



The W.L. Times

On the Brink.....Again

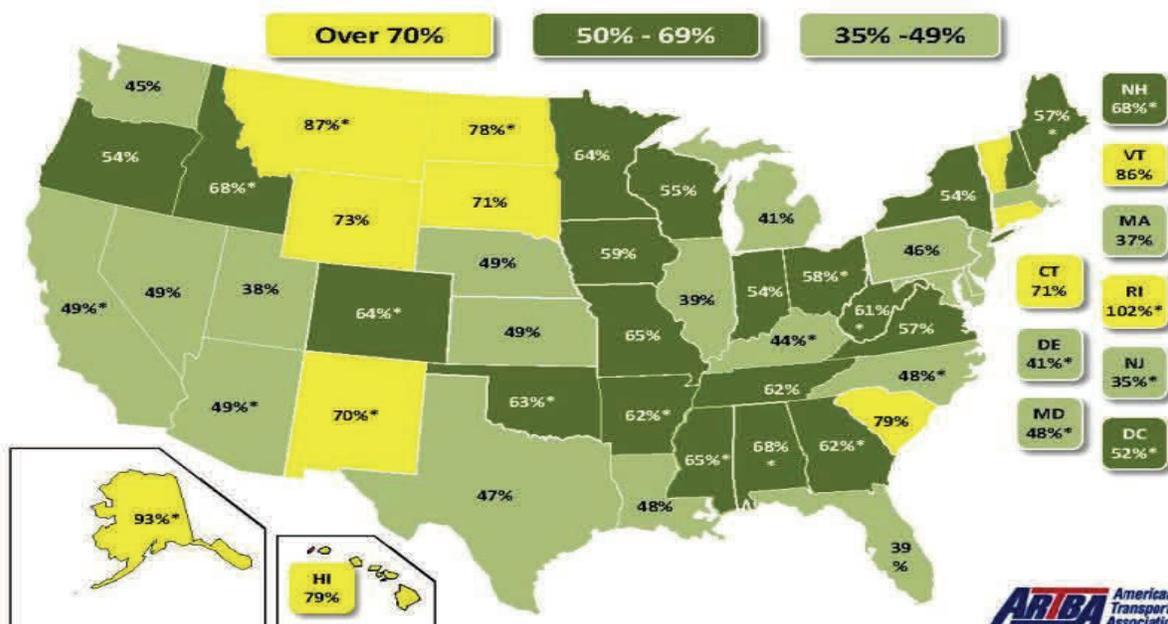
The Highway Trust Fund was established in 1956 as the method for paying for the construction of the Interstate Highway System. The primary source of revenue comes from the gas tax, which was last **increased in 1993**. Did you know that roughly half of all transportation infrastructure funding comes from the federal government? The Executive Branch and Congress make decisions that shape the transportation design and construction market in a big way. Every year Kentucky receives highway funding from the federal Highway Trust Fund. The federal funds are combined with state and local funds and used to pay for necessary road and bridge improvements.

Since 2008, the Highway Trust Fund has required \$53.3 billion in transfers from the federal government's general fund in order to meet its obligations. Congress has "patched" the HTF with supplemental revenue injections four times so that it could meet federal highway and transit investment commitments.

Based on current spending and revenue trends, the U.S. Department of Transportation and the Congressional Budget Office estimate that the account of the HTF will encounter a revenue shortfall before the end of the 2014 fiscal year – Sept. 30 – and the transit account will only have \$440 million at the end of FY 2014.

The Highway Trust Fund is quickly running out of money. Sometime in August the fund will not be able to meet its obligations. But even the current funding in MAP-21 is well short of what is needed. Underfunding the federal highway system will allow one of the country's greatest assets to deteriorate, costing the economy over \$100 billion annually in lost time and wasted fuel. In the last 50 years our highway system has helped grow our economy, but now the system is old and needs repair. Maintaining the system costs much less than replacing it when it fails.

Federal funds, on average, provide 52% of annual State DOT capital outlays for highway & bridge projects



Source: ARTBA analysis of "FHWA Highway Statistics" data, total 10-year average 2001-2011 from Tables SF-1 and SF-2. The percent is the ratio of federal-aid reimbursements to the state and total state capital outlays and is indicative of the importance of the federal-aid program to state capital spending for highways and bridges. Does not include local capital spending. Federal highway reimbursements are primarily used for capital outlays, including construction, right-of-way acquisition and engineering, but are also used for debt service for GARVEE bonds.

* States that have issued GARVEE bonds before 2011.

Continued...

What Must Be Done

Now, Congress must find additional revenue to support the HTF. If Congress fails to do that, the trust fund will not be able to fund any new or ongoing construction projects starting in 2015. This equates to a \$51 billion cut to federal transportation programs. In order to avoid these draconian cuts, Congress and the administration must act to address the HTF revenue shortfall before September.

At the expiration of MAP-21, a **long-term transportation reauthorization** measure needs to be in place. States need to know that they will have the revenue needed to continue the highway, bridge and transit construction that they have planned. Congress must return to long-term transportation authorizations (five or six years are typical and necessary). This multiyear certainty will allow state departments of transportation the ability to make long-term transportation plans and give companies like ours the confidence to hire additional workers and buy equipment.

Increase Transportation Investment: Maintain the nation's commitment to transportation investment by retaining the gas tax and increasing it. If Congress cannot increase the gas tax, they need to identify a way to increase funding to make up for the 80 percent loss in buying power since the gas tax was last increased in 1993. Congress should consider a fee base on vehicle miles traveled, a sales tax on fuel sales, wholesale motor fuel fee, oil exploration fees, fees on natural gas used for transportation and others. The goal should be fully covering the cost of the transportation system that our country needs without deficit financing.

"Ending this cycle of dysfunction requires an immediate plan to get through this construction season without the threat of a shut down or delayed federal payments," ARTBA President Pete Ruane stated at a news conference that was hosted by Senate Environment & Public Works Chairman Barbara Boxer (D-Calif.) "Then Congress needs to come together with a bipartisan plan to permanently stabilize and grow the Highway Trust Fund's revenue base."

Chairman Barbara Boxer (D-Calif.), who noted that thousands of businesses and millions of jobs depend on the trust fund, added, "We are facing a mayday situation and I'm here to send an SOS to Congress because we are facing a transportation government shutdown." Boxer called on leaders of the House and Senate tax writing committees to work together in a bipartisan manner in order to find the resources needed to support the six-year highway reauthorization bill that passed out of her committee May 15.

Boxer said she supports a plan to patch the Highway Trust Fund past the November elections, calling it "necessary to stave off disaster," but did not want a plan that would go beyond the end of the year.

The Senate Finance Committee Chairman Wyden and Committee Ranking Republican Orrin Hatch (R-Utah) both said they are continuing to talk to try to forge a bipartisan path forward. If they are unable to do so, Republicans have filed amendments that would be alternatives to Wyden's plan. Among the GOP proposals: utilizing revenues from fees on energy exploration in Alaska and off the U.S. coastline (a proposal from Republicans in 2011 and 2012 that was not approved in either the House or Senate), cutting spending in a variety of programs outside the jurisdiction of the Finance Committee and tax code changes unrelated to transportation (but different than Wyden's proposal). It appears Republican senators may also attempt to replace Wyden's proposal to increase the Heavy Vehicle Use Tax. Republicans also filed several amendments that would shift Federal Highway Administration administrative expenses and the federal research and education funding out of the HTF and make them eligible for federal General Funds through the annual appropriations process.

It should be noted that two senators filed amendments to increase the federal motor fuels tax, but it is unclear if they will be offered for a vote during the Committee's current session. Senator Tom Carper (D-Del.) has a proposal to increase the gasoline and diesel taxes by 12 cents over the next three years (in 4 cents per gallon increments) and then permanently link the taxes to inflation. Senator Mike Enzi (R-Wyo.) filed an amendment to permanently index the motor fuels tax to inflation—Enzi submitted a similar amendment during the 2012 Finance Committee session that produced the revenue title for MAP-21, but did not ask for a vote on that proposal.

How Can You Help?

The U.S. House of Representatives recently approved the "Highway and Transportation Funding Act of 2014 (H.R. 5021), to generate \$10.9 billion for the HTF and preserve existing levels of highway investment through May 2015. The measure also would extend current law authorizing the highway and public transportation programs for the same duration. The Senate must take action to ensure that Kentucky continues to receive as much funding as last year to pay for highway and bridge improvements and keep the economy moving. Our state desperately needs the road and bridge improvements and our jobs depend on it. That's why they need to hear from you. Ask them to take the lead and please fix this problem. To contact your senators by phone, call toll free at **1-888-448-2782**.

Job Updates

Job 1381, Ky River Lock & Dam #8, Nicholasville, KY

We are a subcontractor to CJ Mahan on this project to re-construct the dam and lock structure originally constructed long ago. This job is very similar to the Lock & Dam #9 project we had a few years ago, also with CJ Mahan. Several of our supervisors have assisted in making a few concrete placements in 2013 and on small one so far in 2014. This project is scheduled to be completed this summer, the good Lord willing and the KY River doesn't rise!



Job 1383, INDOT I-65 Seymour, IN

Harper is a subcontractor to the John R. Jurgensen Company on this project. We are responsible for replacing certain sections of concrete pavement on this 20 mile stretch of I-65 South of Indianapolis. Work started in 2013, but weather has delayed progress. In efforts to gain back lost time, JRJ is implementing a "Blitz", wherein everyone performs double or triple the amount of work normally performed in one week. This requires coordination and more people and equipment, but should help get the job back on schedule. John Crum has been coordinating the forces with Keith Collins, Richard Elliot and a few others running the crews. Kevin has been overseeing QC each week. Because of traffic constraints, our work is limited to three days per week. As with previous jobs working with JRJ, this one is running just like our pavement, very smooth.



Job 1384, Laurel County, KY

This small job for KYDOT is in London, KY and involves removing and replacing pavement at a busy intersection. The duration for the project is only a few weeks and was completed in July. Phillip, Billy, Sam Burke and Richard worked on this project.

Job Updates

Job 1385, Campbell County, KY

Located on the AA highway at the I-275 interchange, Harper constructed this originally in the early 1990's with Truman Lyons placing the pavement. This project was completed in June and involved some concrete pavement replacement, cleaning and re-sealing the pavement joints and diamond grinding the entire surface for smoothness. Work was performed during nights and weekends and resulted in no impact to heavy rush hour traffic. Phillip, Truman and Richard handled most of the work with John helping with coordination.



Job 1386, Dayton International Airport

This work was for the FedEx facility and included installing an aircraft tether (to hold down the nose of the aircraft during loading and off loading) and associated drainage and electrical work. Ray and Rick Keith made short work of this in early spring for our great friends at FedEx.

Job 1387, Kenton County, KY

This project was completed in June and involved re-constructing the west end of 4th street and associated ramps and side streets in Covington. Harper was a subcontractor to Bluegrass Paving on this job. Our portion of the project included traffic control, pavement removal, excavation, DGA, Concrete Pavement and various curbs and entrances. John Crum, Phillip, Billy, Keith and Richard all put in many hours to complete this project quickly and with great quality.



Job Updates

Job 1388, Whitley County, KY

This project includes concrete pavement removal and replacement, joint cleaning and re-sealing, new concrete pavement and diamond grinding. Phillip, Sam Burke, Billy, Richard, Truman and Keith have all done tours on this project that should finish in July.



Job 1389, Franklin County, KY

This project is in downtown Frankfort and involves removing and replacing nearly two miles of Wilkerson Boulevard from the river bridges to Rt. 127 on the north end of town. This existing concrete pavement was originally paved in 1971 and was still in fairly good condition, considering it served taxpayers well for 43 years. Our work includes removing and replacing the concrete pavement and sub base, re-building drainage structures and adding storm drain pipe, curb and gutter, sidewalk, turfing, electrical work and new striping. Work began this spring and is on schedule to complete on, or ahead of schedule. Rick Marx, Sam Thomas and Seth Grothaus are managing jobsite affairs with the Highway Department and affected locals such as Buffalo Trace Distillery. Frank, Mike Sandmann, Rick Keith, Sam Burke, Dave Howes, Chris Thompson, William Hayslip and Charles Johnson have been busy working around a few unknowns to keep construction on track. Steve Robbins has been helping everyone exceed all quality requirements and Danny Murriell has been taking care of line and grade. Proper planning and positive communication has really benefitted everyone on the job. Concrete paving is about 50% complete and the ribbon cutting is scheduled for October.



Job Updates

Job 1390, Boone County, KY

This job requires complete removal and replacement of US 42 from Mall Road to just past Shakey's Pub. Dean McDaniel and John Maxwell were with Harper when we constructed this section of roadway with concrete around 1978. This heavily used concrete pavement lasted 35 years for the taxpayers! We are a subcontractor to Bluegrass Paving on this job, as the section from I-75 to Mall Road is being replaced in Asphalt. From I-75 to east of Shakey's is being replaced with Concrete pavement. Some younger folks in the Harper family will be able to see first-hand which pavement type serves the taxpayer best. John and Dennis are watching over this project with Tommy handling the removal and base construction on the western portion. Phasing allows the removal and asphalt paving designed for the western half to be constructed during regular week day times. The eastern half of the job, involving new Concrete pavement must be performed on weekends. Billy, Keith, Richard, Bryan and others are pulling weekend shifts to complete this portion of the work. Kevin and Zach have been assuring quality remains job 1. Dustin has also been busy keeping stakes in the ground for everyone. Our ability to speed up work on this busy section has pleased the public. Project phasing required the total shut down of the intersection of Mall Road and US 42 for 36 hours over a weekend. This very busy intersection is vital to commuters as well as local businesses. The Harper and Bluegrass crews were able to complete all this work in about 22 hours!



Job 1491, Cincinnati / Northern KY International Airport

This project includes re-construction of a portion of Taxiway "M" and Taxiway "S". Harper is a subcontractor to Bluegrass Paving on this project. We will be removing concrete and asphalt pavements, constructing bases, under-drains and concrete pavement. The project has multiple phases to accommodate DHL as well as anticipated airplane traffic related to the NASCAR race at the KY Speedway. Work started in June and completion is scheduled for November. We will be recycling the existing concrete pavement for use in base stone and econcrete. Work also requires construction of a temporary Taxiway, asphalt mill and fill and shoulder work. Ray is overseeing all work on this job, with Danny Macauley as our Project Manager and The Chief heading up the office. Chief took a season off just to prepare for this assignment with Ray! Sam Burke and Bryan have been helping Ray on this job so far. Dustin is taking care of "coordinates" on this project too.

Job 1492, Cincinnati / Northern KY International Airport

This small job is to construct a sanitary force main and remove an existing temporary line. Harper is a subcontractor to Bluegrass Paving on this job. We will be managing the work and constructing the civil portion related to the new lift station. Work is anticipate to start in July and complete in August.

Helped are those who create anything at all, for they shall relive the thrill of their own conception and realize a partnership in the creation of the Universe that keeps them responsible and cheerful. ~Alice Walker

Job Updates

Job 1493, US 60, Woodford County, KY

Harper was the low bidder on the project in Versailles, KY to reconstruct US Rt. 60. The project consists of concrete removal and replacement, diamond grinding, joint cleaning and sealing, asphalt overlay and minor drainage work. The Department awarded the project in July and work is scheduled to begin early August. The project must be completed this fall, which will keep our crews busy.

Job 1494, US 60, Hancock County, KY

Harper was the low bidder on this project located east of Owensboro in Hawesville KY. This job includes the complete removal and replacement of four lanes of existing concrete pavement for over a mile. Our plans for this project include a Rex Batch plant, Guntert Zimmerman paver and all the other equipment that goes along with them. The project must be completed before Christmas, so our crews will have to make short work of it.

Second Annual Healthy Harper Day

We held our second annual Healthy Harper Day on May 23. Like last year, this was a great success. Everyone from the Office and Shop pitched in the entire day, working on our office landscaping and grounds. From painting our sign a new shade of yellow to concreting behind the parking lot, we planted new flowers and trimmed the old. Rumor is that it looked so good, when we finished people from Natorp's were seen taking pictures of our yard! Tonia and Carmen spearheaded this event with great success. Below are a couple before and after pictures. Great job everyone!



Office Make Over

This January, when construction is typically slow, things were very busy at The Harper Company Office. Carmen and Tonia accepted the challenge to give our main office a complete make-over. Built in 1993, and having little or no changes made since, our décor was showing its age and wear and tear from a lot of use. Taking the better part of a month, and enlisting the help of many off season supervisors, Carmen and Tonia designed the new look, figured the materials, coordinated the tasks to not interfere with operations and assigned tasks in an amazingly orderly fashion. Every office was made over with new wall covering, new window treatment, ceilings painted, duct work, carpets cleaned and more. Some unexpected mold and moisture leaks were discovered that added work, but even that was kept in-house. We found many hidden talents among our team. The new make over really brightened up the entire office. Catching up with the times, our office is now a smoke free environment. As with our self-performed landscaping, the self made over interior helps make work more fun and interesting. Thanks again to Carmen and Tonia for taking the ball and running with this one. Thanks also to everyone who participated in the experience, as it required quite a large team effort.



It is a fact that in the right formation, the lifting power of many wings can achieve twice the distance of any bird flying alone. ~ Author Unknown

FAMILY NEWS



Ruth Walters welcomed a new Grandson
Kelam Riley ~ otherwise known as
"Mr. Smiley"



Ruth Walters welcomed a new Granddaughter
Whitley Kate Mathews ~ otherwise known as
"Chubba"

Welcome to the Harper Family

Bryan Havlin is our newest Foreman. Bryan is from the Northern Kentucky area and worked for many years in the local Heavy-Highway industry. He has much experience in structural concrete, drainage work and concrete paving. Bryan brings with him much knowledge, experience and energy. New ideas from new leaders will continue to optimize the quality and productivity of our operations.

Zach Weber has worked with us as a co-op since spring of 2011. Zach has seen "action" in estimating, field office management, job costing and materials management. In April, Zach earned two degrees from the University of Cincinnati, one being a Bachelors of Science in Civil Engineering and the other, a Master in Business Administration. This is a very esteemed accomplishment. The icing on the cake is Zach is now a full time member of the Harper family. We are happy that Zach chose a career with Harper and he is spending this season learning more about the nuts and bolts of our work in the field.

ACPA AWARD

The Harper Company was pleased that our Henderson KY DOT project, reconstructing a portion of the Audubon Parkway, completed in 2012, has won the ACPA National Award – Silver in the category of "Concrete Overlays (Highways)". There were 75 projects throughout the country that were submitted for this award, and ours won the Silver (which is the second highest scoring project by the panel of judges). While the project was very challenging in many aspects, the taxpaying traveling public really got a lot of bang for their buck. The outstanding ride quality, strengths and other Quality Control results certainly helped in winning this award. Also contributing to this achievement is the extraordinary effort put forth by all of our valued team, especially under the adverse conditions. Everyone with Harper should be very proud of earning this Nationally recognized accomplishment.

SAFETY CORNER



2013 Dennis Burch Safety Award



The Harper Company is proud to announce, Darrell Nichols is the recipient of the 2013 Dennis Burch Safety Award! Darrell always has a positive attitude towards safety and is willing to lend a helping hand. Going above and beyond is just one of the wonderful characteristics Darrell possess. We are very honored to have him on our Harper Team. Congratulations and keep up the good work!

2013 Vern Findlay I Care Award



This year, we are proud to announce, Carmen Phillips is the recipient of the 2013 Vern Findlay I Care Award. Carmen has been a part of The Harper Team since April, 2009. Since day one, she hit the ground running and has not looked back. Her dedication, willingness to help others and the pride she takes in her work makes her a valuable asset to our Harper Team!

US 42 Assistant Project Manager MIA!

We are pleased to announce that our assistant project manager on our US 42 project has been located and has returned to his duties. Welcome back Winchester – You have been greatly missed!

Accidents, and particularly street and highway accidents, do not happen - they are caused. ~ Ernest Greenwood

The Harper Company wishes to pay tribute to the following team member and loved ones of team members and their families lost since our last publication.

Mr. Worley Brown, passed away February 4, 2014 at the age of 88. Worley was a valued leader with WL Harper for over 40 years, overseeing primarily grading operations. For those of us who knew and worked with Worley, we remember him as always on the go and a very hard worker who got 100% out of his crew. Worley was a proficient heavy equipment operator himself and belonged to Local 18 of the Operating Engineers.

Worley also served his country proudly in the South Pacific during World War II. He was a decorated WWII Navy Veteran, earning a Presidential Unit Citation and a Purple Heart while at Iwo Jima. He served on the naval destroyer USS Bryant in the Saipan-Tinian, Palau, Surigao Strait, Iwo Jima, and Okinawa missions. After retiring from Harper, Worley operated Browns Marine for many years. Worley is survived by his wife Alice. Worley was a friend to all and will certainly be missed by his Harper family.



Leona Shayeson ~ Loving Mother of Mike Shayeson ~ April 2014

William "Bill" Green ~ Loving Uncle of Shawn Green ~ May 2014

*Although it's difficult today to see beyond the sorrow,
May looking back in memory help comfort you tomorrow.
~Author Unknown*

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