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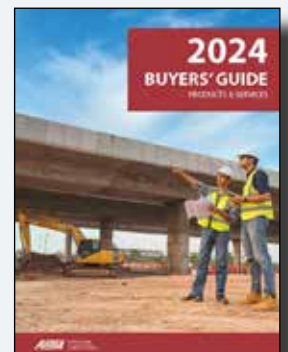


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"Transportation Builder" (TB) is the official publication of the American Road & Transportation Builders Association (ARTBA). We bring together all facets of the transportation construction industry to responsibly advocate for infrastructure investment and policy that meet the nation's need for safe and efficient movement of people and goods. ARTBA also offers value-added programs and services that create an environment where our members thrive in a competitive world. TB is the primary source of business, legislative, regulatory, safety and economic news that matters most to transportation development professionals.

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EDITOR'S NOTE

BETH MCGINN | Editorial Director

New Faces



Beth McGinn
Editorial Director
bmcginn@artba.org

When I came back to work at ARTBA after an eight-year hiatus, the first thing I noticed were the many familiar faces among the staff. It really says something about an association, its members, and its mission when so many people dedicate decades of their careers to the cause.

The second thing I noticed were the many new faces. Not among staff, but within our membership. I noticed more women, more young professionals, and more people of

color attend our meetings and speak at our events. The transportation construction industry is changing. As you will see in this issue of *Transportation Builder*, which includes our annual Leadership Directory & Buyers' Guide, ARTBA's volunteer leadership reflects those changes.

As does ARTBA's new chair, Tim Duit. He is a second-generation contractor and the association's first truly Gen X chair. Tim began his leadership ascent in 2015 when he served as first vice president of the Contractors Division. He brings a fresh perspective to the role, as you will see in his profile piece starting on page 10.

One example is his commitment to helping meaningfully address the mental health and well-being of our industry's workforce. The number of suicides in construction is alarmingly high compared to other industries, and Tim has called this situation "completely unacceptable." For generations, the issue of behavioral health has been swept under the rug. Now—thanks to new faces—it is finally coming out of the shadows so that more lives can be saved.

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CHAIR'S CORNER

TIM DUIT | President, Duit Construction Co., Inc.

A Seat at the Table

My interest in road and bridge construction began on the roads of the Midwest. My dad, Jim, started Duit Construction in 1969, and put me to work early. He also taught me about giving back to the industry through volunteer leadership. I learned that associations like ARTBA give us a seat at the table when big policy decisions impacting transportation development and funding are made. They allow us to shape a more positive future for ourselves and the industry we love.

Looking ahead to 2024, one of my top priorities as chair will be ensuring the continued implementation of the Infrastructure Investment and Jobs Act (IIJA). This means securing annual funding levels for year-three and pushing back on regulations that go beyond the scope of the law as intended by Congress.

In the first two years of the IIJA, states initiated more than 61,000 transportation improvements. ARTBA's focus is on sharing these "good news stories" with Congress and their people back home. We want them to see the benefits of these investments to their constituents and communities. Such public outreach is critical to building political support for the next long-term bill due in fall 2026.

A second priority is addressing work zone safety. Fatalities are up 11 percent. We cannot ignore this trend. More projects are underway because of the IIJA, which means workers are at greater risk. We need to use every tool available to ensure our crews and the public are protected. Thanks to two federal contracts, ARTBA is positioned to provide valuable transportation-project specific safety training to hundreds of construction workers.

Finally, ARTBA will focus on the mental health and well-being of our most valuable asset—our people. Recent research shows that suicide within the construction industry is four times higher than the national suicide rate, with more workers dying annually from suicide than work-related accidents. This is simply unacceptable.

Vince Hafeli, president of Ajax Paving Industries of Florida, brought this important issue to light last year. He bravely shared his own personal struggles and introduced a national proclamation that commits our industry to addressing this issue head on. There are no easy answers to this multi-layered challenge, but I believe talking about it is the first step in the right direction. And I encourage you to sign Vince's proclamation, which is on ARTBA's website at [artba.org](https://www.artba.org).

Thank you for entrusting me with the job of ARTBA Chair. I look forward to working with the Executive Committee, Board of Directors and other ARTBA members to deliver on these goals in the year ahead.

We have a lot of work ahead of us, but thanks to ARTBA we have a seat at the table.

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DAVE BAUER | President & CEO, ARTBA

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—Warren Buffett

Years from now, hundreds of millions of Americans will get to work, school, and home more safely and efficiently thanks to the work ARTBA members are doing today. The current, historic levels of federal and state highway and bridge investment are being used to modernize transportation networks in every state, every congressional district, and nearly every community in America.

As the sentiment of Mr. Buffett's observation above notes, our industry is seizing this moment—building the infrastructure that will pay economic dividends and improve quality of life for generations to come.

This opportunity is in large part due to the visionary leadership of those who came before. Walking the halls of ARTBA's offices, we have visual reminders of their legacies everywhere. Portraits of our former chairs chronicle this association's past and inspire our future.

The Transportation Development Hall of Fame that is featured in our boardroom highlights the pioneers, innovators and volunteer leaders who helped deliver the infrastructure investments and advancements that have made efficient and safe transportation synonymous with the freedom that is the birthright of all American citizens.

That these leaders come from—and are embraced by—the entire transportation construction industry is a testament to the foundational strength of our association and a recognition by ARTBA members that this community is greater than the sum of its individual parts.

At the same time, we benefit from a steady stream of forward-looking industry professionals across ARTBA's chapters, divisions, and policy forums who are breathing new energy and ideas into our policy development and advocacy initiatives.

The diverse perspectives and consensus-orientation of our volunteer leaders was evidenced throughout the development of our recently approved five-year strategic plan. The plan's focus on policy outcomes reinforces our dual mission of capitalizing on today's opportunities AND paving the way for tomorrow's growth.

Whether interpreting the impact and consequences of new federal regulations or sharing effective solutions to attract and sustain a qualified workforce, ARTBA members, at all levels, are making an impact.

As 2023 ends, I am reminded of what we accomplished this year and keenly aware the cornerstone of our effectiveness is the active engagement and commitment of our members. I am also excited that next year will bring a fresh crop of challenges and leaders to tackle them. Together, we will plant the seeds of a transportation network that benefits all Americans.

A handwritten signature in black ink that reads "Dave Bauer". The signature is written in a cursive, flowing style.



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Photo: Weston Waugh, stout.media

2024 ARTBA Chair: Oklahoma Contractor Tim Duit

BY JOHN SCHNEIDAWIND
jschneidawind@artba.org

At the association's National Convention in La Jolla, Calif., this past September, ARTBA members elected contractor Tim Duit to lead the organization. Duit is certainly not the first contractor to serve as chair, but he is the first Oklahoman, and, interestingly, the first of Generation X.

While Tim brings a fresh, new perspective to the role, his family roots in the industry run deep and his passion for building began as a young child.

"My father started the company in 1969 in Iowa Falls, Iowa," Duit recalls. "I can remember my mother taking us over to Fort Dodge—and we were still in the young single digits. They had a sandbox there and a track-hoe you sit on and control the bucket, and you could dig the sand and move it around. It was just the coolest thing ever."

Duit began taking on summer jobs at the family-owned company when he was still in middle school, working his way up the ranks, earning the position of foreman in 1988.

“ARTBA on a national level is a great association in that it gives you the ability to have a seat at the table to help push for meaningful change that improves the business climate for all transportation construction professionals.”



During the ARTBA National Convention in La Jolla, Calif., 2023 ARTBA Chair Paula Hammond (WSP USA) passed the gavel to Duit. Photo by Janis Foley Photography.

In 1994, he started TTK Construction Co., and the firm merged with Duit Construction in 2017, when he was named president.

Under his leadership, the company has grown to more than 800 employees, making it one of Oklahoma's largest heavy highway paving contractors.

The firm's project portfolio features road, bridge, and underground construction for the federal government, cities, counties, airports, and rail companies.

One of the notable highlights of Duit's career came in 2019 when he co-directed the construction team that secured the bid for Oklahoma's first P3 highway project—the largest project in state history.

“When you talk about the Duits, you'll find them to be one of the most successful road and bridge construction companies in Oklahoma,” says Bobby Stem, executive director of the Association of Oklahoma General Contractors. “They carry themselves with this grace and humility. And if you've got a job and the Duits are the ones doing it, they're going to do it right.”

A great part of Duit's success has been his ability to involve every employee in the company's mission.

“Tim's really good at making sure everybody gets a chance to contribute, and to input their part of what it takes to be successful,” says Arlen Halvorson, president of TJ Campbell Construction. “He goes out of his way to be personable to the newest laborer on the crew as well as the operator that's been with us for 20 years or more.”

Duit's dedication extends beyond the construction site and boardroom. He has served on the Oklahoma AGC Workers' Compensation board of directors and currently plays a vital role in The Road Information Program (TRIP)—on its executive committee and board of directors.

His biggest involvement outside his company has been with ARTBA, reflecting a commitment to the transportation construction sector's growth and evolution.

From serving as president of ARTBA's Contractors Division to holding key positions such as senior vice chair, first vice chair and co-chair of the FAST Act Reauthorization Task Force, Duit's contributions to the policymaking process have been many.

*See **Duit**, 12*



Duit delivered an acceptance speech at the Sept. 12 Chair's Dinner. Photo by Janis Foley Photography.

As ARTBA chair, his goals for 2024 are clear:

- **Bipartisan infrastructure law implementation.** Make sure 2021's Infrastructure Investment and Jobs Act (IIJA) continues to be implemented as intended by Congress, setting the stage for another successful infrastructure law in 2026. "You can bet our industry will continue to deliver the mobility solutions intended by Congress, and if we are successful, the public will see the need for additional highway and transit investment," he says.
- **Safety for the driving public and roadway workers.** "Work zone fatalities are up 11 percent, and we cannot ignore this trend," Duit notes. The trend is even more pronounced with the thousands of additional bridge and roadway projects underway—thanks to the IIJA. "When it comes to safety, it's a given that we aim to protect both workers and motorists from road construction hazards."
- **Tackle the mental and physical health crisis facing the construction industry.** "Our industry requires long hours and travel, and there are days when employees come to work with sore muscles and joints," Duit says. "They could be taking painkillers—even opioids. Distracted or impaired workers can be a risk to themselves, or to others on jobsites. Through ARTBA safety and training programs, we'll do our part to help ensure total worker health and well-being."



Duit, his wife, Heather, and their four daughters with NBA legend Bill Walton at ARTBA's National Convention. Photo by Janis Foley Photography.

These goals are huge but achievable, Duit says. But they will require the active participation of all ARTBA members and chapters.

"ARTBA on a national level is a great association in that it gives you the ability to have a seat at the table to help push for meaningful change that improves the business climate for all transportation construction professionals."

John Schneidawind is ARTBA's vice president of public affairs.



TIM DUIT

ARTBA Volunteer Leadership

Senior Vice Chair: 2023

First Vice Chair: 2020-22

Strategic Planning Committee Co-Chair: 2020

FAST Act Reauthorization Task Force Committee Co-Chair: 2019

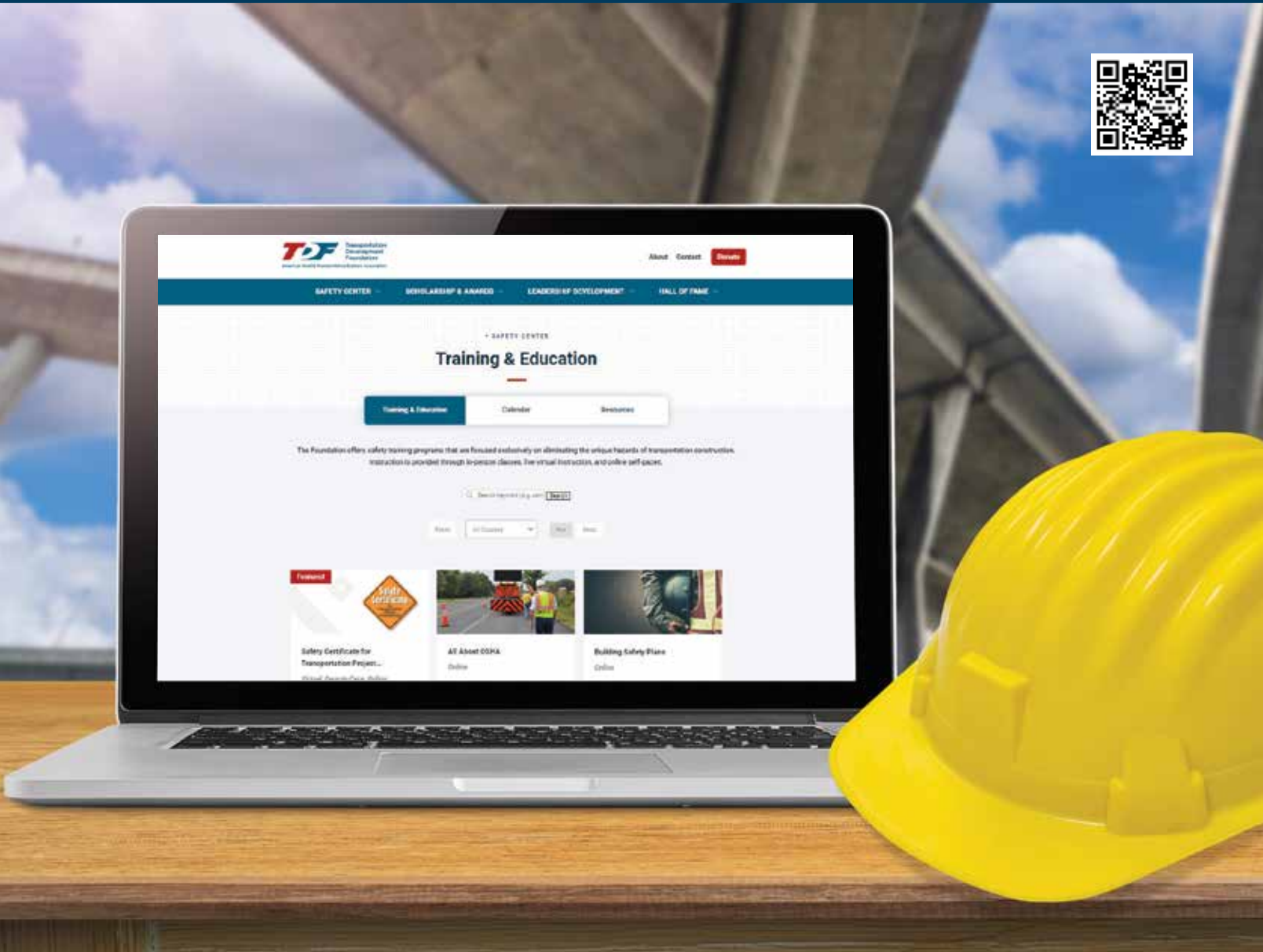
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Contractors Division President: 2016

Contractors Division First Vice President: 2015

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Contractor Chapter Execs Take **Different Roads** to Industry Leadership

BY BETH MCGINN
bmcginn@artba.org

Over the course of 2023, four highly experienced individuals took the helm of associations within ARTBA's network of affiliated chapters. While each has a similar responsibility—advocating for their respective state's contractors—their professional paths to these key positions are as unique as their states. Meet the new CEOs of our Alabama, Arkansas, Southern California, and Rhode Island affiliates.



Skip Powe

Executive Director, Alabama Road Builders Association (ARBA)

During a more than 30-year career with the Alabama Department of Transportation (ALDOT), Skip Powe developed a national reputation as an expert on project delivery and contract administration issues. He retired from ALDOT in October 2020 after serving as state construction engineer with oversight of all federal-aid and state-funded projects. Prior to joining ARBA in April, Skip worked for the engineering firm Smith Seckman Reid and helped lead the company's expansion into the Alabama and Arkansas construction markets. Early in Skip's tenure, ARBA led successful efforts to pass a landmark roadbuilder liability bill.



Brad Spradlin

Executive Vice President, AGC Arkansas

A 21-year construction industry veteran, Brad Spradlin began as a laborer and worked his way up to director of risk management at one of Arkansas' largest commercial contractors. He was also an active member of his chapter for several years, serving as president of its Construction Leadership Committee, among other positions. Since making the jump from volunteer leader to association CEO in February, Brad has led his team in revitalizing the chapter's member services and membership development initiatives.



Charlie Nobles

Executive Director, Southern California Contractors Association (SCCA)

Weeks after Charlie Nobles took over at SCCA, a fire closed a busy stretch of I-10 near downtown Los Angeles. Ironically, the chapter's leadership had asked him to prioritize "telling the story" of the industry's accomplishments, and Charlie had the opportunity to spotlight SCCA members who reopened the highway in a matter of days. He brings diverse experience to his new position, including finance, management, marketing, and revenue growth. While new to construction, Charlie has led a variety of businesses and non-profits, previously holding the top positions at the International Right of Way Association and American Sailing Association.



Ernie Carlucci

Executive Director, Construction Industries of Rhode Island (CIRI)

Few in Rhode Island can match Ernie Carlucci's resume in public service. He brings experience at every level of government in the Ocean State, including stints as chief of staff for the City of Cranston and former Attorney General Peter Kilmartin, district aide for then-U.S. Rep. David Cicilline, and most recently deputy policy director for State Senate President Dominick J. Ruggiero. Ernie also worked at the Laborers' International Union of North America (LIUNA) Local 1033. Since joining CIRI in September, Ernie has jumped into dialogues with members, elected officials, labor and—in partnership with ARTBA—federal agencies.

“Our Council of State Executives benefits from chapter CEOs who bring diverse experiences and insights,” said Chad LaRue of the Kentucky Association of Highway Contractors, who currently chairs that ARTBA peer group. “These new colleagues are helping us develop policies and practices that will make our associations better.”

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Three Impactful Leaders

BY BETH MCGINN
bmcginn@artba.org

In 1996, ARTBA launched the Industry Leader Development Program (ILDP) to teach people more about how U.S. transportation projects are funded and financed; how actions by government impact the industry; and how they—and their company or agency—can become politically engaged to help shape federal policy.



Martha Gross



Leigh Lilla



Chris Fronheiser

More than 800 people have completed the ILDP, many of whom became active leaders within their organizations and professional groups. But only a select few have received the association's Leadership Impact Award. These individuals stand out for their visionary thinking, ability to effect positive change, dedication to professional organizations and willingness to bring others along with them.

Martha Gross, Leigh Lilla and Chris Fronheiser are three such individuals. In September, at the ARTBA National Convention in La Jolla, Calif., each was recognized for their industry contributions.

When You See a Problem, Fix It

Gross, a 2014 ILDP graduate, is major projects manager for the Virginia Department of Transportation. While pursuing design-build projects in 2004, Gross noticed she was the only person in the room without a professional engineer (PE) license. At the time, the national PE licensing exam for civil engineers did not recognize construction as a licensed profession.

After obtaining her license, Gross volunteered to write and review questions for the National Council of Examiners for Engineering and Surveying. Thanks to her, in 2008 a new exam option was offered, and over 10,000 construction professionals have since obtained their PE licenses.

Encouraging Others

Lilla, a senior project manager for Florida-based David Nelson Construction and a 2020 ILDP graduate, rose from entry-level project management to a division leader overseeing nearly all government construction projects. She dedicates much of her spare time to helping others find their own opportunities. As co-chair for the Tampa Bay Construction Career Days, Lilla introduces thousands of high school students to careers in the construction industry.

Within her firm, Lilla heads up the hiring committee and mentors summer interns. Through industry groups, she coordinates networking events and often counsels female colleagues interested in assuming leadership positions.

Dedicated to Service

An ARTBA leader since 2006, and a 2008 ILDP graduate, Fronheiser has dedicated significant time to the association, and to the transportation construction industry overall. He was elected Industry Leader Development Council (ILDC) chair, was part of a strategic committee that re-evaluated ILDP's mission in 2015, served in the ARTBA Contractors Division for three years and is immediate past president of the Planning & Design Division.

Fronheiser is also involved with the Design-Build Institute of America, American Council of Engineering Companies, and the American Society of Highway Engineers. He is passionate about mentoring the next generation of STEM students and volunteers with the Autonomous Robotics Innovation Center in Westminster, Md.

Beth McGinn is ARTBA's vice president of communications.

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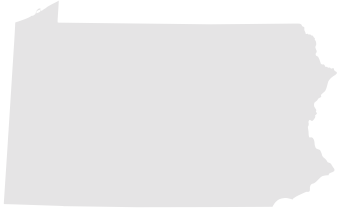
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Q & A With Pennsylvania Department of Transportation Secretary



MIKE CARROLL

A Momentous Year for PennDOT

It's safe to say that Mike Carroll's first year on the job as secretary for the Pennsylvania Department of Transportation (PennDOT) was unlike anything he ever expected.

On June 11, a tanker truck carrying 87-octane gasoline overturned on I-95 near Philadelphia, melting the steel frame of a bridge overpass and creating an impassable cavity on an indispensable East Coast corridor. With an all-hands approach and spontaneous improvisation, PennDOT and its private sector partners restored the bridge to traffic in 12 days.

And in one of the fastest permanent bridge restorations on record, on July 7 PennDOT fully re-opened all four lanes of traffic on the Fern Hollow Bridge, which collapsed into a ravine in Pittsburgh's Frick Park on Jan. 28, 2022.

The events were but two of the challenges Carroll's team conquered in a momentous year.

Each state faces unique transportation issues, but the Keystone State is in a category of its own. A study released in November by the state legislature compared Pennsylvania's transportation system to that of a handful of other states. It found 1,267 bridges rated in poor condition. The state has the highest percentage of bridges older than 50 years.

In part, that's because PennDOT maintains a mammoth 45,000 miles of state-owned highways. Pennsylvania has more registered motorists than its peer states. It has the most truck registrations. While a truck axle with an 18,000-pound load is only nine times heavier than a 2,000-pound automobile axle, the study concluded, it does 5,000 times more damage to roads.

Carroll, who worked on transportation throughout his time in the state legislature, recently spoke with ARTBA Vice President of Public Affairs John Schneidawind about his maiden year on the job, and how the Infrastructure Investment and Jobs Act (IIJA) has proved crucial to PennDOT.

Q: Why don't you start by giving us a thumbnail sketch as to where things stand in Pennsylvania's transportation system?

A: What I would offer is that since becoming secretary, my belief that PennDOT is populated with very talented and capable people has been confirmed. We have wonderfully capable consultants that we work with, and contractors, and most importantly the people that wear hard hats and vests—they all do a really solid job for the traveling public here in Pennsylvania. The I-95 project put that on full display for the world to see, with bright shining lights and a live stream.

The experience of I-95 happens all the time, in every region of the state with PennDOT projects and projects that we contract out. In Lackawanna County in the beginning of September, a 20-foot bridge washed out and the roadway was severed. In

that instance, the road was reopened in seven days. And so, what happened with I-95, happened with Fern Hollow, and happened in Lackawanna County—it's what PennDOT does.

Q: What are the unique circumstances the state faces in its transportation needs?

A: What separates Pennsylvania from almost every other state is what I call the "SR system"—the State Road system. If it snows tonight in Pike County, northeastern Pennsylvania, PennDOT will plow a half-mile, dead-end road. If it snows tonight in Luzerne County, PennDOT will plow a half-mile dead-end road. The network of SRs that we have in our inventory as a state DOT in almost every other jurisdiction

See **Q&A**, 22

are county or municipal roadways. So PennDOT's 45,000 miles of highways that we have to maintain is far in excess of our peer states. We have more miles of highway in PennDOT's fleet than New York, New Jersey and the New England states combined.

Q: For a while, transportation-related revenue was being diverted to fund the needs of the state's law enforcement. Can you bring us up to date on where that stands?

A: It was a diversion of funds from PennDOT's motor license fund to support the budget of the Pennsylvania State Police. Through the years, motor license fund money was diverted to help offset the cost of the state police. At our high watermark a few years back, PennDOT was diverting over \$800 million to the state police. Going into this January, we've diverted \$500 million. Governor Shapiro wanted to reclaim that full \$500 million, and we were successful in June of this year reclaiming \$125 million. So, we went from \$800 million a few years ago and now we're down to \$375 million as a result of the budget that was enacted in June, and it's our plan to get another \$125 million next June.

Q: We've just celebrated year-two of the IIJA. How have these historic levels of new federal investment helped shape your state program?

A: It's been wildly successful and unbelievably helpful when it comes to our road and bridge network. That additional money has given us the ability to advance projects quicker. There are funds provided for transit and for broadband and for passenger rail. And there's been quite a focus on the passenger rail line from Harrisburg to Pittsburgh and from Scranton to New York City. And so, the IIJA, by any measure, has been a wonderful, wonderful help to the Commonwealth



Secretary Carroll speaking at the I-95 re-opening event. Photo courtesy of Commonwealth Media.

of Pennsylvania and our transportation network for all modes of our transportation network.

Q: Are there any particular goals that you've set that the IIJA is helping to achieve? Where do you want the state to be transportation wise, say five years from now? It's actually three years until the next reauthorization from Congress is due.

A: Well, we have quite a high number of bridges that need to be repaired and replaced and some of them are posted currently and they will continue to age. In fact, our network of 25,000 or so state-owned bridges—quite a bit of them are over 50 years old, some of those are on the Interstate System and they're reaching the end of their useful life. With the IIJA money, the repair of bridges and the maintenance of our current network is the primary goal.

Q: How are you balancing demands for new capacity with the need to maintain and improve existing facilities within your system?

A: From time to time, we do a new capacity project, but it's my desire, and it's been the department's desire, for a while to make sure we maintain the system we have so that we provide a safe and efficient network. We do some new capacity projects, but they're modest and not as much as I would prefer. But the reality is that we just can't put an addition on the house while we have a leaky roof.

Q: What trends are you seeing in your agency's workforce and what are you doing to attract and retain talent?

A: It's a challenge for us, from CDL (commercial driver's license) operators all the way to civil engineers and everything in between. We have especially exaggerated challenges in the urban and suburban areas of the state, attracting workers, but it exists in rural Pennsylvania as well. The governor has focused his attention and the Commonwealth's attention on workforce development. We are down the path of using some of the IIJA money as part of a workforce development initiative to try and recruit and retain workers into the world of construction from the perspective of PennDOT employees. The contractors are going to be our partners in that effort. The governor signed an executive order a few months back, PennDOT and the Department of Labor in Pennsylvania are finalizing a workforce development program that needs sign off by the FHWA.

We're going to do everything humanly possible to try and make sure that we attract new folks into the world of transportation, whether they work for PennDOT or whether they work for one of our contractors or consultants.

Q: How big a role does alternative delivery, specifically P3s, play in your program and how do you see these methods developing in your state?

A: I would say that it's probably in its infancy. We did a 500-bridge rapid replacement program a few years back as a P3 that was successful. And we have a P3 board that I chair that takes unsolicited proposals from entities that want to move into that space. But it's a challenge trying to align the vision that some folks have with the realities of the nuances of Pennsylvania.

Q: What are some of the ways that you stay in touch and work with the industry in your state? For example, do you have regular formal meetings or is it more of an ongoing dialogue?

A: The way I have always operated in my role in the State House was to take as many meetings as possible, always engage in dialogue, and I've carried that into my role here as the secretary. I enjoy and welcome meetings with stakeholders, whether collectively as an association or individually. I like the dialogue, I can hear what they have to say, they can measure me in the department and we can partner together to advance the interests of 13 million people in the state. It's a responsibility of the secretary to do such things.

Q: What did you think about the study the legislature published Nov. 27 on the state of Pennsylvania's transportation system?

A: For me who's been around transportation and governing in Pennsylvania for a while, it was sort of restating the obvious. You have to remember, that study was performed at the direction of a resolution that was passed by the House of Representatives, and I was in the House when the vote was taken. I think it mostly was an effort for newly elected members to have an understanding of what's going on with PennDOT. What you need to know about Pennsylvania's House of Representatives is there's a lot of new members. A huge percentage of House and Senate members have served less than six years. The last time we did a transportation funding bill in Pennsylvania was in 2014, nearly 10 years ago.

Q: When you started out in your career, did you envision yourself running a state DOT, or did you take an unexpected path to your current position?

A: Totally unexpected. Honestly, in a lot of ways when I was in the House, I always thought that the secretary of transportation should be a professional engineer. I've come full circle on that one; PennDOT has lots of PEs that can design anything that's necessary.

In so many ways the secretary of transportation is the face of the agency, and it's my job to make sure that PennDOT gets to highlight the successes that we have as a department, to answer the probing questions with respect to some of the challenges that we have and to be the chief ambassador for PennDOT.

PennDOT is a worker bee agency and I say that as a compliment. It's an agency that begins a project, finishes it, picks up the orange cones and moves on to the next one, never spiking the football celebrating its success. The reality is that they have a lot to celebrate—PennDOT and its team.

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Infrastructure Investment Works

Fourth in an ongoing series highlighting the real-world benefits of the Infrastructure Investment and Jobs Act (IIJA).



Nebraska: Gateway to Growth

Challenge: 168th Street is a modest, two-lane street in busy and growing southwest Omaha. When cars pull in and out of shopping centers, make U-turns or simply drive too slowly—the flow of traffic up and down the corridor crawls to a halt. Designed and built decades ago—the old street can't handle today's traffic. For over a decade—local officials have talked about updating this thoroughfare to accommodate the region's growth.

Solution: With help from the federal infrastructure law, the Gateway City is moving forward with a plan to update this important north-south corridor. As part of its Keep Omaha Moving campaign, the 168th Street Expansion Project will build a modern, four-lane road with medians, curbs, gutters, storm sewers, sidewalks, retaining walls, noise walls and traffic signals. The plan also calls for widening the bridge over Zorinsky Lake. For residents of southwest Omaha who rely on 168th Street to get to and from work, shopping and schools—a safer and more reliable trip is just ahead.

What They're Saying: "Anytime someone wants to make a left-hand turn, they stop traffic basically and traffic backs up for, I can't say miles, but several hundred feet," said Ronald Salvary, who lives near 168th Street. "We're carrying upwards of 20,000-25,000 cars through some of those intersections today," said Deputy Director of Transportation Tom Pfitzer. "This project is overdue and we're ready to get it done." (KETV 7 News, 5/11/17)

- **Total Cost:**
- \$32.2 million
-
- **IIJA Funds:**
- \$15.07 million
-
- **Designer:**
- HDR
-
- **Contractor:**
- Hawkins Construction
- Company
-
- **Start Date:**
- 2023
-
- **Estimated End Date:**
- 2024
-
-



Building Bridges Staten Island Strong

Challenge: People often use the term “crumbling infrastructure” to describe America’s aging roads and bridges. But in the case of the Bradley Avenue Bridge over the Staten Island Expressway in New York, it’s more than just hyperbole. Worn down by six decades of heavy commuter and truck traffic, chunks of bridge deck fell into the Expressway below in 2018. More than a decade ago, one local news outlet observed, “Rods of exposed rebar reverberate like violin strings as vehicles roll over them.” (silive.com, 4/27/11) But a wholesale rehabilitation was put on the backburner.

Solution: With help from the federal infrastructure investment law, New York state is now moving forward with a \$46 million dollar plan to breathe new life into the Bradley Avenue Bridge and three other nearby crossings. Together, the projects call for replacing bridge decks and approach slabs and repairing the existing steel beams, concrete piers, and abutments. They will also rehabilitate steel bridge railings with concrete barriers and provide improved signage and pavement markings. At the Bradley Avenue and Woolley Avenue bridges, the projects will replace existing bridge sidewalks with ADA compliant sidewalks and ramps, install new pedestrian fencing, and replace steel bearings and utilities. Advanced technology such as “link slabs” and “jointless abutment details” will prevent water penetration and minimize future deterioration, while the use of Polyester Polymer Concrete (PPC) on piers and abutments will stand up to harsh weather and extend the life of these structures. For Staten Island commuters who depend on these bridges to get to work—an easier, safer trip is ahead.

- **Total Cost:**
- \$46 million
-
- **IJA Funding:**
- \$38.87 million
- (Four bridges)
-
- **Designer:**
- New York State Department
- of Transportation (NYSDOT)
-
- **Contractor:**
- El Sol Contracting &
- Construction Corp./ES II
- Enterprises
-
- **Start and End Dates:**
- 2022 and 2024 (Woolley
- and Bradley Avenue Bridges);
- 2023 and 2024 (East/West
- Staten Island Expressway
- Bridges over Richmond
- Avenue)
-
-

If you have an IJA project that should be featured, please contact ARTBA’s Beth McGinn at bmcginn@artba.org.



Regulatory Roundup

Policy Front-Runners

BY PRIANKA SHARMA
psharma@artba.org

The association's new, five-year strategic plan—which was unanimously approved by the ARTBA board of directors in September—puts a renewed focus and commitment to regulatory advocacy. My goal for implementing this portion of the plan is simple. Further establish ourselves as thought leaders on regulatory policy so that federal agencies willingly listen to our comments and take our concerns seriously. There are a number of ways in which we are doing this.

First, we're developing deeper relationships with the agencies by hosting office hours, meetings, and member webinars. Second, we're taking a holistic approach to rulemaking. We want rules that make good common sense, are not financially burdensome, and still achieve their stated outcome. To get there, we have to be involved not just in individual policies themselves, but we also have to take the lead on how policy is developed and analyzed. That's why earlier this year we delved into uncharted territory: regulatory cost-benefit analysis.

Understanding the cost implications of regulations is extremely important for budgeting and planning bid proposals. It also helps when estimating compliance costs. Did you know federal agencies are required to produce an analysis of how much a rule will cost? The analysis is supposed to accompany the proposal and be available for comment. The general public should understand what the rule is trying to do, what the purported benefits are, and what costs they will incur to comply.

In September, ARTBA filed comments on draft guidance from the Office of Management and Budget (OMB) calculating "Ecosystem Services" costs and benefits in rulemaking. OMB defines "ecosystem services" as environmental factors that contribute to human welfare (e.g., outdoor recreation, visually pleasing outdoor settings for mental health, and other welfare effects

deriving from natural assets). It asks federal agencies to quantify the human welfare impacts of regulations. Have I lost you yet?

Essentially, OMB wants agencies to weigh the costs and benefits to human welfare of a regulation. This analysis may impact road building projects. In fact, OMB even uses road building as an example in its guidance. Federal agencies would have to try to quantify the human welfare benefits of being able to view wildlife versus having a road (leading to increased accessibility etc.). Sound complicated? We think so, too.

In our recent comments, ARTBA told OMB this proposal is too complex, broad, and subjective. Federal agencies would be allowed to make assumptions and arbitrarily give weight to perceived "benefits" vs. "costs" of a rule or project. This could lead to agencies trying to tip the scale in favor of a particular politically motivated policy outcome.

Why should you care? Because OMB has not made significant changes to its cost-benefit guidance for years. The purpose of the guidance is to provide objective, transparent information to the public—not to create additional tools to push through a particular political policy agenda. ARTBA told OMB that the latest proposal misses the mark and called on the agency to scale it back.

Commenting on the OMB guidance is one example of how we hope to be front-runners in regulatory advocacy. By casting a wide net and focusing not just on the policy itself, but the procedure for developing it, we'll continue to be able to deliver on one of the core objectives in the strategic plan: a balanced regulatory environment that promotes efficient project delivery.

Prianka Sharma is ARTBA vice president and counsel for regulatory affairs.

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ARTBA On the Road

Participants of an Oct. 3 Senate Environment and Public Works Committee briefing (from left): **A.J. de Moya** (The de Moya Group), **William Buckley** (Buckley & Company), **Rob Buckley** (Buckley & Company), **Cheryl Moon-Sirianni** (PennDOT), and **Andrew Swank** (Swank Construction Co.). Also attending (far right) was **Robert Latham** (Associated Pennsylvania Constructors).



Florida's Secretary of Transportation **Jared Perdue** (left) visited with ARTBA President and CEO **Dave Bauer** Oct. 24 at the association's Washington, D.C., headquarters.



ARTBA Senior Vice President of Strategic Engagement **Allison Klein** attended High Steel Structures' Oct. 19 "Steel Day" event in Lancaster, Pa. She is pictured with their vice president of engineering & estimating **Brad Dillman**.



ARTBA General Counsel **Rich Juliano** was a featured speaker Nov. 15 at the fall dinner meeting of the Construction Industries of Rhode Island (CIRI) in Warwick. Also pictured (left to right): CIRI's new Executive Director **Ernie Carlucci**, President **Michael D'Ambra** and President Emeritus **Mike Gammino**.



ARTBA Chief Economist **Dr. Alison Black** (at podium) and ARTBA Vice President and Counsel for Regulatory Affairs **Prianka Sharma** spoke at Lane Construction's Nov. 16 meeting in Plano, Texas. Dr. Black offered a market update and Sharma shared the latest regulatory policies impacting the industry.



Officers of ARTBA's P3 Division visited the association's headquarters Nov. 7 for a planning meeting. Attending were President **Sia Kusha** of Plenary Americas (right), First Vice President **Chuck Wall** of Seyfarth Shaw LLP (left), and Second Vice President **Kat Sadeghi** of HNTB, who participated remotely.



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HOW MACHINE CONTROL HELPS YOU REGAIN CONTROL OF PROJECT ACCURACY AND WASTE

AEM's new report, *Benefits of Construction Technologies and their Impact on Society*, details how four key innovations are helping construction sites become safer and more productive, while also reducing their environmental footprint.

One of those technologies, machine control, is changing the way earthmoving and paving tasks are completed. Previously unimaginable levels of accuracy and efficiency are being achieved, resulting in jobsites that are safer and more productive, and projects that are completed faster and with less waste, additional benefits in productivity and performance, planet and environment, as well as people and safety.

"Machine control is a technology system that calculates the position of machinery," said Brad Viernow, OEM director for North America Heavy Construction at Leica Geosystems, a supplier of sensors, software and services for geospatial data intelligence. "To determine precise location, machine control uses measurement data from either satellites (i.e. GNSS) or an onsite surveying instrument called a total station. Then machine control is able to compare that positioning data to a project design."

Armed with all of that information, machine control is then able to guide and assist the person operating a piece of equipment. It's pretty simple: *Better information leads to better results.*

LESS REWORK, LESS WASTE

Everything starts with the accuracy a machine control system helps deliver. Take grade control, for instance. The most advanced system, 3D grade control, deservedly receives a lot of praise. But even a more entry-level 2D system produces meaningful results.

A 2D grade control system helps eliminate inaccurate digging by guiding the operator as they dig. The operator specifies key parameters such as depth and slope in the software. A sensory system on the machine then measures those datapoints as the machine digs, providing visual and/or audible coaching to the operator via a display screen in the cab.

"This level of machine control is based on plane and slope," Sean Mairet, group product manager for grade control at John Deere, explained. "It's an ideal solution on projects that don't require a complex site design, such as sloping terrain away from a house. The operator tells the machine they want to maintain a 2% slope, for example, and the 2D grade control system controls the blade or bucket to achieve that. From this standpoint, even a 2D system can help save a lot of time and material by not over-cutting or over-digging."



TAKING CONTROL OF SAFETY

Machine control technologies like grade control can also help reduce safety-related incidents on a jobsite.

"Without technology like this, you need surveyors, civil engineers and other people on a jobsite to be constantly checking grade," said Adam Woods, general manager of innovation and product portfolio strategies at LBX Company. "They are constantly walking up to and around the machine. They are oftentimes working within a trench. With grade control technology, you reduce the need for these people to place themselves in these potentially unsafe environments."

REFILLING THE SKILLED OPERATOR PIPELINE

In addition to making equipment safer and more productive, machine control also makes equipment easier to operate. By improving accuracy and taking over certain functions, machine control can help operators become proficient in less time and fatigued far less often.

"It isn't easy to hop into a piece of construction equipment and start doing what these operators are asked to do," Mairet said. "Technology like grade control can help operators get comfortable and productive a lot faster. Even people who've been operating equipment for many years will benefit from technology that lightens their workload. That leads to happier and more productive operators."

To that point, machine control is one solution to the growing skilled labor shortage the construction industry is facing. Machine control allows equipment operators to rely on real-time data and semiautonomous operation, as opposed to intuition and decades of skill refinement.

To learn more, or to read the study, visit www.aem.org/ insights.

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2024 MEETINGS & EVENTS

EVENT	CITY	DATE
Federal Issues Program & Transportation Construction Coalition (TCC) Fly-In	Washington, D.C.	May 13-15
28th Annual Industry Leader Development Program	Washington, D.C.	May 13-15
11th Annual National Workshop for State & Local Transportation Advocates	Washington, D.C.	July 15-16
36th Annual Public-Private Partnerships (P3s) in Transportation Conference	Washington, D.C.	July 16-18
National Convention	Amelia Island, Florida	September 22-25
Regional Meetings	Locations TBD	October-November

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Year	Chair	Term	Business Office	Professional Position Held	President	Treasurer	Annual Meeting
1902	Horatio S. Earle	Feb. 1902-Mar. 1904	Lansing, MI	Chairman, Michigan Highway Commission	W.S. Crandall	W.L. Dickinson	Detroit
1903	Horatio S. Earle	Feb. 1902-Mar. 1904	Lansing, MI	Chairman, Michigan Highway Commission	W.S. Crandall	W.L. Dickinson	Detroit
1904	James H. MacDonald	Mar. 1904-Aug. 1911	Hartford, CT	Commissioner of Highways	W.L. Dickinson	Wm. Person Judson	Hartford
1905	James H. MacDonald	Mar. 1904-Aug. 1911	Hartford, CT	Commissioner of Highways	W.L. Dickinson	Jos. W. Hunter	Port Huron
1906	James H. MacDonald	Mar. 1904-Aug. 1911	Hartford, CT	Commissioner of Highways	W.L. Dickinson	Jos. W. Hunter	Port Huron
1907	James H. MacDonald	Mar. 1904-Aug. 1911	Hartford, CT	Commissioner of Highways	E.L. Powers	Jos. W. Hunter	Pittsburgh
1908	James H. MacDonald	Mar. 1904-Aug. 1911	Hartford, CT	Commissioner of Highways	E.L. Powers	Jos. W. Hunter	Buffalo
1909	James H. MacDonald	Mar. 1904-Aug. 1911	Hartford, CT	Commissioner of Highways	E.L. Powers	Jos. W. Hunter	Columbus
1910	James H. MacDonald	Mar. 1904-Aug. 1911	Hartford, CT	Commissioner of Highways	E.L. Powers	Jos. W. Hunter	Indianapolis
1911	Harold Parker	Aug. 1911-Feb. 1912	Boston, MA	Chairman, Massachusetts Highway Commission	E.L. Powers	W.W. Crosby	Rochester
1912	Nelson P. Lewis	Feb. 1912-Feb. 1913	New York, NY	Chief Engineer Board of Estimate	E.L. Powers	W.W. Crosby	Cincinnati
1913	Samuel Hill	Feb. 1913-Feb. 1914	Seattle, WA	President, WA State Good Roads Association	E.L. Powers	W.W. Crosby	Philadelphia
1914	W.A. McLean	Feb. 1914-Feb. 1915	Toronto, Ontario	Deputy Minister of Highways	E.L. Powers	W.W. Crosby	Chicago
1915	George W. Tillson	Feb. 1915-Feb. 1916	New York, NY	Consulting Engineer to President Borough	E.L. Powers	W.W. Crosby	Oakland
1916	E.A. Stevens	Feb. 1916-Nov. 1916	Trenton, NJ	Commissioner, Public Roads of N.J.	E.L. Powers	W.W. Crosby	Pittsburgh
1917	A.W. Dean	Nov. 1916-Nov. 1917	Boston, MA	Chief Engineer, Mass. Highway Commission	E.L. Powers	W.W. Crosby	Boston
1918	H. Eltinge Breed	Nov. 1917-Nov. 1918	Albany, NY	First Deputy Commissioner Highways	E.L. Powers	E.L. Powers	St. Louis
1919	Arthur H. Blanchard	Nov. 1918-Nov. 1919	Providence, RI	Consulting Highway Engineer	E.L. Powers	Jas. H. MacDonald	New York
1920	George P. Coleman	Nov. 1919-Nov. 1920	Richmond, VA	State Highway Commissioner	E.L. Powers	Jas. H. MacDonald	Louisville
1921	Michael J. Faherty	Nov. 1920-Nov. 1921	Chicago, IL	President, Board Local Improvement	E.L. Powers	Jas. H. MacDonald	Chicago
1922	Henry L. Bowlby	Nov. 1921-June 1922	Washington, DC	Chief War Materials Division, USBPR	E.L. Powers	Jas. H. MacDonald	Chicago
1922	Thomas J. Wasser	June 1922-May 1923	Trenton, NJ	State Highway Engineer	E.L. Powers	Jas. H. MacDonald	Chicago
1923	Frank Page	May 1923-May 1924	Raleigh, NC	Chairman, State Highway Commission	E.L. Powers	Jas. H. MacDonald	Chicago
1924	J.H. Cranford	May 1924-May 1925	Washington, DC	President, Cranford Paving Co.	Ethel Birchland	Jas. H. MacDonald	Chicago
1925	William H. Connell	May 1925-May 1926	Harrisburg, PA	Engineering Executive & Acting Secretary, Highways	Ethel Birchland	Jas. H. MacDonald	Chicago
1926	Henry G. Shirley	May 1926-May 1927	Richmond, VA	State Highway Commissioner	Ethel Birchland	Jas. H. MacDonald	Chicago
1927	Charles M. Babcock	May 1927-May 1928	St. Paul, MN	Commissioner of Highways	Ethel Birchland	Jas. H. MacDonald	Chicago
1928	R. Keith Compton	May 1928-May 1929	Richmond, VA	Director, Public Works, Richmond	Ethel Birchland	Jas. H. MacDonald	Cleveland
1929	Frederick A. Reimer	May 1929-May 1930	East Orange, NJ	Consulting Civil Engineer	Chas. M. Upham	Jas. H. MacDonald	Cleveland
1930	W.A. Van Duzer	May 1930-May 1931	Harrisburg, PA	Assistant Chief Engineer, Department of Highways	Chas. M. Upham	Jas. H. MacDonald	Atlantic City
1931	William R. Smith	May 1931-Apr. 1932	Meriden, CT	President, Lane Construction Corp.	Chas. M. Upham	Jas. H. MacDonald	St. Louis
1932	Thomas H. Cutler	Apr. 1932-May 1933	Jefferson City, MO	Chief Engineer, Missouri Highway Department	Chas. M. Upham	Jas. H. MacDonald	Detroit
1933	H.C. Whitehurst	May 1933-May 1935	Washington, DC	Director of Highways D.C.	Chas. M. Upham	Jas. H. MacDonald	Detroit
1934	H.C. Whitehurst	May 1933-May 1935	Washington, DC	Director of Highways D.C.	Chas. M. Upham	Jas. H. MacDonald	Chicago
1935	William P. MacDonald	Apr. 1935-Apr. 1936	New York, NY	President, William P. MacDonald Const. Co.	Chas. M. Upham	Jas. H. MacDonald	Washington, DC
1936	William T. Chevalier	Apr. 1936-Apr. 1938	New York, NY	Vice President, McGraw Hill Pub. Co.	Chas. M. Upham	Jas. H. MacDonald	Cleveland
1937	William T. Chevalier	Apr. 1936-Apr. 1938	New York, NY	Vice President, McGraw Hill Pub. Co.	Chas. M. Upham	Jas. H. MacDonald	New Orleans
1938	Murray D. Van Wagoner	May 1938-May 1940	Lansing, MI	State Highway Commissioner	Chas. M. Upham	Jas. H. MacDonald	Cleveland
1939	Murray D. Van Wagoner	May 1938-May 1940	Lansing, MI	State Highway Commissioner	Chas. M. Upham	Geo. F. Schlesinger	San Francisco
1940	Hal G. Sours	May 1940-May 1942	Columbus, OH	Assistant Director & Chief Engineer	Chas. M. Upham	Geo. F. Schlesinger	Chicago
1941	Hal G. Sours	May 1940-May 1942	Columbus, OH	Assistant Director & Chief Engineer	Chas. M. Upham	H.C. Whitehurst	New York
1942	C.J. Sherlock	May 1942-May 1943	Montgomery, AL	Director, Alabama State Highway Department	Chas. M. Upham	H.C. Whitehurst	Memphis
1943	Carl W. Brown	May 1943-Jan. 1945	Jefferson City, MO	Chief Engineer, Missouri State Highway Department	Chas. M. Upham	H.C. Whitehurst	Chicago

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Year	Chair	Term Served	Business Office	Professional Position Held	President	Treasurer	Annual Meeting
1944	Carl W. Brown	May 1943-Jan. 1945	Jefferson City, MO	Chief Engineer, Missouri State Highway Department	Chas. M. Upham	H.C. Whitehurst	Chicago
1945	James J. Skelly	Jan. 1945-Feb. 1947	Media, PA	President, James J. Skelly Company	Chas. M. Upham	H.C. Whitehurst	Chicago
1946	James J. Skelly	Jan. 1945-Feb. 1947	Media, PA	President, James J. Skelly Company	Chas. M. Upham	H.C. Whitehurst	Chicago
1947	James T. Callaway	Feb. 1947-Feb. 1949	Chicago, IL	Assistant to President, Goodyear Tire & Rubber Co.	Chas. M. Upham	H.C. Whitehurst	Chicago
1948	James T. Callaway	Feb. 1947-Feb. 1949	Chicago, IL	Assistant to President, Goodyear Tire & Rubber Co.	Chas. M. Upham	H.C. Whitehurst	Chicago
1949	Enoch R. Needles	Feb. 1949-May 1951	New York, NY	Howard, Needles Tammen & Bergendorf	Eugene Reybold	Jennings Randolph	Washington, DC
1950	Enoch R. Needles	Feb. 1949-May 1951	New York, NY	Howard, Needles Tammen & Bergendorf	Eugene Reybold	Jennings Randolph	Cincinnati
1951	Paul B. Reinhold	May 1951-Feb. 1953	Pittsburgh, PA	President, Atlas Equipment Co.	Eugene Reybold	Jennings Randolph	Milwaukee
1952	Paul B. Reinhold	May 1951-Feb. 1953	Pittsburgh, PA	President, Atlas Equipment Co.	Eugene Reybold	Jennings Randolph	Houston
1953	Robert M. Reindollar	Feb. 1953-Jan. 1955	Baltimore, MD	Maryland Consulting Engineer	Eugene Reybold	Jennings Randolph	Boston
1954	Robert M. Reindollar	Feb. 1953-Jan. 1955	Baltimore, MD	Maryland Consulting Engineer	Eugene Reybold	Jennings Randolph	Atlantic City
1955	J.N. Robertson	Jan. 1955-Jan. 1957	Washington, DC	Director of Highways, D.C.	Eugene Reybold	Jennings Randolph	New Orleans
1956	J.N. Robertson	Jan. 1955- Jan. 1957	Washington, DC	Director of Highways, D.C.	Louis W. Prentiss	Jennings Randolph	Miami Beach
1957	Julian R. Steelman	Jan. 1957-Jan. 1959	Milwaukee, WI	Chairman of the Board, Koehring Co.	Louis W. Prentiss	Jennings Randolph	Chicago
1958	Julian R. Steelman	Jan. 1957-Jan. 1959	Milwaukee, WI	Chairman of the Board, Koehring Co.	Louis W. Prentiss	J.N. Robertson	Washington, DC
1959	Nello L. Teer, Jr.	Jan. 1959-Mar. 1961	Durham, NC	President, Nello L. Teer Co.	Louis W. Prentiss	J.N. Robertson	Dallas
1960	Nello L. Teer, Jr.	Jan. 1959-Mar. 1961	Durham, NC	President, Nello L. Teer Co.	Louis W. Prentiss	J.N. Robertson	Cincinnati
1961	Ralph R. Bartelsmeyer	Mar. 1961-Feb. 1963	Springfield, IL	Chief Highway Engineer	Louis W. Prentiss	J.N. Robertson	Atlantic City
1962	Ralph R. Bartelsmeyer	Mar. 1961-Feb. 1963	Springfield, IL	Chief Highway Engineer	Louis W. Prentiss	J.N. Robertson	San Francisco
1963	Boyd S. Oberlink	Feb. 1963-Jan. 1965	Milwaukee, WI	Vice President, Allis Chalmers Mfg. Co.	Louis W. Prentiss	J.N. Robertson	Chicago
1964	Boyd S. Oberlink	Feb. 1963-Jan. 1965	Milwaukee, WI	Vice President, Allis Chalmers Mfg. Co.	Louis W. Prentiss	J.N. Robertson	New Orleans
1965	John P. Moss	Jan. 1965-Feb. 1966	Leeds, AL	President, Moss-Thornton Co.	Louis W. Prentiss	J.N. Robertson	Washington, DC
1966	J. Burch McMorran	Feb. 1966-Mar. 1967	Albany, NY	Superintendent, N.Y. Department of Public Works	Louis W. Prentiss	J.N. Robertson	Denver
1967	Robert S. Holmes	Mar. 1967-Feb. 1969	Pittsburgh, PA	General Manager-Highway Products, U.S. Steel Corp.	Louis W. Prentiss	J.N. Robertson	Bal Harbour
1968	Robert S. Holmes	Mar. 1967-Feb. 1969	Pittsburgh, PA	General Manager-Highway Products, U.S. Steel Corp.	Burton F. Miller	J.N. Robertson	Las Vegas
1969	Robert G. Bartlett	Feb. 1969-Feb. 1970	Harrisburg, PA	Secretary of Highways	Burton F. Miller	J.N. Robertson	Chicago
1970	Ralph E. Heffner	Feb. 1970-Feb. 1971	Celina, OH	President, Heffner Construction Co.	Burton F. Miller	J.N. Robertson	New York
1971	Edward H. Holt	Feb. 1971-Apr. 1972	Aurora, IL	Vice President, Barber Greene Co.	Burton F. Miller	J.N. Robertson	Los Angeles
1972	E.J. Peltier	Apr. 1972-Apr. 1973	St. Louis, MO	President, Sverdrup & Parcel	Dan Hanson, Sr.	J.N. Robertson	New Orleans
1973	Ray W. Burgess	Apr. 1973-Mar. 1974	Baton Rouge, LA	Director, Department of Public Works	Dan Hanson, Sr.	J.N. Robertson	Houston
1974	J.L. Cone, Jr.	Mar. 1974-Feb. 1975	Tampa, FL	Vice President, Cone Bros. Contracting Co.	Dan Hanson, Sr.	J.N. Robertson	Las Vegas
1975	James A. Nelson	Feb. 1975-Feb. 1976	Oregon, IL	Vice President & General Manager, E.D. Etnyre Co.	Dan Hanson, Sr.	J.N. Robertson	Chicago
1976	J.C. Landen	Feb. 1976-Mar. 1977	St. Paul, MN	Corp. Vice President, Traffic Control Products, 3M Co.	Dan Hanson, Sr.	J.N. Robertson	San Francisco
1977	Wilbur S. Smith	Mar. 1977-Feb. 1978	Columbia, SC	Chairman, Wilbur Smith Associates	Dan Hanson, Sr.	J.N. Robertson	Bal Harbour
1978	Richard R. Stander	Feb. 1978-Feb. 1979	Mansfield, OH	President, Mansfield Asphalt Paving Co.	Dan Hanson, Sr.	Clifton W. Enfield	Washington, DC
1979	A.B. Long, Jr.	Feb. 1979-Feb. 1980	Knoxville, TN	Chairman, A. B. Long, Inc.	Dan Hanson, Sr.	Clifton W. Enfield	New Orleans
1980	William B. Eline	Feb. 1980-Jan. 1981	Hudson, OH	General Sales Manager, Terex Div., General Motors	Dan Hanson, Sr.	Clifton W. Enfield	San Diego
1981	David H. Burrows	Jan. 1981-Mar. 1982	Roanoke, VA	President, Wiley N. Jackson Co.	Dan Hanson, Sr.	Clifton W. Enfield	Houston
1982	James A. Caywood	Mar. 1982-Feb. 1983	Washington, DC	President, DeLeuw, Cather & Co.	Dan Hanson, Sr.	Eugene M. Johnson	Phoenix
1983	Joseph R. Perini, Jr.	Feb. 1983-June 1984	Framingham, MA	Senior Vice President, Perini Corp.	Dan Hanson, Sr.	Eugene M. Johnson	Orlando
1984	Joseph R. Perini, Jr.	Feb. 1983-June 1984	Framingham, MA	Senior Vice President, Perini Corp.	Dan Hanson, Sr.	Eugene M. Johnson	Denver
1985	Robert E. Hirschman	June 1984-July 1985	York, PA	President, H.J. Williams Co.	Dan Hanson, Sr.	Eugene M. Johnson	Hershey

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Year	Chair	Term Served	Business Office	Professional Position Held	President	Treasurer	Annual Meeting
1986	Gary L. Godbersen	July 1985-July 1986	Ida Grove, IA	Vice President, GOMACO Corp.	Dan Hanson, Sr.	Eugene M. Johnson	San Francisco
1987	Denver Collins, Jr.	July 1986-Nov. 1987	Akron, OH	President, Marshal C. Rardin & Sons, Inc.	Dan Hanson, Sr.	Eugene M. Johnson	Orlando
1988	Daniel J. Spigai	Nov. 1987-Nov. 1988	Alexandria, VA	Partner, HNTB Corp.	T. Peter Ruane	James A. Caywood	Phoenix
1989	M.O. Brenden	Nov. 1988-Feb. 1990	Eau Claire, WI	President, Brenden Construction Co.	T. Peter Ruane	James A. Caywood	Phoenix
1990	Charles Machemehl, Jr.	Feb. 1990-Feb. 1991	Birmingham, AL	Vice President, Vulcan Materials Co.	T. Peter Ruane	James A. Caywood	Maui
1991	J.C. Lanford	Feb. 1991-Feb. 1992	Roanoke, VA	Chairman, Adams Construction Co.	T. Peter Ruane	James A. Caywood	Orlando
1992	John P. Rutter	Feb. 1992-Mar. 1993	York, PA	Executive Vice President, G.A. & F.C. Wagman Inc.	T. Peter Ruane	C.A. Machemehl, Jr.	New Orleans
1993	James R. Madara	Mar. 1993-Mar. 1994	Anaheim, CA	Senior V.P./Dir. West. Div., Gannett Fleming, Inc.	T. Peter Ruane	C.A. Machemehl, Jr.	San Diego
1994	Kenneth R. Rezendes	Mar. 1994-Mar. 1995	Assonet, MA	President/Treasurer, K.R. Rezendes, Inc.	T. Peter Ruane	C.A. Machemehl, Jr.	Washington, DC
1995	William G. Mulligan	Mar. 1995-Mar. 1996	Woodcliff Lake, NJ	Executive Vice President, Ingersoll-Rand Co.	T. Peter Ruane	James R. Madara, P.E.	San Antonio
1996	Jay R. Taylor	Mar. 1996-Mar. 1997	Lake Forest, IL	President, Stimsonite Corporation	T. Peter Ruane	James R. Madara, P.E.	Las Vegas
1997	Max R. Sproles, P.E.	Mar. 1997-Mar. 1998	Reston, VA	Vice President, Frederic R. Harris, Inc.	T. Peter Ruane	James R. Madara, P.E.	Washington, DC
1998	David R. Kraemer	Mar. 1998-Mar. 1999	Plain, WI	President/CEO, Edward Kraemer & Sons, Inc.	T. Peter Ruane	James R. Madara, P.E.	San Francisco
1999	Stan F. Lanford, Jr.	Mar. 1999-Mar. 2000	Hollins, VA	Chairman of the Board, Lanford Brothers Co., Inc.	T. Peter Ruane	James R. Madara, P.E.	Las Vegas
2000	John W. Midgley, P.E.	Mar. 2000-Mar. 2001	Jackson, MI	Dir. of Engineering, Jackson County Road Comm.	T. Peter Ruane	James R. Madara, P.E.	Washington, DC
2001	John W. Wight, P.E.	Mar. 2001-Mar. 2002	Fairfield, NJ	Executive Vice President, HNTB	T. Peter Ruane	James R. Madara, P.E.	Washington, DC
2002	Thomas W. Hill	Mar. 2002-Sept. 2003	Washington, DC	Chief Executive, Oldcastle, Inc.	T. Peter Ruane	James R. Madara, P.E.	Las Vegas
2003	Thomas W. Hill	Sept. 2003-Sept. 2004	Washington, DC	Chief Executive, Oldcastle, Inc.	T. Peter Ruane	James R. Madara, P.E.	Washington, DC
2004	Richard Wagman	Sept. 2004-Sept. 2005	York, PA	Chairman & CEO, G.A. & F.C. Wagman, Inc.	T. Peter Ruane	James R. Madara, P.E.	Boston
2005	Gene McCormick	Sept. 2005-Sept. 2006	Naples, FL	SVP & Chair of the Board, WSP Parsons Brinckerhoff	T. Peter Ruane	Thomas W. Hill	Palm Beach
2006	C. Michael Walton	Sept. 2006-Oct. 2007	Austin, TX	E.H. Cockrell Centennial Chair in Eng., UT at Austin	T. Peter Ruane	Thomas W. Hill	San Diego
2007	Leo A. Vecellio, Jr.	Oct. 2007-Oct. 2008	W. Palm Beach, FL	Chairman/President/CEO, Vecellio Group, Inc.	T. Peter Ruane	Thomas W. Hill	Fort Lauderdale
2008	Charlie Potts	Oct. 2008-Oct. 2009	Indianapolis, IN	CEO, Heritage Construction & Materials	T. Peter Ruane	Thomas W. Hill	Chicago
2009	Larry Tate	Oct. 2009-Oct. 2010	Decatur, IL	Worldwide Product Manager, Caterpillar Inc.	T. Peter Ruane	Thomas W. Hill	Charleston
2010	Bill Cox	Oct. 2010-Oct. 2011	Annapolis Junct., MD	President, Corman Construction, Inc.	T. Peter Ruane	Thomas W. Hill	New York City
2011	Paul Yarossi	Oct. 2011-Sept. 2012	New York, NY	President, HNTB Holdings Ltd.	T. Peter Ruane	Thomas W. Hill	Monterey
2012	Steve Wright	Sept. 2012-Sept. 2013	Charleston, TN	President, Wright Brothers Construction	T. Peter Ruane	Thomas W. Hill	Memphis
2013	Doug Black	Sept. 2013-Sept. 2014	Atlanta, Ga.	CEO, John Deere Landscapes	T. Peter Ruane	Thomas W. Hill	Milwaukee
2014	Nick Ivanoff	Sept. 2014-Sept. 2015	New York, NY	President & CEO, Ammann & Whitney	T. Peter Ruane	Thomas W. Hill	Los Angeles
2015	David Zachry	Sept. 2015-Oct. 2016	San Antonio, TX	CEO, Zachry Corporation	T. Peter Ruane	Thomas W. Hill	Philadelphia
2016	David Zachry	Oct. 2016-Sept. 2017	San Antonio, TX	CEO, Zachry Corporation	T. Peter Ruane	Thomas W. Hill	Tucson
2017	Matt Cummings	Sept. 2017-Oct. 2018	Philadelphia, PA	Executive Vice President, AECOM	T. Peter Ruane	Thomas W. Hill	Virtual*
2018	Robert. E. Alger	Oct. 2018-Sept. 2019	Cheshire, CT	President & CEO, The Lane Construction Corporation	T. Peter Ruane	Thomas W. Hill	New York City
2019	Steve McGough	Sept. 2019-Oct. 2020	Sugar Land, TX	President & CFO, HCSS	Dave Bauer	Thomas W. Hill	Savannah
2020	Steve McGough	Oct. 2020-Sept. 2021	Sugar Land, TX	President & CFO, HCSS	Dave Bauer	Thomas W. Hill	Virtual**
2021	Ward Nye	Sept. 2021-Sept. 2022	Raleigh, NC	Chairman, President & CEO, Martin Marietta	Dave Bauer	Thomas W. Hill	Pinehurst
2022	Paula Hammond	Sept. 2022-Sept. 2023	Seattle, WA	Senior Vice President, WSP USA	Dave Bauer	Thomas W. Hill	Nashville
2023	Tim Duit	Sept. 2023-Sept. 2024	Edmond, OK	President, Duit Construction Co., Inc.	Dave Bauer	Thomas W. Hill	La Jolla

*Due to Hurricane Irma.

**Due to pandemic.

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TDF Transportation
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American Road & Transportation Builders Association

 U.S. Department of Transportation
Federal Highway Administration

LIFE MEMBERS

Honorary Life Membership is one of the highest honors ARTBA bestows. This honor is given to recognize extraordinary, long-term service to the association. The following are guidelines for nominating an individual for ARTBA Life Membership:

1. Has the individual held ARTBA membership for at least 15 years?
2. Has the individual served at least five years in ARTBA leadership positions? This would include service as an: ARTBA officer, division officer, member of the ARTBA Board of Directors, advisory council chair or ARTBA committee chair.
3. Has the individual provided—or helped generate—substantial, extraordinary financial support to the association through individual contributions, fundraising, or membership development?
4. Does the individual want to receive a Life Membership?
5. ARTBA Life Membership is automatically bestowed on private sector recipients of the annual ARTBA Award.

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In 1960, the association established the “ARTBA Award” to recognize outstanding contributions that have advanced the broad goals of the association. It is the highest honor the association bestows. Many distinguished members of the transportation construction industry have received the award, along with more than a dozen U.S. representatives and U.S. senators, two U.S. secretaries of transportation and two state governors. (Private sector recipients are noted in *italics*.)

2022
Sen. Mitch McConnell

2021
President Joe Biden
Sen. Rob Portman

2020
National Park Service (Arlington Memorial Bridge)
United Contractors
Southern California Contractors Association (SCCA)

2019
David S. Zachry

2018
Bill Toohey

2017
T. Peter Ruane

2016
Steve Wright

2015
Doug Oberhelman

2014
Ron DeFeo

2013
Paul Yarossi

2012
Rep. Tom Petri
Leo A. Vecellio, Jr.

2011
Sen. Barbara Boxer

2010
Charles Potts

2009
Sen. George Voinovich
Rich Wagman

2008
Sen. Patty Murray
Eugene McCormick

2007
Jack Schenendorf
James D. Pitcock, Jr.

2006
Gov. Arnold Schwarzenegger
Dave Watts

2005
Sen. Charles Grassley
Mary Peters
Tom Walker

2003-2004
Sen. James Inhofe
Thomas W. Hill

2002
Rep. Don Young
Robert E. Hirschman
John W. Wight, P.E.

2001
Jane Garvey
Frank McArdle
Peter Tully

2000
Sen. Max Baucus
Henry L. Heck

1999
Sen. Christopher
“Kit” Bond
Stan F. Lanford

1998
Sen. Phil Gramm
David R. Kraemer
James R. Madara, P.E.
William G. Mulligan
Kenneth R. Rezendes
John P. Rutter
Max R. Sproles, P.E.
Jay R. Taylor

1997
Rep. Nick J. Rahall
Denver Collins, Jr.

1996
Hon. Rodney Slater
Brad Miller

1995
Rep. James L. Oberstar
Richard R. Stander, Sr.

1994
E. Dean Carlson
Harry A. Lindberg

1993
Sen. George Mitchell
Gov. Gerald Baliles
Fred Broad
Gary Godbersen

1991
Sen. Daniel P. Moynihan
Rep. Robert Roe
J. C. Lanford
Charles Machemehl, Jr.
M. O. Brenden

1990
Sen. Robert C. Byrd
Daniel J. Hanson, Sr.

1989
Richard D. Morgan
Reed Sprinkel

1988
Rep. Glenn Anderson
James A. Caywood

1987
Sen. Steve Symms
William Dickinson

1986
Ray Barnhart
Robert G. Bureson

1985
Robert N. Hunter
Buckner Hinkle

1984
Lester P. Lamm
James E. Wilson

1983
Rep. Norman Y. Mineta
G. H. Bakke

1982
Hon. Drew Lewis
Robert S. Holmes

1981
Sen. Robert T. Stafford
Clifton W. Enfield

1980
Gov. Harry R. Hughes
Robert O. Swain

1979
Rep. E. G. Shuster
W. Guy Gunn

1978
Sen. Lloyd Bentsen, Jr.
James D. Pitcock, Jr.

1977
Rep. James Howard
Eugene M. Johnson

1976
Norbert Tiemann
J. N. Robertson

1975
Rep. William H. Harsha
William O. Faylor, Sr.

1974
Rep. John A. Blatnick
D. Grant Mickle

1973
Rep. James Wright, Jr.
Donald B. Stabler

1972
Francis C. Turner
Burton F. Miller

1971
A. E. Johnson

1970
Douglas B. Fugate

1969
J. E. Buchanan

1968
Rep. William C. Cramer

1967
J. Murch McMorran

1966
Rex M. Whitton

1965
Sen. Jennings Randolph

1964
Rep. George H. Fallon

1963
John C. Mackie

1962
Nello L. Teer, Jr.

1961
Julien Steelman

1960
Bertram D. Tallamy

Kosciuszko Bridge
Brooklyn - Queens, NY



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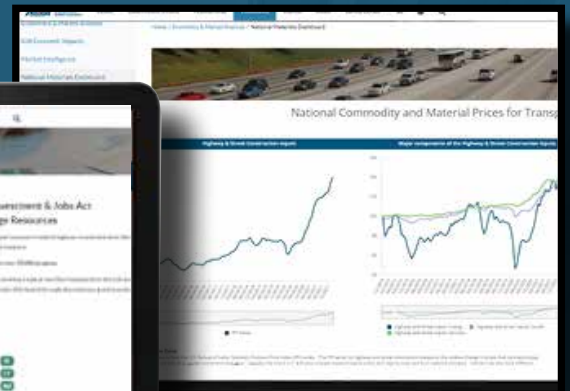
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Mike Mangione, HNTB

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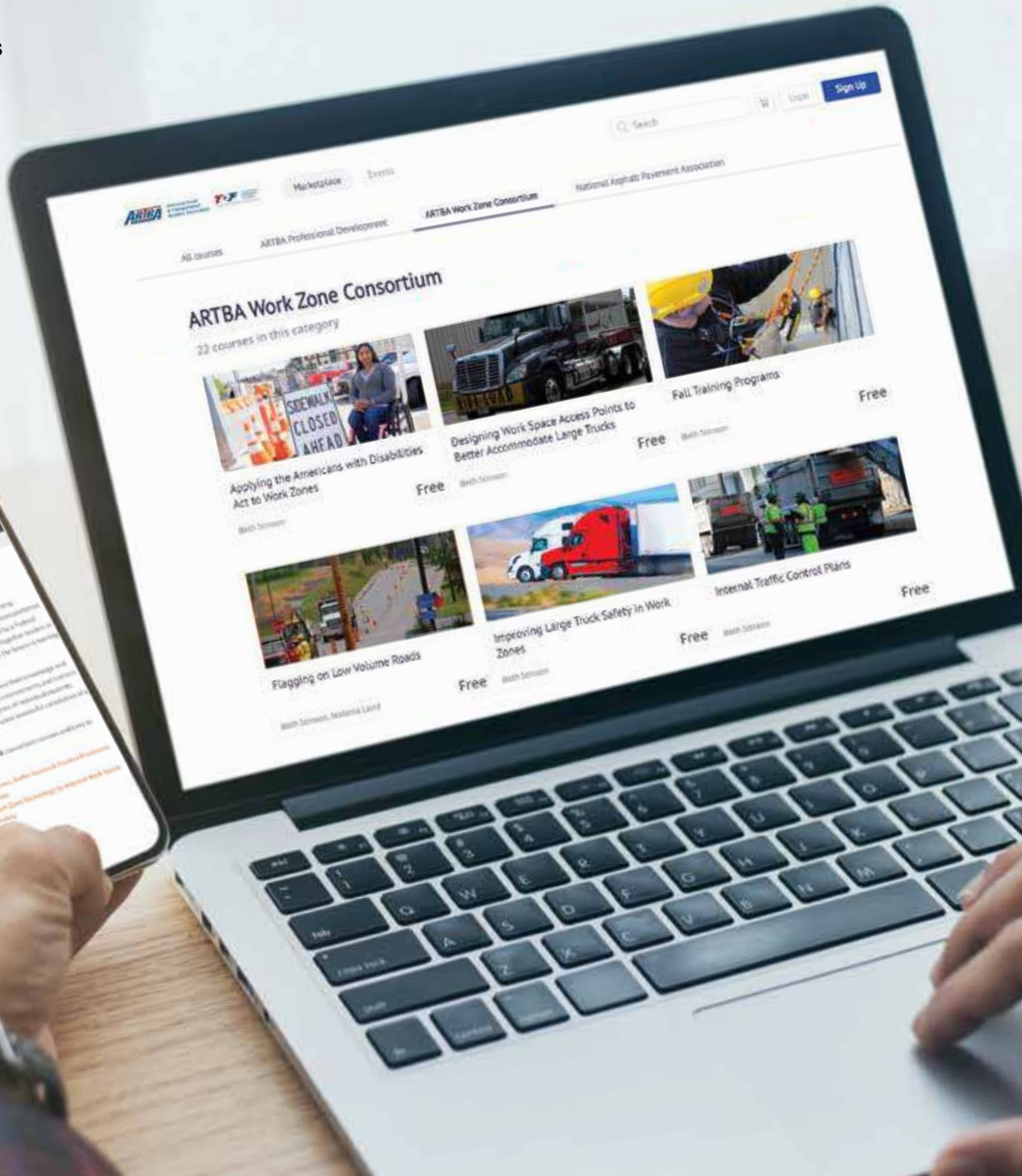
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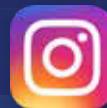
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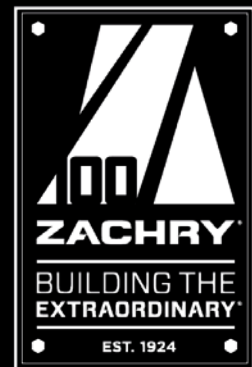
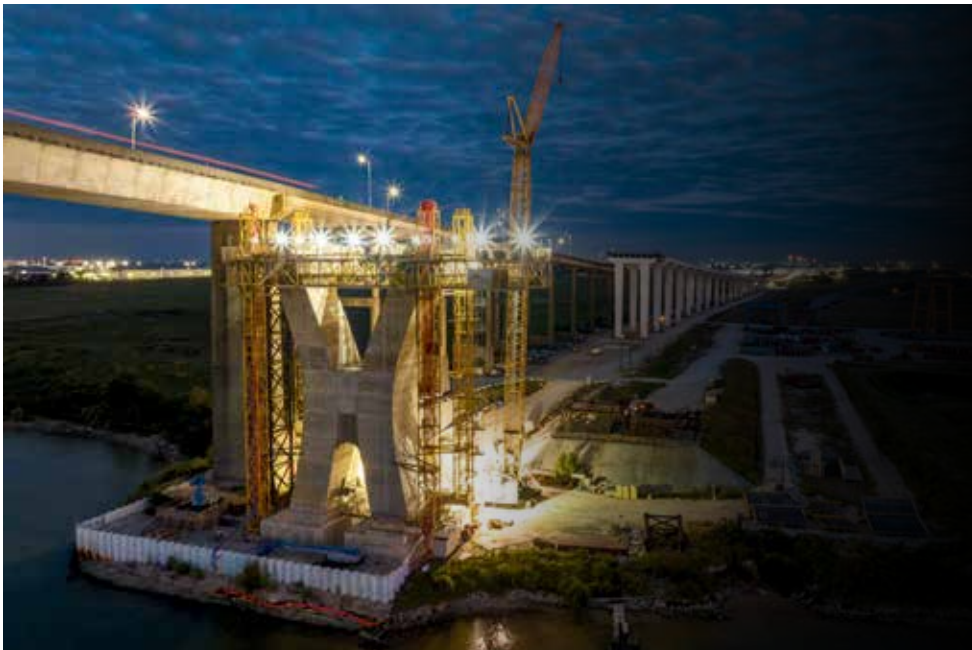
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Our catalogue of traffic control devices is continuously growing as we strive for a safer world for work zones as well as for the general public. PSS introduced RoadQuake temporary portable rumble strips and its supporting devices to alert distracted drivers to changing road conditions over 10 years ago, and they are now used across the United States and abroad. PSS also offers our RightPath line of ADA-compliant devices to allow for pedestrians with disabilities to safely traverse work zones.

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- **Moveable Barriers**
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- **Temporary Traffic Control**
- **Traffic Control Equipment**



Reef Industries, Inc.

9209 Almeda Genoa Road

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Ph: 800.231.6074

Email: ri@reefindustries.com

reefindustries.com

Transguard® 4000, the first patented concrete curing cover, is rugged, durable and often reused for many projects offering exceptional cost-effectiveness. This reusable concrete curing blanket has a high water retention rate that helps maintain appropriate moisture levels during the concrete curing process. The concrete curing covers protect against light foot traffic and does not protect against heavy machinery or heavy equipment. Transguard® 4000 is manufactured of synthetic materials to avoid concrete staining common of other covers. Transguard® 4000 concrete curing blanket is available for immediate shipment. Our concrete curing covers can be used in a variety of industries and applications. Common applications for concrete curing covers are large flatwork projects and bridge decks. No matter what industry you are in, Reef Industries is guaranteed to have a concrete curing cover for your project and application.

- **Construction Equipment**



Stalker Street Dynamics

855 E. Collins Boulevard

Richardson, TX 75081

Ph: 972.398.3780

Contact: Mark LaChapelle

Email: mark@streetdynamics.com

streetdynamics.com

At Stalker Street Dynamics it is our mission to create the most effective traffic safety products on the market, because we believe that "Lives Depend on What We Do." Our products are designed to slow down speeding vehicles, enable more effective communication with drivers, and equip public safety agencies with the tools they need to enforce traffic safety.

All our radar signs and trailers feature legendary Stalker radar technology—the brand used by more U.S. law enforcement agencies in their traffic enforcement efforts than all other brands combined.

Our new Web Portal provides remote access capabilities, allowing you to change messages, access traffic data, and create reports right from your desk.

Visit our website to view our messaging signs, radar speed trailers, pole-mounted "Your Speed" signs, flood sensors, and traffic data collectors.

Stalker Street Dynamics is a part of Applied Concepts, Inc.

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 - **Temporary Traffic Control**
 - **Traffic Control Equipment**

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Strawser Construction Inc.

1392 Dublin Road

Columbus, OH 43215

Ph: 440.547.6803

Contact: Michael Metzger

Email: mmetzger@strawserconst.com

strawserconstruction.com

Strawser Construction Inc. is a pavement preservation service company offering products to suit all preservation needs including Micro Surfacing, Chip Seal, Crack Seal, and more. Terry Asphalt Materials provides liquid asphalt and asphalt emulsions, as well as services to the construction industry. Together we are, "Preserving the Road Home."

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160 Avenida La Pata

San Clemente, CA 92673

Ph: 949.361.5663

Contact: Thomas McKeown

Email: info@traffixdevices.com

traffixdevices.com

Traffix Devices, Inc. is a 38-year-old manufacturer of traffic control devices and crash attenuation products. We manufacture all of our own products and take tremendous pride in their engineering and technical performance.

Traffix Devices products are designed and engineered to meet the highway requirements of countries all over the world. This requires engineering excellence and a clear understanding of the performance requirements in each of the countries we do business.

Our corporate headquarters are in sunny Southern California. We also have manufacturing locations in Fairfield, Iowa, Adelanto, Calif., and Tijuana, Mexico. The common thread running through all aspects of our business is that we design, manufacture, and support products which save lives on the world's highways. Preserving the lives of highway workers and motorists is of utmost importance. We have outstanding distributor & OEM partners in North America and around the globe. Our partners have provided us with the reach necessary to get the word out about the superior performance of our products. For this we are extremely grateful.

- **Crash Cushions**
- **Highway Safety Barriers**
- **Highway Safety Products**
- **Temporary Traffic Control**
- **Truck-Mounted Attenuators**

VOLKERT

Volkert, Inc.

11 N. Water Street

Suite 18290

Mobile, AL 36602

Ph: 251.342.1070

Contact: Thomas A. Hand

Email: thomas.hand@volkert.com

volkert.com

Volkert, Inc. is a professional services firm committed to enhancing and preserving the built and natural environments. Founded in 1925, the firm is a leading provider of planning, infrastructure engineering, and construction management services to federal, state, and municipal governments. Volkert has over 1,300 employees in more than 60 offices and consistently ranks among the top 100 engineering firms in the nation.

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Wirtgen Group

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Antioch, TN 37174

Ph: 615.501.0600

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Zachry Construction Corporation

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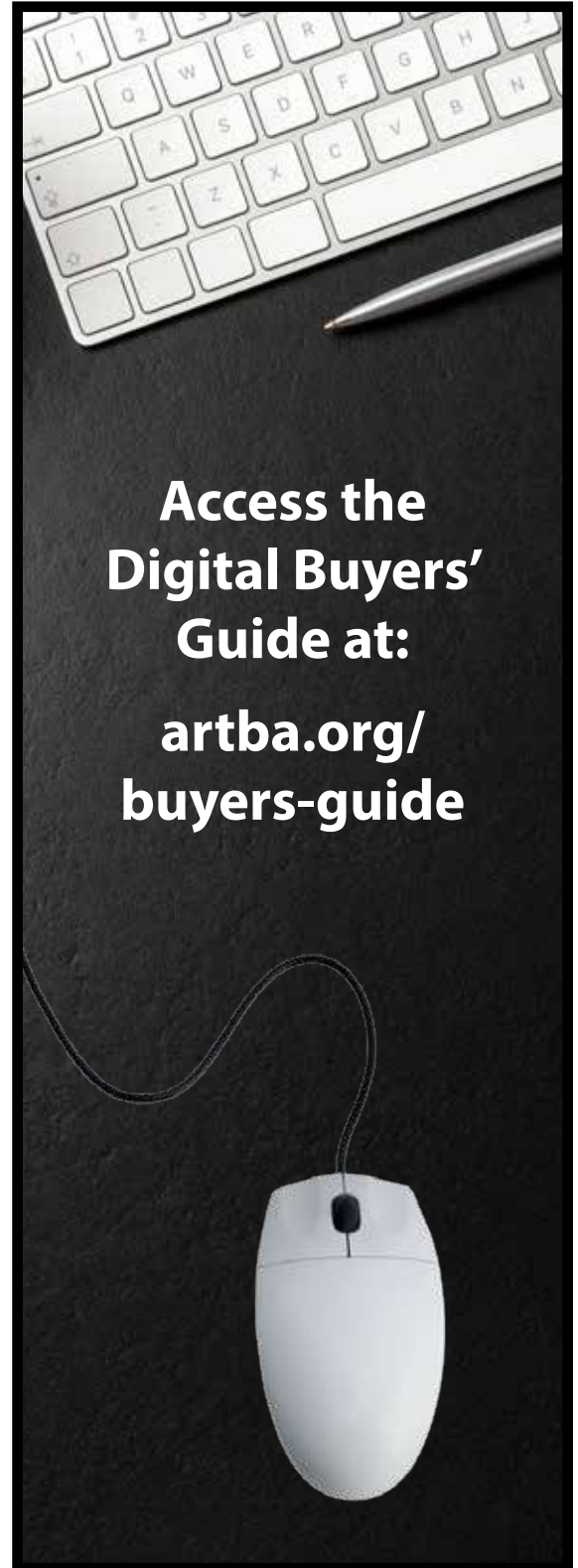
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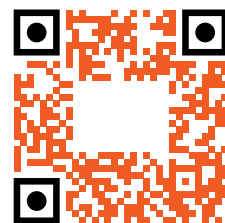
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