

Utility & Transportation Contractors Association



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**July
2014**

ASSOCIATION'S LANDMARK INFRASTRUCTURE BANK LEGISLATION HEADS TO GOVERNOR

Legislation created by UTCA to establish a state transportation and energy infrastructure bank, a measure that was pocket vetoed by Governor Christie in January, has now passed the State Legislature and is once again awaiting Governor Christie's action. The bill passed the State Assembly and Senate with support from members on both sides of the aisle. This version of the bill incorporated extensive amendments that were requested by the NJ Department of Transportation, hopefully paving the way for the landmark measure to finally be signed into law.

A-3177 (Wisniewski/Gordon) will help local communities begin to address a backlog of crumbling roads and failing bridges. Despite the fact that building infrastructure drives our economy and preserves our quality of life, the investment gap grows each day and new funding methods must be developed to get projects moving. New Jersey must also be statutorily prepared to receive federal funding earmarked for state infrastructure banks. As part of this initiative, The NJ Department of Transportation assumes control over project eligibility while the state's Environmental Infrastructure Trust administers the financing. No new authori-

ties have to be created, and the expertise of existing programs can be utilized for a relatively turn-key operation.

Towns and counties deserve to have other tools at their disposal to supplement state funding, should they choose to use them. Our State must also be in position to receive federal funding for infrastructure banks, which it currently is not. UTCA would like to extend its sincere thanks and appreciation to the officials from the Department of Transportation that spent many hours developing these amendments, as well as the bill sponsors and legislative staff that continue to work tirelessly to get this measure back to the Governor.

UTCA'S FINANCIAL STATEMENTS BILL PASSES LEGISLATURE UNANIMOUSLY

An important UTCA measure that will protect a company's private financial information and their ability to take part in the bidding process at the local level recently passed the Legislature by wide margins. A-1794 (O'Donnell/Clifton/Bateman/Van Drew) was approved unanimously by both the State Assembly and Senate, and now awaits action by Governor Christie.

Our Association's legislative committee found that many local governments still require the submission of financial statements in order to bid on a project. There is nothing in the law that specifically permits them to make this private information a mandatory bid item, nor is there any standardization as to the form and type of documentation that must be submitted. It is not surprising, then, that this gray area in the law holds up projects, increases the frequency of bid challenges, and creates a paperwork nightmare for many businesses trying to bid on public work.



UTCA representatives meet with Congressman Frank LoBiondo during the group's recent meetings in Washington, DC.

Financial statements are unnecessary and onerous when it comes to bidding. They are costly and time consuming to generate and deal with confidential information that could become public through the bidding process. A contractor already has to go through a lengthy process to secure a bid bond for a project. The financial capability that must be demonstrated to secure bonding should be proof enough that they can handle the work. We are pleased that the Legislature overwhelmingly supported this pro-business initiative and look forward to its signing.

ROUTE 71 BRIDGE TO BE NAMED AFTER BOB BRIANT SR.

Legislation to name the Route 71 Bridge between Belmar and Avon (Monmouth County) after Bob Briant Sr., the long-time CEO of UTCA, received final legislative approval this month and awaits the Governor's approval. Several of the Association's Board members began this initiative last year in an effort to provide a lasting monument to someone that has worked so hard for the betterment of this industry. The bill received unanimous support throughout the legislative process and is expected to be signed into law this summer.

UTCA OPPOSES LEGISLATION HARMFUL TO THE INDUSTRY

Legislation that would siphon off funding from environmental remediation projects, as well as a measure that would increase Buy American requirements on public work, were both opposed by Association representatives in recent weeks during Legislative Committee hearings on the bills.

SCR84, would amend the State Constitution to dedicate four percent of Corporate Business Tax (CBT) revenues to open space, farmland, and historic preservation, and underground storage tank programs. SCR84 would increase and shift CBT revenues away from the Hazardous Discharge Site Remediation Fund (HDSRF) which funds the investigation and remediation of contaminated land to Green Acres for the purchase of open space. While preserving open space is a noble goal it is counterproductive to shift funds away from a program that successfully remediates contaminated land to do so. In addition, many municipalities and counties currently do not spend their current open space funds efficiently and/or effectively. This resolution would in effect reduce the remediation of

contaminated sites which will reduce jobs while not necessarily advancing the intended goal of acquiring additional open space. The measure passed through the State Senate 36-1 but has no companion bill in the Assembly. The UTCA is in discussion with Assembly leadership in an effort to prevent this measure from moving any further.

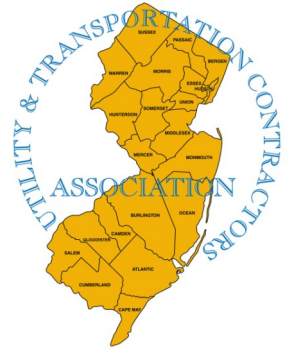
S-1811 (Sweeney/O'Toole), also referred to as the Buy America bill, requires use of goods made in the United States for public contracts; requires businesses that receive public contracts or development assistance to disclose job exportation information. After discussing the issue with NJDOT and NJ TRANSIT, the UTCA helped facilitate a dialogue between the bill sponsors and the transportation agencies. NJDOT and NJT held serious concerns about the bill including potential conflicts with current federal Buy America standards and several technical issues that would have complicated project costs and delivery. Several but not all of the concerns were amended prior to passage by the Senate (36-1). Currently there is no companion bill in the Assembly. UTCA will continue its dialogue with the transportation agencies and Assembly leadership to ensure that if a bill does emerge in the Assembly that it will not negatively affect the construction industry.

UTCA PAC CLUB NEEDS YOUR SUPPORT!

UTCA continues to represent the utility and transportation construction industry vigorously before our governmental decision-makers. Over the past several years, the Association has been responsible for developing, drafting, and securing final passage of laws that have directly impacted our members. Each week, UTCA staff monitors thousands of existing and newly introduced legislative initiatives and energetically opposes any measure that would be harmful to our industry and your business.

In this effort, Association staff conducts numerous meetings throughout the year with members of the Legislature, their staff, and representatives of the Administration. PAC Club funds allow UTCA representatives to attend legislative fundraisers and other special events which provide an opportunity to discuss industry issues with key leaders.

Whether your firm is large or small, UTCA's PAC Club program has a membership level designed to fit your financial capabilities. There are 8 different PAC Club memberships. UTCA urges you to please use the 2014 PAC Contribution Form that is attached and return it to the association office with your firm's financial support.



UTCA PAC Needs Your Support Today!

The **Legislative News** illustrates how UTCA is constantly and aggressively advocating on behalf of our members and their businesses. The Association continues to be responsible for developing, drafting, and securing final passage of laws that have directly impacted our industry. [Read them here.](#) Whether your firm is large or small, UTCA's PAC Club program has a membership level designed to fit your financial capabilities. There are 8 different PAC Club memberships. **UTCA urges you to please use the PAC Contribution Form** that is attached and return it to the association office with your firm's financial support.

UTCA would like to thank our **2014 PAC Club Contributors**. These companies understand that our association's commitment to vigorously representing the industry is only as strong as our members continued support.

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Contributions to Constructors For Good Government go a long way in our efforts to educate members of the Legislature and the Administration to the needs of construction. Please check the appropriate club membership for your firm. **Please remember that contributions to Constructors For Good Government are legally permissible under all State pay-to-play laws.**

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