

Winter 2022

Infrastructure

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**TxDOT: Plans in Place to
Protect the Public
During Emergencies**

**TxDOT's Brandye
Hendrickson Speaks to
AGC Members**

**AGC of America:
How the Infrastructure
Bill Was Won**

**The Road to End
Human Trafficking**

**AGC of Texas
Christmas Party**

**ARTBA: New
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Take Time to Sit and Reflect

I have this little piece of land out northwest of Ft. Worth in Young County not too far from the head of the old Loving-Goodnight Trail. I have some skinny cows and a few deer that roam the land. My grandkids spend time fishing the ponds and chasing the deer.

On the southeast corner of the property, there is a highpoint that overlooks the valley below and a sandstone rock atop that highpoint where I like to sit, rest and think. I think about what God gave us – He gave us rocks, dirt, trees, and animals and beautiful and wonderful minds to use those things to make this world a better place.

Once, someone came up with the idea to take rocks and dirt and mix them together to make cement. Someone else thought about taking other rocks and making steel to form machines and pipes to drill for oil. Someone else then took that oil and extracted asphalt from it to mix with rocks. Others invented machines that crush concrete and re-use it, still others came up with computer parts and then programs to 4D model roadways to design them safer. The list of things somebody did is staggering. And it all started with the dirt and rocks that God provided.

Theses somebodies were people like you. You are the somebody of our future.

If I can ask one thing of you, may it be this: go sit on a rock and think about all the somebodies that did some things and how we got to where we are today from dirt and rocks, and what we need to do to move our industry, state, nation, and world forward.

Once you've had time to reflect and find your purpose and passion, AGC is open for your engagement.

I've had the great opportunity to work with huge thinkers and ground breakers in my life – Arnold Oliver, Maribel Chavez, Bill Burnett, Wes Heald, Mike Behrens, and Amadeo Saenz. Now, I am working with Doug Pitcock, possibly the smartest person I have ever met. Find a way to know people like these, listen to them, learn from them, and become leaders like them. You will meet these types of people at the AGC.

The AGC is a great organization with innovative and caring people; built from a strong past, with a bright present, and an outstanding future.

Thank you for letting me serve you. I look forward to all we will accomplish together in 2022 and beyond.



David Casteel
AGC of Texas President

Planning for the Year Before Us While Reflecting on the Year Behind Us

The new year signals a time for reflection on the year behind us and planning for the year before us.

In reflecting on 2021, I would like to take the opportunity to acknowledge all that we accomplished in the past year and express my sincerest gratitude to those individuals who helped us achieve these feats. The success of AGC of Texas is built on our members and the relationships we have forged over the years — relationships with one another, with TxDOT, and with our elected officials. AGC of Texas and the highway construction industry in Texas would not be where we are today without your tireless commitment and support.

Like any year, 2021 was filled with a multitude of challenges and successes. Every year is different, but this past year presented more unknowns than normal. From COVID-19 to Winter Storm Uri to the 87th Legislative Session and everything in between, AGC of Texas members persevered together and came out the other side stronger, more determined, and better than we were before.

Let me express my immense gratitude to AGC of Texas Immediate Past-President Kal Kincaid for his thoughtful leadership over the past year, the entire

2021 board of directors, committee and area chairs, AGC of Texas staff, and the countless others who graciously commit their time and talent to this association. I am grateful for the opportunity to work alongside you and for you.

Now that we have our feet firmly planted in 2022, I know there will be many new challenges ahead, but I am excited for all 2022 has in store for us.

President David Casteel has selected the theme of “Past, Present, and Future” to help guide our work and efforts this year. As the highway construction industry and AGC of Texas continue to evolve, it is important that we take time to reflect on our history, capitalize on our present, and work to secure a prosperous future for which we can all be proud.

Thank you again for all of your hard work in 2021, I look forward to working together toward a successful and monumental 2022!



Jennifer Woodard
AGC of Texas Executive Vice President



TxDOT Deputy Executive Director Brandye Hendrickson Speaks to AGC Members

By: Gary Scharrer, AGC of Texas

A former acting administrator of the Federal Highway Administration told AGC of Texas members she could hardly get out of Washington D.C. fast enough to land in Texas.

Brandye Hendrickson is the deputy executive director for the Texas Department of Transportation. She spoke to the AGC membership luncheon on Wednesday, Jan. 5.

Texas is scheduled to get an additional \$1.1 billion a year from the recently passed federal infrastructure bill – amounting to \$5.5 billion in extra federal highway funding over the next five years.

“That’s a lot of money, but to put it in perspective, we have about \$30 billion in active construction right now,” she told members.

But the impact of the additional funding could be diminished if it comes with excessive restrictions and federal oversight, she said. Less flexibility could

impair a state’s ability to select priority projects. TxDOT cannot lobby, but associations such as AGC can engage with congressional leaders and federal agencies, she said.

“Stay attuned to these issues,” Hendrickson said. “Work with Congress ... to make sure these projects are rolled out as intended and states have flexibility to do the projects that are so important to the state.”

Before her stint as Indiana’s state transportation commissioner, Hendrickson served as the equivalent of the district engineer for Austin - working on large metro projects in the Indianapolis area. Indiana does not have a transportation commission as does Texas. The commissioner functioned as a chief executive officer, and she focused on project delivery, work zone safety and funding issues. She started her career in the human resources side, where she saw the “people side of the business.” It helped lay a “great foundation,” she said.

After Indiana Gov. Mike Pence became vice president-elect, Hendrickson said she got a late-night call urging her to move to Washington, D.C. to head the Federal Highway Administration.

“Every single day of my life in that job I worked to reduce burdens to states and to get projects done and out the door,” she said.

After two years leading the Federal Highway Administration, Hendrickson became deputy director of the Association of State Highway and Transportation Officials. The opportunity to join TxDOT came at the right time for her.

“A person can live a life in Washington, D.C. for only so long,” she said.

She has long appreciated TxDOT’s role in the industry and also TxDOT Executive Director Marc Williams’ reputation in the transportation community.

She jumped at the chance to move her family to Texas: “Let’s go! Giddy-up – and here we are. We didn’t drink much before we got here. But we’re going to start,” she said, amid laughter.

At TxDOT, her focus is on such issues as safety, project delivery, performance measures, innovation and technology and diversity.



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TxDOT: Plans in Place to Protect Public During Emergencies



Photo provided by Dean Word Company, Ltd. during response efforts to Winter Storm Uri in Feb. 2021

By: Bill Hale, P.E., Chief Engineer, Texas Department of Transportation

During emergency operations, TxDOT has emergency plans that are activated based on the type of event; some examples include the Hurricane Plan, the Winter Weather Plan and the Wildfire Plan. These plans are used at both a district and statewide level when activated. We have three procurement options that are available that allow us to mobilize contractors quickly for a response during emergency events.

An emergency maintenance contract (EMC) is certified by the executive director or the director's designee in writing describing the fact and nature of the emergency. This type of contract is considered expedited and allows the state to award/execute a contract in the event of an imminent threat to the life or property of travelers or substantially disrupt the orderly flow of traffic and commerce without officially being advertised.

A highway improvement contract change order allows the state to make a change to an existing contract. Any contractor with an active TxDOT contract could assist by executing a change order to their current contract. This provides a means of an expedited response because the contractor is already mobilized around the affected area.

An emergency purchase order is issued through TxDOT's Procurement Division. The state can purchase goods and services in an expedited manner to prevent a hazard to life, health, safety, welfare or property or to avoid additional costs to the state.

TxDOT maintains three emergency debris contracts and three debris monitoring purchase orders for the coastal districts. During Hurricane Harvey, these contracts were utilized to remove on-system debris allowing state forces to remove off-system debris for local government assistance. The total on-system debris picked up by the contractors was 297,900 cubic yards and their assistance allowed TxDOT to remove 334,372 cubic yards to assist local governments.

Winter Storm Uri, which occurred the week of Feb. 13, 2021, brought snow, ice and record-breaking temperatures to Texas. During the winter event, TxDOT responded with 6,245 employees and spent 506,075 hours working the event to ensure the safety of the traveling public. A record number of materials were used that included 8.78 million gallons of brine, 5.6 million pounds of deicer and 14,000 pounds of salt.

All 254 counties were impacted and received both a Governor's Proclamation and a Presidential Declaration for disaster.

The response was overwhelmingly successful by utilizing all resources available and included the Texas Forest Service, county precincts and our contractors. During the snow and ice event, we used over 500 pieces of contractor equipment that assisted TxDOT state forces with snow and ice removal operations. Due to the magnitude of the event, TxDOT needed to bring in additional workers for a larger response. TxDOT normally shifts state force crews around between districts as needed, but Winter Storm Uri was statewide and this option was not possible.

TxDOT would like to thank all our partners that collaborate with us during these emergency events to maintain the safety of our traveling public.



A photo from Drewery Construction during the coordinated response to Winter Storm Uri in Feb. 2021



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On the Road to End Human Trafficking

By: Sarah Silberstein, AGC of Texas

At any given time, there are an estimated 234,000 victims of labor trafficking and 79,000 victims of youth and minor sex trafficking in the state of Texas.

In 2019, TxDOT joined a statewide effort to end human trafficking and launched the “On the Road to End Human Trafficking” campaign to raise awareness of human trafficking with a particular emphasis on labor trafficking.

The training aims to educate individuals on what qualifies as human or labor trafficking, how to look for and identify common indicators, and how to report suspected instances to the proper authorities.

What is human trafficking?

Human trafficking is modern-day slavery and involves the use of force, fraud, or coercion to obtain some type of labor or commercial sex act. Thousands of men, women and children are trafficked into forced labor and the sex trade. Many of these victims are lured from their homes with false promises of well-paying jobs; instead, they are forced or coerced into prostitution, domestic servitude or other types of forced labor. Victims are found in legitimate and illegitimate labor industries,

including sweatshops, massage parlors, agricultural fields, restaurants, hotels, and domestic services.

Common indicators of human trafficking

- Living with employer
- Poor living conditions
- Multiple people in cramped space
- Inability to speak to individual alone
- Answers appear to be scripted and rehearsed
- Employer is holding identity documents
- Signs of physical abuse
- Submissive or fearful
- Unpaid or paid very little

What to do if labor trafficking is suspected

While employees are not being asked to take on the role of law enforcement, it's important we all educate ourselves on the issue, learn how to spot the red flags and report them.

If human trafficking is suspected, please visit www.iwatchtexas.com to report the incident and notify local authorities.

Learn more at: www.txdot.gov/inside-txdot/media-center/psas/prevent-human-trafficking.html

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TxDOT is committed to ending human trafficking as part of a dedicated community including the Texas Governor's Commission for Women and Child Sex Trafficking Team, state and federal agencies, and industry partners.





AGC OF TEXAS

Christmas Party









AGC of America: How the Infrastructure Bill Was Won



By: Bob Lanham, 2021 AGC of America President

Timing is everything, at least when it comes to serving as AGC of America's president. On the downside, it was bad timing that saw the start of my tenure as your national president coincide with the onset of a global pandemic. On the upside, it was good timing that saw the culmination of years of work and advocacy by AGC lead to the passage of a massive new infrastructure bill in November.

There is a lot to like in the newly enacted bipartisan infrastructure bill. The fact this bill is so strong has a lot to do with the work AGC of America has put into advocating for just such a measure. That work has included extensive public relations, innovative targeted digital advertising, and a lot of relationship building on Capitol Hill. Most important, the bill passed because of the engagement of tens of thousands of members who made sure Congress heard the voice of this industry.

On the public relations side, we have been working for years to make the case for new infrastructure investments. We have organized dozens of news conferences in coordination with our chapters. At these events, we highlighted the need to fix our

roads and bridges. We talked about the broader economic benefits of these investments. And we pushed for Congress to act. These events generated hundreds of newspaper, TV and radio news stories that helped us reach members of Congress and their constituents. And they complemented the work TRIP did in sharing data about the need for new infrastructure investments.

We supplemented these media events with multiple advertising efforts that harnessed the power of targeted digital advertising to reach key audiences. These campaigns allowed us to reach people who both vote regularly and commute in key Congressional districts. We then blanketed these folks with adds about how an infrastructure bill would help them and urged them to contact their members of Congress. This tactic allows us to be as efficient, and effective, with our resources as possible.

We also invested an enormous amount of time building relationships, and earning trust, up on Capitol Hill. Our team of lobbyists met with nearly every member of Congress during over 100 in-person meetings, and countless other virtual ones.

Those relationships allowed us to educate members of Congress about the need for new infrastructure investments and the need to avoid new red tape and regulations. Thankfully, enough members trusted us to help deliver bipartisan support for exactly that kind of bill.

But what really tipped the scales in our favor was the fact so many members opted to engage with AGC’s infrastructure push. Over 14,000 members – many of them from Texas – responded to AGC action alerts, sending nearly 100,000 messages to members of Congress urging them to get behind an infrastructure

bill. These messages reached every member of the House and Senate. And they left little doubt about where our industry stands on this issue.

When I started my tenure as president, I promised you that getting engaged today was the best way to build a stronger future for our association and our industry. Tens of thousands of you took me up on that promise and helped deliver one of the most significant pieces of legislation for our industry that many of us have seen. So, I want to say thank you for believing in me, for getting engaged and for helping build a stronger, more prosperous industry.

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)



Estimated Total Funds for Texas Over Five Years (FY22-FY26)

Highway Contract Authority	\$26.893 billion
General Fund Advanced Appropriations	\$945 million*
Rural Transit	\$450 million
General Aviation Airports	\$390 million
Ferry Boats and Terminals	\$35 million
Total	\$28.7 billion
Annual FY Average	\$5.7 billion

*EV Charging Stations: \$407.8 million; Bridge Replacement and Rehabilitation: \$537.2 million

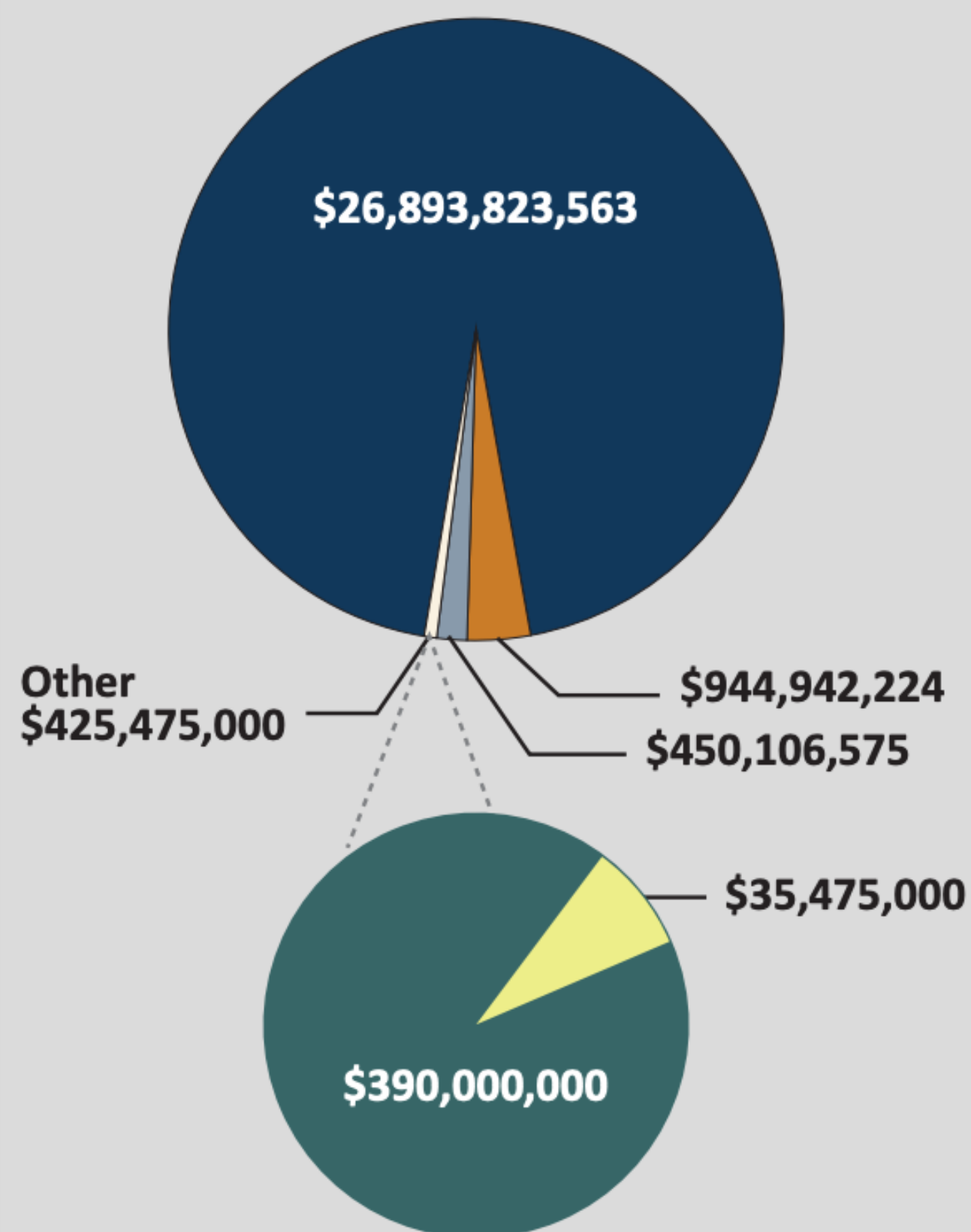
Estimated Funds for Texas in FY22

Highway Contract Authority	\$5.168 billion
General Fund Advanced Appropriations	\$189 million
Rural Transit	\$86 million
General Aviation Airports	\$78 million
Ferry Boats and Terminals	\$7.1 million
Total	\$5.528 billion

Average funding increase per year above FY 2021: \$1.14 billion

Estimated TxDOT funding through IIJA FY 2022-FY 2026

- Highway Contract Authority
- General Fund Advanced Appropriations
- Rural Transit
- General Aviation Airports
- Ferry Boats and Terminals



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ARTBA: New Infrastructure Law Moves Texas Forward

By: Dave Bauer, ARTBA President & CEO

At a White House ceremony attended by both Republicans and Democrats, President Joseph R. Biden on Nov. 15 signed into law the most significant federal transportation infrastructure investment measure since creation of the Interstate Highway System in 1956.

It's a moment worthy of celebration. Sadly, political cudgels are being swung at the 13 House Republicans who dared to vote for the bill's final passage.

These members have been accused of abandoning their party, subjected to primary challenges next year, and threatened with the possible loss of future chairmanships if Republicans take control of the House in 2022. It's a disturbing illustration of the current state of American politics.

Lost in this theater of the political absurd is that the landmark Infrastructure Investment & Jobs Act (IIJA) represents truly sound public policy that will benefit all Americans.

For the construction industry, the cornerstone of the \$1 trillion IIJA is \$450 billion in surface transportation investments and a five-year reauthorization of these critical programs. In year one, highway and public transit investment will increase 38 percent and 73 percent, respectively.

Nearly 90 percent of the law's federal highway funds will be distributed annually to states via existing formulas. The remaining resources will largely be controlled by the U.S. Department of Transportation for specific federal responsibilities and a series of discretionary grant programs.

In Texas, the IIJA will provide \$28.7 billion in state formula funds for highway, bridge, and transit investment over the next five years, beginning with a 26 percent funding increase in FY 2022, according to a September 2021 report by global forecasting leader IHS Markit.

I'll make one other contextual observation. From fiscal year FY 2016 to FY 2026 (the last year of the IIJA), federal highway investment will have increased from \$42 billion to \$72 billion annually, or 70 percent. That's an extraordinary achievement for the transportation construction community.

The IIJA also features industry-championed reforms to speed up project delivery, offers new opportunities for private sector project financing where appropriate, facilitates enhanced worker safety, and bolsters investment in research and education programs.

But arguably more important is what the IIJA means for transportation system users. The IHS Markit study also finds:

- The combined \$153.7 billion in new highway, bridge, and public transit investment under the IIJA will add \$488 billion to U.S. GDP by 2027.
- As federal highway and public transit investment spurs economic growth, the additional funding mandated by the law will support more than 250,000 new jobs by 2025. Over half of these positions will be outside of the construction sector.
- More economic activity means federal, state, and local tax revenues will increase more than \$160 billion.
- Personal disposable income will increase by \$69 billion by 2027, or an average of more than \$500 per household.

These findings herald a boom of infrastructure projects that will improve personal mobility, strengthen U.S. global competitiveness, increase the movement goods and services, and make our roads, bridges, and public transit systems safer for everyone.

So, the IIJA is finally the law of the land. Now what?

The answer: there is plenty to do. It's the collective responsibility of national organizations like ARTBA and transportation construction professionals to help ensure Congress appropriates the law's annual investment levels in each of the next five years, and that the positive policy reforms are implemented as intended.

Politics today is rife with distortions and broadsides that masquerade as solutions. Anyone looking for public policy perfection will simply not find it.

Yet in making the IIJA a reality, members of both political parties and President Biden have given America a major catalyst for economic growth and renaissance. Whether we realize that promise is now up to us.

Where the transportation construction industry is concerned, I know we are up to the challenge.

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