Transportation & the 115th Congress

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"We will build new roads, and highways, and bridges, and airports, and tunnels, and railways all across our wonderful nation."
--President Donald Trump’s Jan. 20 inaugural speech

Cover photo: from shutterstock.com; pg. 14 photo: Speaker Paul Ryan tweeted photo following the election of Donald Trump.

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January/February 2017

www.transportationbuilder.org
The Start of the Deal?

With the 2016 election now in the rear view mirror, it’s time to find out if President Donald Trump can lead the Republican-controlled Congress and deliver on his campaign promise of “huge” transportation infrastructure investment. We’d love to see the president send out a tweet that says: “Today I’ll be signing a bill that will make America’s 21st century roads, bridges, public transit and airports second to none. Believe me!”

A big chunk of this issue is devoted to transportation and the 115th Congress, including our cover story by Dean Franks, ARTBA’s vice president of congressional affairs. It begins on page 14. ARTBA President Pete Ruanee also gives us his take on the year ahead on page 8. We have editorial you won’t find anywhere else with four exclusive columns from the Republican and Democratic leaders of the House Transportation & Infrastructure Committee, and the Senate Environment & Public Works Committee.

We are also pleased to announce the “inaugural class” earning the ARTBA Foundation’s Safety Certification for Transportation Project Professionals™ (SCCPP) credential. In his column on page 11, ARTBA Vice President of Congressional Affairs Nick Goldstein shares some of his thoughts about why it so important for transportation design and construction firms to get their employees enrolled in the program this year.

Finally, CONEXPO-CON/AGG takes place March 7-11 in Las Vegas. Our colleagues at the Association of Equipment Manufacturers have contributed a story starting on page 26 that walks you through what to expect at this year’s show. You’ll find information about key ARTBA events that take place during the week.

There’s a lot more in this issue: a look at the regulatory landscape change in the Trump administration; an update on what the states are doing with their gas taxes; and our regular roundup of industry news you might have missed. And you don’t want to miss the great information and messages of our member advertisers.

As always, please contact me at mholan@artba.org with comments about this issue or story ideas for the next one.
A new era in safety has truly begun!

Readers of Transportation Builder will recall the Sept.–Oct. 2016 cover story was devoted to the groundbreaking “Safety Certification for Transportation Project Professionals℠” (SCTPP) program, which was launched by industry leaders via ARTBA’s Foundation. The SCTPP program is aimed at transportation project workers, supervisors, foremen, inspectors, managers, manufacturers and materials suppliers, designers, equipment operators and owners who could make a huge, industry-wide safety impact by learning core competencies necessary to identify and mitigate potentially life-threatening on-site risks. It was designed to meet the rigorous protocols required for accreditation by the American National Standards Institute (ANSI) and the International Organization for Standardization ISO/IEC 17024: “Conformity Assessment: General Requirements for Bodies Operating Certification of Persons.”

Last fall, a group of transportation construction professionals took the program’s “pilot exam.” It’s my pleasure to announce that 55 of them passed and have now earned the SCTPP credential. Given this milestone, I thought this column would be an appropriate forum to share the names in the “inaugural class,” which are shown on the opposite page.

The column on page 12 by SCTPP Commission Co-Chairs Ross Myers and David Walls explains in detail, “which are shown on the opposite page.

Our collective goal, working through ARTBA’s Foundation, is to cause a significant reduction in the number of deaths and injuries that occur on and around transportation project sites. Together, we can.

From the Chairman

David Zachry
CEO, Zachry Corporation

First Wave of Industry Professionals Are Safety Certified

Congratulations to these 55 transportation construction professionals who earned the “Safety Certification for Transportation Project Professionals℠” (SCTPP) credential in December 2016.

- Juan Abrego, safety area manager, Austin Bridge & Road, L.P., Irving, Texas
- Jesse Allen, superintendent, Zachry Construction Corporation, Coralville, N.C.
- David Asselin, safety director, Ranger Construction, Port St. Lucie, Fla.
- Trenton Beeler, safety manager, Austin Commercial, Sherman, Texas
- Raymond Berrios, safety director, Ranger Construction, West Palm Beach, Fla.
- Josh Brown, HSE manager, Allan Myers, Williamsburg, Va.
- Travis Browning, field safety manager, Superior Construction Company, Jacksonville, Fla.
- Dennis Burke, safety director, HNTB, Kansas City, Mo.
- Ruben Canales, senior safety manager, Zachry Construction Corporation, Richmond, Texas
- Javier Cano, safety coordinator, Zachry Construction Corp., San Antonio, Texas
- Brian Connolly, regional equipment manager, Superior Construction Co., Franklin, Ill.
- David Cope, environmental manager, Austin Bridge & Road, L.P., Rockwall, Texas
- Russell Emmett, safety training consultant, E&J Consulting, Upper Marlboro, Md.
- John Farrell, regional HSE manager, Allan Myers, Pottstown, Pa.
- Colin Faulkner, safety director, ATS Construction, Lexington, Ky.
- William French, senior safety manager, Austin Bridge & Road, L.P., Dallas, Texas
- Alfred Garcia, project safety manager, Zachry Construction Corp., Port Lavaca, Texas
- Michael Grisko, instructor, LIUNA Laborers Local 172 S.E.T, Folson, N.J.
- Randy Henson, division safety manager, Zachry Construction Corp., Grand Prairie, Texas
- Chris Iungerich, safety manager, Austin Bridge & Road, L.P., San Antonio, Texas
- Gunnar Johnson, field engineer, Zachry Construction Corporation, Houston, Texas
- Elisha Johnson, field manager, Allan Myers, Richmond, Va.
- Peter Kaplan, project safety manager, Wagnam, Baltimore, Md.
- Matthew Koss, HSE manager, Allan Myers, Baltimore, Md.
- Don Linder Jr., safety manager, Austin Commercial, Odessa, Texas
- Gregory Lienfenler, HSE professional, Transurban, Tysons Corner, Va.
- Eliu Martinez, safety manager, Austin Commercial, Dallas, Texas
- Joel McClinton, regional safety manager, Austin Commercial, Mansfield, Texas
- James Milner, project manager, Superior Construction Co., Southeast, L.L.C., Jacksonville, Fla.
- Mauricio Montoya, HSE specialist, Allan Myers, Richmond, Va.
- Anthony Nano, superintendent, Zachry Construction Corporation, Magnolia, Texas
- William Peddie, safety director, Austin Bridge & Road, L.P., Irving, Texas
- Joseph Polansky, director of HSE, Fred Smith Construction, Raleigh, N.C.
- Stephanie Powers, area safety manager, Lane Construction, Falls Church, Va.
- Darrell Pruitt, regional safety director, Superior Construction Co., Montezuma, Ind.
- David Putnam, HSE manager, Allan Myers, Haver de Grace, Md.
- David Robinson, building division safety manager, Zachry Construction Corp., Seguin, Texas
- Jacob Selby, field engineer, Zachry Construction Corp., North Richland Hills, Texas
- Jeffrey Sienkiewicz, project manager, Zachry Construction Corp., Flower Mound, Texas
- Sean Simpson, HSE specialist, Allan Myers, Baltimore, Md.
- Randy Spurlock, safety manager, Allan Myers, Bel Air, Md.
- Terry Stephens, area safety manager, Austin Bridge & Road, L.P., Irving, Texas
- Donald Stephens, safety manager, Zachry Construction Corp., San Antonio, Texas
- Bryan Stone, safety director, Superior Construction Company, Jacksonville, Fla.
- Michelle Teets, mid-Atlantic regional safety manager, Lane Construction, Norfolk, Va.
- Nathan Terry, structures superintendent, Zachry Construction Corp., Porter, Texas
- Cheyenne Urban, safety representative, Austin Bridge & Road, L.P., Frisco, Texas
- Joseph Warren, HSE specialist, Allan Myers, Virginia Beach, Va.
- Steven Yeckel, HSE manager, Allan Myers, Stafford, Va.
- Derek Yeckel, HSE specialist, Allan Myers, Frederickburg, Va.
Perception vs. Reality

There are two words central to understanding life in the Nation’s Capital these days: perception and reality.

What do I mean?

**Perception:** President Barack Obama’s 2009 stimulus bill was a boon for roads and bridges.

**Reality:** Only 5.7 percent of the $831 billion measure was allocated to transportation and just 3 percent of that for road and bridge improvements—and that was over a two-year period.

Or

**Perception:** Hillary Clinton will win the election handily.

**Reality:** Please rewatch the Jan. 20 inaugural.

Now, many of the same “smart people” who made these statements are acting as if President Donald Trump’s infrastructure package has just been ordered from Amazon.com and will arrive the day after tomorrow.

The reality is the election of President Trump can potentially change the discussion on federal transportation infrastructure investment, given that he has been talking about it since his campaign announcement in 2015, right through his victory speech and inaugural address. He seems interested in a sweeping new vision, whereas since 2005, the focus on Capitol Hill has largely been about repackaging and celebrating the status quo.

While that’s the perception of where President Trump is, we must make it a reality!

The president and his team have talked a lot about infrastructure, and his campaign issued calls for both a $1 trillion and $550 billion package, but they have also made clear repealing the Affordable Care Act, tax reform and the Supreme Court nomination of Judge Neil Gorsuch are their early top priorities.

“Ideally, the president and congressional leadership, and make sure that it is also done right!”

Other critical issues like the FY 2018 budget and the annual appropriations bills will also help fill the legislative agenda.

With respect to infrastructure, the Trump team’s comments have focused heavily on leveraging private sector dollars and public-private partnerships. However, new U.S. Transportation Secretary Elaine Chao and designated U.S. Commerce Secretary Wilbur Ross acknowledged during their confirmation hearings that the plan would also need to include public investment.

Ultimately, the election of a new president for whom substantially boosting federal infrastructure investment is a top priority—and whose party also controls both houses of Congress—provides a once-in-a-generation opportunity for the transportation construction industry.

The challenge is to keep infrastructure investment on the priority agenda of the president and congressional leadership, and make sure that it is also done right! To that end, it is essential that any infrastructure measure include both robust direct federal investment—with a permanent Highway Trust Fund fix as a foundation—and project financing mechanisms.

The tax reform initiative of the administration and congressional GOP leaders is planning is the best legislative vehicle to achieve this objective. Don’t forget, all Highway Trust Fund revenue enhancements in the last 30 years have come in tax or budget bills—not transportation measures.

So here’s the industry agenda for the coming months…

- If you haven’t already, get to know the BOLD Act, a surface transportation revenue proposal facilitated by ARTBA and devised by a group of industry leaders. ARTBA’s Senior Vice President of Government Relations Dave Bauer (dbauer@artba.org) can put this unique proposal in context.

- Visit with your members of Congress and their staffs now via phone or through ARTBA’s Grassroots Action Center at www.tmaw.org. Tell them any tax reform legislation needs to include provisions putting the Highway Trust Fund on permanent, solid financial footing.

- Support ARTBA’s “Transportation Makes America Work!” program, our all-out communications effort to promote the principles behind the BOLD Act, including significant new investments in the National Highway Freight Network.

- Plan on attending the May 16-18 ARTBA Federal Issues Program (FIP) and Transportation Construction Coalition (TCC) Fly-In. You’ll hear directly from congressional transportation leaders about where things stand and you’ll also have the opportunity for a face-to-face meeting with your representative and senators. Register now at www.artba.org.

- The new president and Congress are providing us with an opportunity, but that’s not the same as a guarantee, just as “perception” often differs from “reality.”

What we do with that opportunity not only has the potential to impact the next two years, but also the outlook for the transportation construction market for decades to come!

T. Peter Ruane

FROM THE PRESIDENT’S DESK

ARTBA Foundation’s “Helping Hand” Awards
Recognize Industry Excellence in Community
Relations. The deadline to submit a nomination is April 14.

Visit www.artbatdf.org to find out more.

**Scholarship**

The Lanford Family Highway Worker Memorial Scholarship Program helps provide post-high school financial assistance to children of highway workers killed or disabled on the job. If you know of a student who might be eligible, contact ARTBA’s Eileen Houlihan at ehoulihan@artba.org.

The application deadline is April 7.

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Type III Barricade
LaneGard unfolds for use, folds for transport and storage. One-piece design sets up and tears down in seconds.

BoardWalk RAMP & Platform
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BoardWalk Ramp and Platform is a temporary device that provides accessible, detectable, safe guidance where access routes cross curbs. BoardWalk replaces curb transitions and temporary ramps that are non-compliant.

Contact us for more information, or demonstration, or trial!

IN CASE YOU MISSED IT...

NEWS

- Vehicle miles traveled on all roads in the U.S. was on pace for a record in 2016, with cumulative mileage up 3 percent, or 85 billion vehicle miles through November, compared to the same 11-month period in 2015. … Gasoline consumption from January through September 2016 grew 2.5 percent compared to the same period in 2015.
- The Federal Highway Administration published two performance measures required by the 2012 MAP-21 surface transportation reauthorization law. The new standard for the condition of pavement and bridges on the interstate system is supported by ARTBA. The association opposes the “greenhouse gas” tracking component in the Congestion Mitigation and Air Quality (CMAQ) program. … President Donald Trump signed five executive orders to advance stalled pipeline projects and streamline the environmental review process for other major infrastructure work.

PEOPLE

- Dr. Joseph L. Schofer, associate dean and professor of civil and environmental engineering at Northwestern University’s McCormick School of Engineering, received the 2017 “S.S. Steinberg Award” from ARTBA’s Research & Education Division (RED). The award is named after the founding president of the RED, and recognizes “an individual who has made remarkable contributions to transportation education.”
- Martin Klepper was named first executive director of the U.S. DOT’s Build America Bureau. He is a senior partner at Skadden, Arps, Slate, Meagher & Flom, LLP.
- Global engineering and infrastructure firm Gannett Fleming named company veterans Robert M. Scaer as chairman of the board and CEO; and Paul D. Nowicki as president and chief operating officer, effective Jan. 7.
- Florida DOT Secretary Jim Boxold resigned effective Feb. 3. Assistant Secretary for Finance and Administration Rachel Cone is the agency’s interim secretary until Gov. Rick Scott (R) names a new chief.

REPORTS

- A number of states are expected make transportation funding a priority in their 2017 legislative sessions. Read the ARTBA-Transportation Investment Advocacy Council’s “2017 State Transportation Funding Developments Predictions” at transportationinvestment.org/2017-transportation-funding-predictions/

NEW MEMBERS

- Valmont Industries joined our Equipment Manufacturers Division.
- Pro Safety Services LLC joined our Traffic Safety Industry and Research & Education divisions.
- Hill & Smith Inc. joined our Traffic Safety Industry Division.
- Miller Formless Co. joined our Equipment Manufacturers Division.
New Safety Certification Aims to Protect Industry’s Most Valuable Assets
By Ross Myers & David Walls

Several human resource websites offer checklists and other guidance for what to do when an employee dies on the job. Most are guilty of one key oversight.

Such lists usually begin with calling 911 and contacting the Occupational Safety & Health Administration (OSHA), dealing with the media, keeping the business operating, and even suggesting tips on establishing scholarship funds and remembering anniversaries.

That’s missing is any guide about what to say to the family who has lost someone in a workplace incident.

During our careers in the transportation construction industry, we’ve been to the funerals of company employees or industry colleagues. We have listened to moms and dads, grandparents and siblings share stories about their loved ones. Sometimes there is just not much you can say to console them, but we come away from these events with a steady resolve and renewed commitment that such incidents should never happen again.

That’s why we are proud to have helped launched the new “Safety Certification for Transportation Project Professionals™” (SCTPP) program.

Anchored by a comprehensive website (www.puttingsafetyfirst.org), the SCTPP’s program goal is clear: to significantly boost the hazard awareness and risk management skills of all transportation project professionals who are in positions of influence through day-to-day oversight—from project inception through completion—to cause a decline in safety incidents.

According to Federal Highway Administration data, nearly 50,000 people die or are injured in and around U.S. transportation infrastructure projects annually. More than 125 of these fatalities are workers, while 15,000 workers are injured. In addition to the human toll, the economic costs of worker fatalities and injuries are billions of dollars annually.

We want to reverse these trends.

ARTBA’s Foundation engaged Professional Testing Inc. (PTI)—an internationally recognized consulting firm specializing in helping industries and government agencies develop and manage effective, fair, valid, reliable and legally defensible assessment and evaluation services. With PTI’s help, the SCTPP program has been designed to meet the rigorous protocols required for accreditation by the American National Standards Institute (ANSI) and the International Organization for Standardization’s ISO/IEC 17024: Conformity Assessment; General Requirements for Bodies Operating Certification of Persons.

The SCTPP certification exam is available year-round at Pearson VUE Test Centers throughout the U.S. ARTBA’s Foundation also established an Online Learning Center (“Prep Courses” at www.puttingsafetyfirst.org) with six initial courses to help prepare industry professionals for the exam, while simultaneously providing Professional Development Hours.

One of the most unique benefits is the program’s broad reach. The exam is open to all transportation project workers, supervisors, foremen, managers, designers, planners, owners, equipment operators, manufacturers and materials suppliers who meet the eligibility requirements. Earning the SCTPP credential shows employers and peers that certified individuals have the professional core competencies necessary to identify common hazards found on transportation projects and correct them—whether during planning, design or onsite personnel management—and thus prevent incidents that could result in deaths or injuries.

We invite you to join us by enrolling at least 20 key people at your firm to take the certification exam and earn the SCTPP designation in 2017, and every year after. Protecting the safety of the industry’s important asset—its employees—and the motoring public, is our collective responsibility.

Together, let’s strive to make transportation project sites zero-fatality and zero-injury zones.

Ross Myers and David Walls are both senior officers of the American Road & Transportation Builders Association (ARTBA), which represents more than 20,000 transportation construction industry companies.

Ross Myers is chairman & CEO of Allan Myers. David Walls is president & CEO of Austin Industries. They co-chair the ARTBA’s Foundation’s Safety Certification for Transportation Project Professionals™ Program Commission.
A new era of Washington politics began Jan. 20 with the inauguration of Donald Trump (R-N.Y.) as the Nation’s 45th president. Trump is the first president elected without having served in the military or other public office. He is also one of the few—perhaps the only—candidate to reach the White House by putting the need for infrastructure investment near the center of his campaign.

With Republicans maintaining control of the House and Senate, one-party control has returned to Washington for the first time since 2006. That means there are real opportunities for Trump to keep his promise to become the “builder-in-chief.” Still, many obstacles must be overcome for Trump to meet his ambitious goals.

Trump on Infrastructure
Trump has spoken frequently about rebuilding America. “We will build new roads, and highways, and bridges, and airports, and tunnels, and railways all across our wonderful nation,” he said in his inaugural address.

But Trump’s comments have been broad and lacked details in the early weeks of his administration, just as during his campaign. He has mentioned $1 trillion in investment over 10 years, but never said how he will pay for the work.

Last October, the Trump campaign released an infrastructure proposal by Wilbur Ross, the president’s nominee for commerce secretary, and Peter Navarro, named by Trump to head a new National Trade Council. Their plan would utilize tax credits to generate private capital to fund revenue generating projects. Although the plan has drawn substantial criticism from a number of sectors, there has been little mention of it since taking office.

During a January confirmation hearing, Ross said the proposal is just one “tool” that could be used, not the “be all and end all” of how to fund infrastructure projects at the federal level.

House Speaker Paul Ryan (R-Wis.) and Senate Majority Leader Mitch McConnell (R-Ky.) originally dismissed Trump’s campaign rhetoric about infrastructure investment. Since then, both have slowly warmed to the idea. Ryan lists an infrastructure package in his first 200 days legislative agenda and attributes its inclusion to the president. He says that he prefers leveraging as much private funding as possible rather than direct federal investment.

McConnell says only that he first wants to see Trump’s plan.

Tax Reform and Highway Trust Fund Solvency
As Trump continues to organize his administration and formulate an infrastructure package, congressional Republicans are pushing forward with one of their long-term goals: comprehensive tax reform. Their goal is to revamp the tax code for businesses and individuals, reducing rates and eliminating many of the deductions to the law since the last major rewrite 30 years ago.

ARTBA wants tax reform legislation to include a permanent solution to stabilize and grow Highway Trust Fund (HTF) revenues. By the time the FAST Act expires in 2020, the average annual shortfall is projected to reach $18 billion, according to the Congressional Budget Office.

This basic idea of using tax reform to fix the HTF was at the heart of a letter sent last year by Rep. Sam Graves (R-Mo.) and Delegate Eleanor Holmes Norton (D-D.C.) to House Ways and Means Chairman Kevin Brady (R-Texas) and then-Ranking Member Sandy Levin (D-Mich.). Though an additional 128 House members from both parties supported the letter, Brady released a preliminary tax reform plan without including a HTF fix.

The episode demonstrated how much work still needs to be done to move House leaders in the right direction on this critical issue. And the Senate also has role in how tax reform is shaped.

2017 ARTBA LEGISLATIVE GOALS

• Restore the roughly $1.5 billion in highway/transit funding increases in the FAST Act that have been delayed.

• Fix the Highway Trust Fund in a manner that will help grow highway/transit investment by delivering permanent transportation revenue reform as part of any final tax package or infrastructure initiative that goes to President Trump.

• Help the president remove or repair burdensome regulations that put a drag on construction activity and slow economic progress.
Most of the chamber’s work has been done behind the scenes, including several bipartisan working groups composed of Senate Finance Committee members that explored different parts of the tax code. One group that looked at infrastructure suggested using a Vehicle Miles Traveled tax to solve the HTF revenue shortfall.

Ryan and McConnell have said they want tax reform completed by the end of July. But many people on Capitol Hill think the time frame is too aggressive considering how much work still needs to be done.

Appropriations

Spending levels for transportation programs for FY 2017 will likely be decided this spring. The government is currently operating under a continuing resolution through April 28, which keeps nearly all spending locked at FY 2016 levels until Congress and the new administration can reach agreement on final investment levels for FY 2017.

Highway and transit programs funded through the HTF were authorized as part of 2015’s FAST Act surface transportation law, and the measure generated adequate revenues for the HTF programs through FY 2020. But annual increases put forth in the law can only be made available to states via the appropriations process.

• Native of Taipei, Taiwan, she is the first woman of Asian descent appointed to president’s cabinet
• Married to Senate Majority Leader Mitch McConnell (R-Ky.)
• Fellow at the Heritage Foundation
• Director of Peace Corps, 1991-92
• Labor Secretary, 2001-09
• Chairwoman of the Federal Maritime Commission, 1988-89
• Deputy Administrator of the Maritime Administration, 1986
• MBA from Harvard Business School, economics degree from Mount Holyoke College
• Deputy Transportation Secretary, 1989-91
• Native of Taipei, Taiwan, she is the first woman of Asian descent appointed to president’s cabinet
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• Fellow at the Heritage Foundation
• Native of Taipei, Taiwan, she is the first woman of Asian descent appointed to president’s cabinet
• Former Secretary of Labor Elaine Chao is the new U.S. Transportation Secretary (See below). So far, she hasn’t offered many details about the administration’s plans, but she did acknowledge the dire condition of the HTF during her confirmation hearing. When pressed by Sen. Cory Booker (D-N.J.) about whether Trump was prepared to include direct federal spending in an infrastructure plan, Chao replied: “I believe the answer is yes.”

On Capitol Hill there are a host of familiar faces are in new leadership roles. These include:
• Sen. Chuck Schumer (D-N.Y.) replacing retiring Sen. Harry Reid (D-Nev.) as Minority Leader;
• Sen. John Barrasso (R-Wyo.) and Sen. Tom Carper (D-Del.) as chairman and ranking member, respectively, of the Senate Environment & Public Works Committee;
• Sen. Patrick Leahy at the helm for the Democrats on the Senate Appropriations Committee;
• Chairman Rodney Frelinghuysen (R-N.J.) leading House Republicans on the Appropriations Committee;
• Rep. Richard Neal (D-Mass.) taking over as ranking member of the Ways & Means Committee.

ARTBA is working with all of our allies in Washington to make sure Trump transition officials and members of Congress hear our message. Your help is needed to ensure infrastructure remains on the agenda.

Please contact me if you have any questions about how to approach your members of Congress.

Dean Franks is ARTBA’s vice president of congressional affairs.

The ARTBBA co-chaired Transportation Construction Coalition sent a Jan. 27 letter to all members of Congress urging swift action on this issue.

Aviation

Members of Congress last year put forward on passing a scheduled reauthorization of the federal aviation programs scheduled in 2016. Instead, they extended the old law through Sept. 30, 2017, which should give Congress enough time to complete a bill and send it Trump for enactment.

Last year, House and Senate aviation bills increased funding for the Airport Improvement Program, a federal grant program for airport runway and taxiway construction. But the effort was grounded due to lack of consensus on House Transportation & Infrastructure Committee Chairman Bill Shuster’s (R-Pa.) plan to privatize the Nation’s air traffic control system. As Transportation Builder went to press, it was still unclear whether the new Congress or Trump would support a similar overhaul effort.

Familiar Faces

Former Secretary of Labor Elaine Chao is the new U.S. Transportation Secretary. (See below). So far, she hasn’t offered many details about the administration’s plans, but she did acknowledge the dire condition of the HTF during her confirmation hearing. When pressed by Sen. Cory Booker (D-N.J.) about whether Trump was prepared to include direct federal spending in an infrastructure plan, Chao replied: “I believe the answer is yes.”

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“A top priority for DOT is to maintain a culture of good stewardship on behalf of the American people. ... Second, given the nation’s need to improve critical infrastructure, it is important to find ways to expedite the process of making repairs and building new constructions and decreasing the regulatory burdens when appropriate. With or without a new infusion of funds, it is necessary to look at the existing processes for infrastructure development and find more efficient ways to address bottlenecks in planning and permitting. Third, with so many needs everywhere in the country, a big challenge will be to strive for equity between urban and rural areas, among different modes of transportation, and other competing but equally deserving stakeholders.”

From Elaine Chao’s Dec. 19, 2016, nomination questionnaire statement.

“...well-versed on federal transportation policy, regulatory and safety matters. We look forward to her playing a critical leadership role in fulfilling President-elect Trump’s campaign pledge to make major new strategic investments in America’s transportation infrastructure network.”

From ARTBA President and CEO Pete Ruan’s Nov. 30, 2016, statement on Chao’s nomination.

• Use ARTBA’s digital Phone2Action grassroots action platform at tmaw.org. From a smart phone, tablet or desktop computer, you can easily and quickly send an email message, a tweet or Facebook post to your representative and two senators on pending transportation issues.

• Download the “Transportation Construction Advocate” app to your phone. It contains talking points and state-specific transportation information.

• Attend ARTBA’s annual Federal Issues Program, and Transportation Construction Coalition Fly-In, May 16-18, in Washington. It’s a great opportunity to meet face-to-face with lawmakers and federal agency officials.

• For your reference, key Senate and House transportation and tax committee members are listed on p. 18.

REACHING CONGRESS

Three distinct industries. One integrated solution.
### Rosters of Key Senate & House Committees

**Transportation & Infrastructure Committee**
- Rep. Bill Shuster (R-Pa.), Chairman
- Rep. Jerrold Nadler (D-N.Y.)
- Rep. Mark Meadows (R-N.C.)
- Rep. Brian Mast (R-Fla.)
- Rep. Thomas Massie (R-Ky.)
- Rep. Sean Patrick Maloney (D-N.Y.)
- Rep. Alan S. Lowenthal (D-Calif.)
- Rep. Frank LoBiondo (R-N.J.)
- Rep. Daniel Lipinski (D-Ill.)
- Rep. Jason Lewis (R-Minn.)
- Rep. Rick Larsen (D-Wash.)
- Rep. Doug LaMalfa (R-Calif.)
- Rep. John Katko (R-N.Y.)
- Rep. Eddie Bernice Johnson (D-Texas)
- Rep. Jared Huffman (D-Calif.)
- Rep. Sam Graves (R-Mo.)
- Rep. Garret Graves (R-La.)
- Rep. Tom Carper (D-Del.), Ranking Member
- Rep. John Barrasso (R-Wyo.), Chairman
- Sen. Roger Wicker (R-Miss.)
- Sen. Sheldon Whitehouse (D-R.I.)
- Sen. Dan Sullivan (R-Alaska)
- Sen. Richard Shelby (R-Ala.)
- Sen. Bernie Sanders (D-Vt.)
- Sen. Mike Rounds (R-S.D.)
- Sen. Jeff Merkley (D-Ore.)
- Sen. Ed Markey (D-Mass.)
- Sen. John Cornyn (R-Texas)
- Sen. Mark Warner (D-Va.)
- Sen. Pat Toomey (R-Pa.)
- Sen. John Thune (R-S.D.)
- Sen. Dick Durbin (D-Ill.)
- Sen. Bill Cassidy (R-La.)
- Sen. Tom Carper (D-Del.)
- Sen. Tammy Duckworth (D-Ill.)
- Sen. Tammy Baldwin (D-Wisc.)
- Sen. Chris Van Hollen (D-Md.)
- Sen. Kamala Harris (D-Calif.)
- Sen. Kirsten Gillibrand (D-N.Y.)
- Sen. Deb Fischer (R-Neb.)
- Sen. Tammy Baldwin (D-Wisc.)
- Sen. Luther Strange (R-Ala.)
- Sen. Rand Paul (R-Ky.)
- Sen. John Barrasso (R-Wyo.), Chairman
- Sen. Orrin Hatch (R-Utah),
- New members in red.)

**House Ways & Means Committee**
- Rep. Kevin Brady (R-Texas), Chairman
- Rep. Richard Neal (D-Mass.), Ranking Member
- Rep. David Schweikert (R-Ariz.)
- Rep. Peter Roskam (R-Ill.)
- Rep. Tim Johnson (R-S.D.)
- Rep. David Cicilline (D-R.I.)
- Rep. Richard Neal (D-Mass.), Ranking Member
- Rep. Ron Kind (D-Wis.)
- Rep. John Larson (D-Conn.)
- Rep. Lloyd Doggett (D-Texas)
- Rep. Brian Higgins (D-N.Y.)
- Rep. George Holding (R-N.C.)
- Rep. Mike Meehan (R-Ill.)
- Rep. Tom Reed (R-N.Y.)
- Rep. Tom MacArthur (R-N.J.)
- Rep. Pat Meehan (R-Pa.)
- Rep. Jared Polis (D-Colo.)
- Rep. John Yarmuth (D-Ky.)
- Rep. Peter Visclosky (D-Ind.)
- Rep. Kevin Brady (R-Texas),
- New members in red.)

**Senate Environmental & Public Works Committee**
- Sen. John Barrasso (R-Wyo.), Chairman
- Sen. Tom Carper (D-Del.), Ranking Member
- Sen. Cory Booker (D-N.J.)
- Sen. John Boozman (R-Ark.)
- Sen. Benjamin Cardin (D-Md.)
- Sen. Tammy Duckworth (D-Ill.)
- Sen. Joni Ernst (R-Iowa)
- Sen. Deb Fischer (R-Neb.)
- Sen. Kirsten Gillibrand (D-N.Y.)
- Sen. Kamala Harris (D-Calif.)
- Sen. Jeff Merkley (D-Ore.)
- Sen. Ed Markey (D-Mass.)
- Sen. Jeff Merkley (D-Ore.)
- Sen. Shellie Moore Capito (R-W.Va.)
- Sen. Jerry Moran (R-Kan.)
- Sen. Mike Rounds (R-S.D.)
- Sen. Bernie Sanders (D-Vt.)
- Sen. Richard Shelby (R-Ala.)
- Sen. Dan Sullivan (R-Alaska)
- Sen. Shalent Whitehouse (D-R.I.)
- Sen. Roger Wicker (R-Miss.)
- Rep. Jackie Walorski (R-Ind.)
- Rep. Eleanor Holmes Norton, (D-District of Columbia)
- Rep. Donald F. Payne, Jr. (D-N.J.)
- Rep. Scott Perry (R-Pa.)
- Rep. Todd Rokita (R-Ind.)
- Rep. David Rouzer (R-N.C.)
- Rep. Mark Sanford (R-S.C.)
- Rep. Lloyd Smucker (R-Pa.)
- Rep. Abigail Spanberger (D-Va.)
- Rep. David Cicilline (D-R.I.)
- Rep. Tom Rice (R-S.C.)
- Rep. Dave Reichert (R-Wash.)
- Rep. Pat Tiberi (R-Ohio)
- Rep. Pat Meehan (R-Pa.)
- Rep. Tom Reed (R-N.Y.)
- Rep. Tom MacArthur (R-N.J.)
- Rep. Tom Rice (R-S.C.)
- Rep. Peter Roskam (R-Ill.)
- Rep. Devin Nunes (R-Calif.)
- Rep. Erik Paulsen (R-Minn.)
- Rep. Tom Royal (R-N.Y.)
- Rep. Dave Reichert (R-Wash.)
- Rep. Jim Renacci (R-Ohio)
- Rep. Tom Rice (R-S.C.)
- Rep. Peter Roskam (R-Ill.)
- Rep. Linda Sanchez (D-Calif.)
- Rep. David Schweikert (R-Ariz.)
- Rep. Terri Sewell (D-Ala.)
- Rep. Adrian Smith (R-Neb.)
- Rep. Jason Smith (R-Mo.)
- Rep. Mike Thompson (D-Calif.)
- Rep. Pat Tiberi (R-Ohio)
- Rep. Jackie Walorski (R-Ind.)

**House Financial Services Committee**
- Rep. Orrin Hatch (R-Utah), Chairman
- Rep. Ron Wyden (D-Ore.), Ranking Member
- Rep. Michael F. Bennet (D-Colo.)
- Rep. Sherrod Brown (D-Ohio)
- Rep. Maria Cantwell (D-Wash.)
- Rep. Benjamin L. Cardin (D-Md.)
- Sen. Thomas R. Carper (D-Del.)
- Rep. Robert D. Casey, Jr. (D-Pa.)
- Rep. Bill Cassidy (R-La.)
- Rep. John Carney (R-Texas)
- Rep. Mike Crapo (R-Idaho)
- Rep. Mike Emr (R-Wis.)
- Rep. Chuck Grassley (R-Iowa)
- Rep. Dean Heller (R-Nev.)
- Rep. Johnny Isakson (R-Ga.)
- Sen. Claire McCaskill (D-MO)
- Rep. Robert Menendez (D-NJ)
- Rep. Bill Nelson (D-Fla.)
- Rep. Rick实干 (R-Ohio)
- Rep. Pat Roberts (R-Kan.)
- Sen. Tom Scott (R-S.C.)
- Sen. Debbie Stabenow (D-Mich.)
- John Thune (R-S.D.)
- Pat Toomey (R-Pa.)
- Mark Warner (D-Va.)

(Alphabetical order after leadership. New members in red.)

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**US Department of Transportation**

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**USE IT...SAVE LIVES!**
over the last four years, the House Transportation & Infrastructure Committee has been one of the most productive committees in Congress, with a record of success in moving large and oftentimes complex infrastructure bills through the legislative process. In the 114th Congress, the committee helped to enact 56 public laws, including the FAST Act, the Water Infrastructure Investments for America Act (WIIN Act), and important reforms for Amtrak. An important part of our legislative process includes listening to input from a broad spectrum of transportation stakeholders, like ARTBA. Last Congress, we held 28 listening sessions and roundtables, and we plan to continue utilizing these valuable meetings in the coming year.

Despite last year’s contentious election cycle, the committee found common ground and worked in a bipartisan fashion for the American people. We look forward to continuing the committee’s tradition of accomplishment for our transportation network.

I am ready for us to roll up our sleeves and get to work building a modern, 21st century infrastructure for America. I am eager to apply the expertise the committee has developed, take advantage of the perspectives of new members, and work with House leadership, President Donald Trump, and our other House and Senate colleagues on both sides of the aisle to do what we were elected to do: improve America.

We have a real opportunity to make improvements to our Nation’s infrastructure that will create American jobs and help retain our position in the global marketplace. From my conversations with President Trump and his team, I believe he gets the importance of infrastructure. I also believe Secretary Elaine Chao will bring the necessary leadership and expertise to the U.S. Department of Transportation (U.S. DOT).

One of the committee’s priorities in the 115th Congress will be working with Secretary Chao to implement the FAST Act as Congress intended. This measure, the first long-term surface transportation reauthorization bill in over 10 years, provides a number of reforms and established important competitive grant programs, including the Nationally Significant Freight and Highway Project Program, known as FASTLANE.

Ensuring the Nation is connected by a safe, effective, and efficient transportation network is a clear federal responsibility, but it is carried out in conjunction with our non-federal partners. There must be significant flexibility in federal surface transportation programs for states to determine and address their most pressing needs. The FAST Act continues to provide direction and vision for a cohesive surface transportation system, but rightly provides much discretion to states in determining what projects to fund.

We all agree on the need to invest in our Nation’s infrastructure, but we need to do so in a fiscally responsible way. I remain committed to working with my colleagues to find those fiscally responsible solutions, and that includes exploring long-term solutions to address the challenges facing the Highway Trust Fund.

In addition to these priorities, the committee must pass an FAA reauthorization bill that includes significant agency reform and reorganizes the way we modernize our aging and inefficient air traffic control system. We must also pass another water resource development bill, a Coast Guard reauthorization, and FEMA and GSA reform bills. We must do this while promoting a vision for a 21st century infrastructure that weaves the global competitiveness, grows our economy, and provides a good quality of life for all Americans.

We face a number of challenges and opportunities, but I have found that the men and women of the Transportation & Infrastructure Committee are capable of great achievements. I have been honored to work with them, and I believe we can build on our established track record of success to advance a vision that returns America’s preeminence in transportation.

Rep. Bill Shuster is chairman of the House Transportation & Infrastructure Committee.

The House Transportation & Infrastructure Committee has a tradition of enacting bipartisan legislation that invests in our crumbling infrastructure, strengthens our economy, and creates good-paying jobs for Americans. In the 114th Congress, I worked with Chairman Bill Shuster to reauthorize the U.S. Coast Guard, the U.S. Department of Transportation’s (U.S. DOT) pipeline safety program, and the U.S. Army Corps of Engineers’ (Corps) navigation, flood control and environmental restoration projects. We also passed the FAST Act, a five-year surface transportation reauthorization that provides $281 billion in guaranteed funding for highways, highway safety, and transit infrastructure.

The FAST Act was a step in the right direction, but it failed to provide the level of investment needed to begin to repair and rebuild our Nation’s backlog of aging and deteriorating transportation infrastructure. As ranking member, I have long advocated for increased investments in our Nation’s roads, bridges and transit systems. A strong transportation network improves the quality of life of our citizens, creates good-paying jobs, and keeps us competitive in the world economy. According to U.S. DOT, every $1 billion invested in transportation infrastructure creates or sustains tens of thousands of jobs.

Unfortunately, after years of underinvestment our infrastructure is falling behind. Once among the world leaders in quality infrastructure, the United States now ranks 11th—behind Switzerland, Japan, and the Netherlands. Experts say if the investment gap is not addressed throughout our infrastructure sectors by 2025, the economy is expected to lose $3.9 trillion in GDP.

Our citizens rely on safe and efficient roads, rails, ports, planes, and public transit systems, reverse the Federal budget deficit. Instead, we should use these funds to maintain our ports, which will better enable U.S. businesses to export goods, level the playing field with our foreign competitors, and create and sustain family-wage jobs.

We could also allow airports to increase their passenger facility charge (PFC) to pay for airport improvements. If Congress were to lift the current $4.50 cap on PFCs, it would create new revenue to invest in large airports and free up additional Federal funding to help smaller airports.

Finally, I have a proposal to provide over $500 billion to improve our Nation’s highways, bridges, and public transit systems, reverse the Federal underinvestment and address future highway and transit needs through fiscal year 2030. My Investing in America: A Penny for Progress proposal authorizes the U.S. Department of Treasury to issue 30-year bonds that will be repaid by increasing the gas and diesel user fees, which were last adjusted in 1993 and have lost more than 40 percent of their purchasing power. It is estimated that this proposal will increase the gas and diesel user fees by approximately one cent per year. This penny increase would make real progress in addressing our nation’s infrastructure backlog.

Transportation is not a partisan issue; it’s about moving people and goods more efficiently in this country and connecting us to the world. In the coming Congress, I plan to work with Chairman Shuster and President Donald Trump where we can find common ground and make real improvements.

Rep. Peter DeFazio is ranking member of the House Transportation & Infrastructure Committee.
Safer Roads: A Pathway to a Stronger America

By Sen. John Barrasso (R-Wyo.)

A merica’s roads, bridges, dams, and water systems are about to get a much-needed boost. As chairman of the Senate Committee on Environment and Public Works, I am committed to making sure we do it the best way possible to improve lives and protect families.

Across the country our aging infrastructure is threatening public safety and hampering economic development.

Too often, Washington makes decisions based on its own priorities and its own ideas about how things must be done. Federal dollars do not make their way to rural parts of the country. We need to find new ways to address these long-neglected public works.

Just look at my home state of Wyoming. Tribal, local, and state governments all worked together to fix one of the most dangerous roads in the state. A notorious stretch of highway known as 17 Mile Road finally got the upgrades and maintenance it so badly needed.

The construction project straightened, widened, and paved the road. It provided an economic boost for local businesses and peace of mind for travelers.

The initiative on 17 Mile Road is a great example of how we should approach these projects. Last Congress, Democrats and Republicans on the Senate Environment and Public Works Committee worked together to pass the first long-term highway bill in a decade.

This important law included provisions that I introduced to help Native American tribes maintain roads on their lands. The Tribal Infrastructure and Roads Enhancement and Safety (TIRES) Act increased funding for safety projects. It also reduced bureaucratic fees that Washington charges tribes working on these projects.

Nationwide, just 17 percent of tribal roads are deemed acceptable by the U.S. Bureau of Indian Affairs. Something had to be done. The TIRES Act was based on feedback from tribes and state officials, who had innovative ideas on how to advance road safety. This is a model I want to replicate.

We also passed important legislation to prioritize dam, waterway, and port construction. These were good first steps, and there is more we can do to develop our Nation’s water infrastructure. Across all building projects, the committee will work to remove punishing regulations from Washington that limit economic growth.

Bureaucrats shouldn’t just use a top-down, one-size-fits-all approach. We need to be smarter about these rules and more aware of the effect they have.

Rebuilding our Nation’s highways is a top priority that I share with the new administration. President Donald Trump has talked at length about upgrading our Nation’s aging infrastructure. The projects he’s talked about would create jobs and strengthen America’s economy. They will also help our Nation and its people by allowing products to reach markets more quickly and safely.

I am ready to work with the new administration to examine our infrastructure priorities and find fiscally responsible ways to start building. This should not be a question of Democrats or Republicans. We all purchase goods that are transported on our Nation’s roads. We all travel on them with our families. Safer roads are a pathway to more prosperous America.

I will work closely with our committee’s ranking Democrat, Tom Carper, and all the members of our committee, to make infrastructure improvements a priority. I also plan to work with the men and women who plan, build, and maintain our roads and water systems. Together we can find the best answers to our Nation’s infrastructure questions.

That’s how the repairs on the 17 Mile Road became a reality in Wyoming, and it’s how we’ll improve our Nation’s infrastructure for all Americans.

Sen. John Barrasso is chairman of the Senate Committee on Environment and Public Works.

Working Together to Update America’s Infrastructure

By Sen. Tom Carper (D-Del.)

W e have gaveled in the 115th Congress in a particularly partisan era. The issue of transportation, though, can, and often has, united us. Building up our country’s infrastructure allowed America to dream big as we worked to connect people from coast to coast. Now, we have an opportunity to revitalize that system and reimagine how people and goods move across this country.

As we look for shared priorities across the aisle, I believe that the need for significant, long-term investment in modern, resilient roads, highways, bridges, transit systems and other critical elements of our physical infrastructure is important to a vast majority of Americans.

People from all different walks of life understand the need for investments and common sense solutions that will help get people to work and to school more easily and safely, while also moving goods more efficiently.

Unfortunately, communities today are relying on decades-old infrastructure built by past generations to meet the needs of yesterday. These facilities no longer satisfy the needs of a significantly larger population or our greater rising costs of construction, and, therefore, their future revenues no longer meet our investment needs.

The deteriorating infrastructure of the past is not just a threat to both safety and economic growth, it also presents an opportunity to invest in 21st century assets that will take advantage of new technologies and pave the way for even greater innovation in the days ahead.

We know how to meet these challenges. Congress must provide a major increase in direct federal funding to states and towns in order to fix their crumbling roads, bridges, transit, rail, and ports and to begin work on the innovative solutions that will improve mobility and quality of life. This spending should be directed first toward maintaining the critical assets that are already dereiled or are carrying more people than they were designed for. Maintenance projects are one of the most impactful investments and we have a duty to safeguard the assets that millions of Americans already rely upon daily.

Funding must be multimodal and provide flexibility for local leaders to identify the unique and creative solutions that are appropriate for their challenges. We also need to make sure that investments are made in a way that promote accountability and create the greatest value for each dollar spent through transportation planning that ties investment decisions to locally set performance targets. Expanding the highly successful TIGER program is one way to ensure that local leaders have direct access to federal dollars and identify the best possible projects through the competitive grant process.

National leaders must also recognize and correct our ongoing failure to provide sufficient and reliable funding for projects that are complex, multi-jurisdictional or mega-regional in scope, and will produce significant benefits for the national economy once completed.

Finally, I believe that any proposal to invest in our country’s infrastructure should create a path toward long-term solvency of the Highway Trust Fund. There is a tradition in our country that the users, businesses, and others who benefit from the infrastructure help to pay for the system on which we now rely. However, over the last two decades, these taxes have not been increased even to keep pace with inflation or the rising costs of construction, and, therefore, their revenues no longer meet our investment needs.

There are many options as to how to update these revenue streams in order to pay for much-needed investments – whether it is through indexing existing taxes, or identifying new revenue streams tied to things like freight movement or vehicles. What is clear, though, is that we have a real opportunity to transform our infrastructure, and I believe the time to act is now.

Sen. Tom Carper is ranking member of the Senate Committee on Environment and Public Works.
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The future is coming to Las Vegas March 7 – 11.

CONEXPO-CON/AGG 2017 is the gathering place for the global construction industries, with a focus on construction, aggregates and ready mixed concrete, heavy equipment and materials producers, and government and institutional sector officials. The event, held once every three years, is bolstered by the co-located International Fluid Power Exposition (IFPE), which focuses on fluid power, power transmission and motion control.

Attendees will find the latest equipment technologies to increase productivity, reduce downtime, and enhance safety and sustainability. They can connect with leading U.S. and global manufacturers, take advantage of expert industry-focused education programs and network with industry peers from around the world.

“Technology is critical to the future of the construction industry and CONEXPO-CON/AGG has always been a show that helps industry executives keep pace with the latest in new equipment and product innovations,” said Rich Golsbury, CONEXPO-CON/AGG 2017 show chairman and president of Doosan Bobcat North America & Ososan. “But, as industry is being transformed by technology, our attendees understand the importance it has on their bottom line. It is our responsibility and privilege to connect them with the most cutting edge innovations in safety, equipment and operations that are reshaping the future.”

**Spotlight on Technology**

The Tech Experience is a new feature at the 2017 event. Spanning more than 75,000 square feet in front of the Las Vegas Convention Center, it is dedicated entirely to presenting construction innovations and emerging technologies that will drive change and process improvements across the industry. The Tech Experience will focus on three key areas critical to the construction industries’ future:

- **Workforce**, where attendees can check out hands-on training, including virtual reality and gamified learning.
- **Job Site**, which highlights equipment intelligence, connected autonomous vehicles and systems to support safety, maintenance and improved performance and productivity.
- **Infrastructure**, which explores infrastructure innovation trends and the latest technologies and materials to move people, goods and services.

The unveiling of the world’s first fully functional 3-D printed excavator is another highlight. It is the first large-scale use of steel in 3-D printing.

“It will be a platform to demonstrate how the latest innovations and applied technologies are changing the future of the construction industry,” said John Rozum, IFPE show director.

The show also includes the Tech Talks educational forum and the Infrastructure Vision 2050 initiative of the Association of Equipment Manufacturers (AEM), plus a Drone Zone and 3-D Printworks.

Tech Talks speakers include former NASA astronauts and identical twins Mark and Scott Kelly; James Benham of JB Knowledge; D’Arcy Salzmann of Microsoft; and Wayne Rapp of Hyperloop One.

**More New Products**

More than 2,500 exhibitors will spread over more than 2.5 million net square feet of convention center floor space.

The show’s expanded footprint is designed in a more connected, cohesive layout that makes it easier for attendees to navigate the space and find new products faster.

The 2017 show features new product categories in every major industry segment represented. Twenty product categories will be grouped into concentrated areas to help attendees find the companies, goods and services specific to their interests.

**More Education**

More than 150 education sessions will focus on industry issues and trends, management and applied technology.

A new technology track will complement the Tech Experience and highlight industry innovation and growth opportunities in fields such as drones, autonomous machines, 3-D imaging, smart apps, gamification, big data and the Internet of Things, or IoT.

Additional education tracks include: aggregates; asphalt; concrete; cranes; rigging and aerial lifts; earthmoving and site development; equipment management and maintenance; business best practices; workforce development; and safety and regulatory.

**New Mobile App Gets You Organized**

Attendees can pre-plan their visit using the online show planner and new show mobile app, which features beacon technology as well as interactive 3-D maps, to create a personalized agenda of exhibits, education sessions and networking meetings.

The exhibitor director, with floor plans, is searchable by company name, product type or market area, booth number and location on the show floor. It also includes a New Products and Technologies preview section.

The mobile app will continuously sync to the show planner agenda, and attendees can receive show updates to further maximize their time.

**Opportunity to Help Vets**

Show attendees and exhibitors can help military veterans through charitable events. The Call of Duty™ Endowment is the official charitable partner for the 2017 CONEXPO-CON/AGG and IFPE.

The nonprofit organization was founded in 2009 by Bobby Kotick, CEO of Activision Blizzard, to help veterans secure high-paying jobs following their military service and to raise awareness of the value they bring to the workplace. The endowment has placed over 29,000 veterans in jobs to date, with all donations going towards this work, with an average placement cost of $600. Its goal is to place 50,000 veterans into high-quality jobs by 2019.

The first major donation is from Terek Corporation: a March 8 benefit concert at the Brooklyn Bowl featuring the multi-platinum rock band, Foreigner. Show attendees can donate to the entrance for entrance for the concert.

Additional fundraising events planned for the endowment include online silent and live auctions, with all auction proceeds aimed at helping military veterans find jobs.

**NASCAR Ultimate Experience**

NASCAR fans will want to take advantage of the show’s NASCAR-style experience March 10 at the Las Vegas Motor Speedway. This networking event received rave reviews at the 2014 show.

The celebration includes live music, beverages, buffet, and unique concessions, with roundtrip transportation between the speedway and convention center. Participants also have a chance to ride with a professional driving instructor at speeds up to 165 mph at the Richard Petty Driving Experience.

**Registration – New Badge-Packs**

The new show registration Badge-Pack includes a free multi-day Las Vegas monorail pass and deluxe coach bus transportation between most official hotel partners and the shows, as well as discounts at Las Vegas bars and restaurants.

The Badge-Pack covers admission to both exhibitions, with a combined seven different lots and halls (and the new Tech Experience). Several options are available to help attendees customize their show experience for greater value.

For added convenience, pre-registered attendees can pick up their Badge-Packs at several Las Vegas hotels and the Las Vegas McCarran International Airport, as well as onsite.

The website, conexpoconagg.com, has all the additional information you need.

Sara Truesdale Mooney is CONEXPO-CON/AGG show director and vice president, Exhibitions & Business Development, at the Association of Equipment Manufacturers.

**2017 PRODUCT AND TECHNOLOGY CATEGORIES**

- Aggregates
- Concrete Construction & Manufacturing
- Foundation Equipment
- Infrastructure Support
- Maintenance of Way
- Rail Equipment
- Trucking
- Asphalt Production & Paving
- Earthmoving Equipment & Material Handling
- Hauling Equipment
- Land Clearing
- Publications
- Safety & Traffic
- Underground Construction
- Associations & Organizations
- Engines, Components & Electronics
- Information Technology & Business Solutions
- Lifting (Aerial & Cranes)
- Pumps
- Testing Equipment Manufacturer

**International Fluid Power Exposition**

- Electrical & Mechanical Power Transmission
- Industrial Hydraulics
- Mobile Hydraulics
- Water Hydraulics
- Pneumatics

**ARTBA CONEXPO Events**

ARTBA will host several key events March 6-8 at Planet Hollywood Hotel in Las Vegas during the week of CONEXPO-CON/AGG 2017.

These include a Board of Directors meeting, P3 Round Table, Council of State Executives meeting, federal transportation policy and regulatory update, transportation construction conditions report, and a breakfast briefing on the Safety Certification for Transportation Project Professionals™ program.

Registration, schedule of events and hotel booking information for the program can be found at www.artba.org.

By Sara Truesdale Mooney
smooney@aem.org
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GOMACO Corporation pioneered the development of the first cylinder finisher over 50 years ago when the company developed and manufactured a bridge deck 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 C-450 frame widths range from 12 feet to 104 feet, with transitional framework attached. The C-750 frame widths range from 16 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.

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More than 3 million miles of roads and over 300,000 bridges in the United States are owned and maintained by local governments.

In 1982 the Federal Highway Administration established the Local Technical Assistance Program (LTAP). In 1991 the Tribal Technical Assistance Program (TTAP) was also formed. LTAP and TTAP help local governments improve management of their transportation networks.

There are 58 LTAP/TTAP Centers: one in each state, one in Puerto Rico, and seven regional Centers that serve tribal governments. Most Centers are housed at colleges, universities and state departments of transportation.

The mission of LTAP/TTAP is to foster a safe, efficient, and environmentally sound surface transportation system by improving skills and increasing knowledge of the transportation workforce and decision makers.

LTAP/TTAP strives to improve safety for users on local roads, help local governments build and maintain their infrastructure as well as utilize workforce efficiently, and teach road workers how to do their jobs safely.

The national program focus areas are safety, workforce development, infrastructure management and organizational excellence. LTAP/TTAP Centers help communities improve the quality and condition of their transportation network.

www.LTAP.org

U.S. Department of Transportation
Federal Highway Administration

The FHWA LTAP/TTAP Clearinghouse, managed by the American Road & Transportation Builders Association-Transportation Development Foundation (ARTBA-TDF), provides program support for LTAP and TTAP Centers.
New Administration Opens Road to Regulatory Reform

By Nick Goldstein
ngoldstein@artba.org

A lot has changed in Washington, D.C. since Jan. 20. President Donald Trump is doing a makeover of federal regulatory agencies. And that means new opportunities to change how federal regulations impact transportation construction.

Within days of taking office, Trump declared “the regulatory process in this country has become a tangled up mess.” He promptly signed several executive orders and presidential memoranda to advance stalled pipeline projects and streamline the environmental review process for other major infrastructure work.

Two of the orders were aimed at ARTBA-supported pipeline projects—Dakota Access and Keystone XL—that were stalled during the Obama administration. Now, the U.S. Army Corps of Engineers has expedited approval of an easement necessary for Dakota construction, and Trans Canada Corporation is invited to resubmit its application for Keystone. A third order directs all pipeline projects in the U.S. to use domestically-produced steel and iron products to the maximum extent possible.

Other orders are focused on the environmental review and approval process. One allows infrastructure projects to be designated by state or federal officials as “high priority.” Upon receiving such a designation, the chairman of the White House Council on Environmental Quality must coordinate “expedited procedures and deadlines for completion of environmental reviews and approvals for such projects.”

Another order directs the nation’s commerce secretary to conduct outreach and develop a “plan to streamline federal permitting processes for domestic manufacturing and to reduce regulatory burdens affecting domestic manufacturers.” The “Ripe for Reform” report addresses existing rules, proposed rules, guidance and executive orders currently in place, many of them issued by the outgoing Obama administration. Specific regulations include the “Waters of the United States” rule, federal Clean Air Act standards, the Disadvantaged Business Enterprise program, geographic-based hiring preferences, as well as multiple executive orders and guidance documents issued at the end of the Obama administration.

In pushing for significant and needed increases in federal transportation investment, the Trump Administration also has an opportunity to improve these regulations and reverse the counterproductive administrative actions of recent years. Lessening the transportation construction industry’s unreasonable regulatory burden will maximize the value of the significant new dollars being invested in transportation improvement projects, unleash innovation in designing and building them, and take full advantage of job-creation possibilities.

The report is being delivered to White House officials as well as House and Senate transportation committee leaders and their staffs. ARTBA will also present the report to federal agency officials as they continue to fill jobs in the new administration.

Citing the president’s oft-stated commitment to “big league” investment in the nation’s infrastructure, ARTBA’s recommendations note that “lessening the transportation construction industry’s unreasonable regulatory burden will maximize the value of the significant new dollars being invested in transportation improvement projects, unleash innovation in designing and building them, and take full advantage of job-creation possibilities.”

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The “Ripe for Reform: Federal Regulatory Issues Impacting Transportation Project Delivery” report can be found in the “regulatory” section of ARTBA’s website: www.artba.org.

Member and chapter contributions to ARTBA’s “Transportation Makes America Work” program support the association’s regulatory advocacy, as well as related litigation when necessary. For more information, please contact me.

Nick Goldstein is ARTBA vice president of regulatory affairs.
Gas Tax Rates Changed in Eight States on January 1, 2017

Eight states changed their gasoline tax rates at the start of 2017, according to ARTBA’s Transportation Investment Advocacy Center. In Florida, Georgia and North Carolina, gas tax rates increased automatically on Jan. 1 due to variable-rate formulas based on the Consumer Price Index (a measure of inflation). Michigan and Pennsylvania gas taxes increased as a result of earlier transportation funding legislation. Nebraska also raised its gas tax, due to: 1) 2015 legislation that gradually raises its flat excise tax on gasoline by 6 cents per gallon over four years, 2) a variable-rate component of the gas tax that adjusts based on changes in the average wholesale price of motor fuel, and 3) an as needed adjustment by the state legislature to ensure adequate transportation project funding. New York and West Virginia decreased their gas tax rates based on the average wholesale price of fuel.

<table>
<thead>
<tr>
<th>State</th>
<th>Type of Change</th>
<th>New Gas Tax Rate</th>
<th>Cents Per Gallon Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pennsylvania*</td>
<td>Variable-Rate</td>
<td>58.2 cents</td>
<td>+8 cents</td>
</tr>
<tr>
<td>Georgia*</td>
<td>Variable-Rate</td>
<td>26.3 cents</td>
<td>+0.5 cents</td>
</tr>
<tr>
<td>Nebraska</td>
<td>Legislative/Variable-Rate</td>
<td>26.4 cents</td>
<td>+1.5 cents</td>
</tr>
<tr>
<td>Michigan*</td>
<td>Legislative</td>
<td>26.3 cents</td>
<td>+7.3 cents</td>
</tr>
<tr>
<td>North Carolina</td>
<td>Legislative</td>
<td>34.3 cents</td>
<td>+6.3 cents</td>
</tr>
<tr>
<td>Florida</td>
<td>Variable-Rate</td>
<td>24.2 cents</td>
<td>+0.1 cents</td>
</tr>
<tr>
<td>New York</td>
<td>Variable-Rate</td>
<td>24.2 cents</td>
<td>-0.8 cents</td>
</tr>
<tr>
<td>West Virginia</td>
<td>Variable-Rate</td>
<td>32.2 cents</td>
<td>-1 cents</td>
</tr>
</tbody>
</table>

*Variable-rate tax legislation approved since Jan. 1, 2013.

State Motor Fuel Rates—Cents Per Gallon
As Of January 2017

\[\text{State Name} \quad \text{Cents Per Gallon Change} \quad \text{New Gas Tax Rate} \quad \text{Type of Change} \]

- **Pennsylvania**: +8 cents per gallon, 58.2 cents per gallon, Variable-Rate
- **Georgia**: +0.5 cents per gallon, 26.3 cents per gallon, Variable-Rate
- **Nebraska**: +1.5 cents per gallon, 26.4 cents per gallon, Legislative/Variable-Rate
- **Michigan**: +7.3 cents per gallon, 26.3 cents per gallon, Legislative
- **North Carolina**: +6.3 cents per gallon, 34.3 cents per gallon, Variable-Rate
- **Florida**: +0.1 cents per gallon, 24.2 cents per gallon, Variable-Rate
- **New York**: -0.8 cents per gallon, 24.2 cents per gallon, Variable-Rate
- **West Virginia**: -1 cents per gallon, 32.2 cents per gallon, Variable-Rate

*Variable-rate tax legislation approved since Jan. 1, 2013.*
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