. Now he is an asset management consultant with CDMB Consultants.

“One of the first things we did was look at our main repair facility,” Brennan says. That shop was old, outdated and inefficient. “We spent more time moving equipment around than working on it.”

That primary facility was replaced. The new facility received all the amenities needed to help service equipment and vehicles for the next 20 years. Brennan points to wireless technology and a 14-ton, overhead gantry crane as examples.

With the service shops headed in the right direction, Brennan set his sights on defining work processes and key performance indicators.

From these KPI’s, Brennan was able to establish clear goals in four key areas:

- **Customer service** – Ensure 93 percent fleet availability, 65 percent scheduled PM’s and 80 percent 24-hour turnaround.
- **Internal** – Complete revisions to fleet policy and procedures, and also right-size the fleet through utilization studies.
- **Staff development** – Conduct training assessments for all supervisory personnel, keep technicians up to date, and continue delegation of decision-making authority to the proper staff.
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