

FROM THE TRENCHES

NUCA Iowa Newsletter

August 2017

A Message From Your Chapter President

Summer is winding down, the kids are heading back to school and football is right around the corner. For me, it's a wake-up call of how much work is still to be done before the weather turns. As we head into the home stretch this Fall, please keep a focus on safety.



more jobs are requiring work to accomplish at night or under conditions that require heightened levels of safety awareness. Our work zones keep getting closer and closer to live traffic and even if you're lucky enough to get a job with a closed road,

pedestrian traffic through your work zone still has to be maintained.

Not too long ago, a construction worker was killed in a night-time construction zone on I80 just North of my office. And although it did not involve an excavator or trench, it got me thinking about how the risks in this industry keep increasing. In an effort to reduce the disruption to residents and the traveling public, more and

As these risks keep mounting, we have to constantly remind each other of the hazards that we face to prevent accidents. Our projects involve a lot of moving parts – internal and external – and it only takes one person to let their guard down... Please do all you can to keep everyone safe

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NUCA of IOWA EVENTS CALENDAR

I know everyone is busy, please remember to enter these dates into your calendars now...

Thursday, Sept 7: Trap Shoot

Friday, Feb 9: Annual Banquet

HAVE YOU UPDATED YOUR CALENDARS WITH NUCA EVENTS, YET ?

member SPOTLIGHT



This month's member spotlight focuses on Rem Lawyer.

Rem grew up in Johnston but also spent time on the family farm in Manly, Iowa. Growing up, he was able to enjoy the best of both worlds by spending time both the city and the country. After graduating Johnson High School in 2008, he first decided to attend Kirkwood Community College and then finished his degree at Iowa State University and graduated with a bachelors in business marketing and management. During the summers, Rem started with Star Equipment in a many roles. He recalls his first role as the sanitary engineer but soon moved to other areas working with parts counter and inventory.

After graduating, Rem went to work for Star Equipment on a full time basis. He is currently the rental manager for the Des Moines location, He has worked in shipping and receiving, checking in equipment in the lot and as rental coordinator. He has also worked at the old Grimes location and while at ISU, the Ames location. Rem has been with Star for over eleven years now.

In his current role as Rental Manager, he oversees all rental activities for Star. He manages a team of rental coordinators, drivers and lot supervisors. Rem most enjoys working with the customers and providing the highest level of service and satisfaction possible. He regularly finds himself going out to job sites and providing solutions to customers' problems of the day.

Every day is an adventure for him, as he varies his time in the office, on the road at job sites or in the equipment lot.

Since every job has it's challenges, Rem finds the biggest struggle is finding people for the available position who want to work. This is a theme that is shared by many members of NUCA. Many times, it's more about the attitude of a candidate rather

than his skills. Rem, of course, has placed ads, used employment services and other avenues to find qualified employees.

Rem currently lives in Johnson and enjoys riding his Harley Davidson Street Glide motorcycle when time and weather permits. He also enjoys outdoors, Rem likes to go deer and pheasant hunting. Also, he enjoys to find time to prairie dog hunting in South Dakota.



Preparing for Trump's Infrastructure Plan.....

NUCA National White Paper

The Foundation -While running for President in 2016, Donald Trump promised to 'Make America Great Again' in part by rebuilding America's infrastructure. On October 22, 2016 candidate Trump unveiled his 'Contract with the American Voter', outlining his plan for his first 100 days in office, which includes plans to spend \$1 trillion in infrastructure investment and open avenues for energy infrastructure investment. Also in October, the Trump campaign released the Ross-Navarro Plan illustrating Trump's plan to utilize tax credits to encourage private investment in infrastructure. On November 29, 2016, President-Elect Trump nominated Elaine Chao, who served as Labor Secretary under President George W. Bush and Deputy Secretary of Transportation and Director of the Peace Corps under President George H.W. Bush, to be his Transportation Secretary. On December 20, 2016, President-Elect Trump's transition team announced the creation of an 'Infrastructure Task Force' to manage the new President's plan to spend up to \$1 trillion on infrastructure projects. On January 13, 2017, Trump told the Wall Street Journal that he will be appointing Richard LeFrak and Steven Roth, two New York real estate developers, to co-chair the oversight of project selection and spending under Trump's infrastructure plan. On January 20, 2017, Trump and his running-mate, Governor Mike Pence of Indiana, were sworn in, kicking off the Trump Administration.

The Plans—President Trump has repeatedly expressed desire to invest in American infrastructure. He has repeatedly cited \$1 trillion as the size of the plan he prefers. House Speaker Paul Ryan has said publically any infrastructure plan will be discussed when Congress completes the Fiscal Year 2017 budget process in late April in order to carve out funds for the legislation. On January 24, 2017, Senate Democrats unveiled their infrastructure proposal ahead of Republicans or the White House.

The Costs—While details of President Trump's infrastructure plan have not yet been unveiled, the \$1 trillion figure makes finding the funds for the plan a particularly large challenge. It is very likely paying for any plan will have multiple streams and sources, which will, in and of themselves be subject to debate and negotiation. *Funding vs. Financing* Specifically, the plan's success will depend on how it balances funding and financing to accumulate enough support for passage. Funding describes the federal dollars directed to (or funding) infrastructure projects, and is generally more favored by Democrats, while financing refers to the dollars leveraged to finance infrastructure projects, and generally favored by Republicans. Below, listed from most funding oriented to most financing oriented, are the most popular proposals for mitigating the cost of an infrastructure plan.

Direct spending/stimulus- Funding infrastructure projects through direct spending or stimulus would direct Treasury dollars toward, presumably, specific projects or programs for building infrastructure. In order for this method to work legislatively, stimulus dollars would likely require a monetary offset. Essentially, if Congress decides to utilize direct spending for the \$1 trillion President Trump has suggested for infrastructure spending, \$1 trillion in cuts will have to come from somewhere else in the federal budget.

Tax Reform-Any discussion about taxes in America automatically

becomes riddled with complexity; infrastructure funding is no exception. There have been discussions on Capitol Hill for a number of years surrounding undertaking tax-reform, specifically of the business and international tax code, as a way to find money for government spending such as infrastructure.

- **Corporate**- Corporate tax reform that has been proposed by President Trump and GOP lawmakers in Congress includes lowering the corporate rates to around 15%, which would require eliminating, or at least significantly scaling back, tax-write-offs and credits. In doing so, legislation could dedicate tax streams to infrastructure such as the Highway Trust Fund or a newly created infrastructure bank to ensure a permanent funding source. However, there is no promise that infrastructure will receive a dedicated stream of revenue, and every interest the government currently funds will come with their hand out looking for special treatment.
- **International**- President Trump has repeatedly discussed changing the international tax code to better benefit American businesses. For the infrastructure, this largely means creating a reasonable process or incentive for U.S. companies to repatriate, or bring back to America, some or part of their overseas-held cash. In repatriating, some or all of the tax burden could be directed toward transportation and infrastructure accounts. If not included in a wider tax reform package, repatriation is being discussed as a 'tax-holiday' which would have the same effect, but simply be a one-time infusion of cash into transportation and infrastructure building accounts.

Private Funding- President Trump has repeatedly cited using private dollars to build infrastructure. The President's comments indicate he would like to use tax credits or greater utilize already-existing mechanisms to persuade private industry to invest in infrastructure. President Trump has proposed \$137 billion in tax credits for investors who help finance infrastructure projects. Private Activity Bonds (PABs) or Public Private Partnerships (PPPs) could facilitate greater private investments. PABs allow private investment in different types of infrastructure by making interest earned on the investment principle exempt from income or capital gains taxation. PPPs are joint venture partnerships between public and private entities to finance large infrastructure project by sharing the risk, costs, and financial gains. In order for PPPs to be effective and attractive to private investors, there must be mechanism for a return on the investment, such as tolling on roads or metering increases for water projects, which is often difficult to create or predict with public infrastructure.

The Engineering—Almost as important as figuring out the cost and pay-for structure of the bill is engineering the mechanisms for putting the funding to work. Determining what constitutes infrastructure, identifying infrastructure projects, and getting the dollars out the door are the primary objectives.

What is Infrastructure- Any infrastructure bill will have to define the infrastructure intended to be addressed in specific terms. As an example of why specificity is needed, the term 'transportation infrastructure'

NUCA of Iowa

\$1,000 Scholarship

The Steve Corell Education Scholarship was established in 2013 to recognize an outstanding member or relative of a member who has achieved positive academic records and plans to further his/her education with a four year college degree.

Scholarship Application Rules:

- 1. Applicant must be a son, daughter, grandson or granddaughter of a full-time employee (minimum employment of 2 years) of a NUCA of Iowa member or a son or daughter of a NUCA of Iowa staff member, or a part time employee of a NUCA of Iowa member with a minimum of 300 hours worked in the last year.**
- 2. Applicant must be a high school graduate or will graduate the year applying, or a college student.**
- 3. Applicant must have greater than or equal to a 2.5 on a 4.0 scale grade point average.**
- 4. Applicant must be pursuing undergraduate work only towards a four-year degree.**

Get all the details and application at <http://nucaoflowa.com/scholarship/>

Application Deadline: January 5, 2018

FROM MY DESK.....

Monthly message from your Executive Director

Greetings to All,

I hope all of you are well as we wind down the summer. The big event in the near future is of course the Trap Shoot and Gun Raffle. The feedback and response from the membership have been very favorable. We are also working on other areas.

Annual Banquet 2018: The annual banquet is again being held at Prairie Meadows Hotel and Casino, and the date is set for Friday, February 9. We again will feature the corn toss boards by the same person who made the boards last year. This year we are running the annual training as a separate event, and we are researching options for a leadership event designed for the business leaders of our membership.

Safety Training 2018: Andy Stoullil and the other members of the Safety Committee are busy making plans for Safety Training for 2018. This year we are running the safety training separate from the annual banquet. This means that we are exploring different dates and locations. If you have suggestions, please pass them on to me or Andy Stoullil.

Gun Raffle for Corell Scholarship: I am pleased to report that ticket sales have been quite brisk. In fact, I have less than 20 tickets less to sell. Also, it was suggested to reach out to Brownell's for better pricing, and we were able to reduce the cost of the gun prizes to \$3,700, which means I may be able to add a mystery gun to the prize list for one lucky ticket holder in attendance at the Trap Shoot event.

Steven J Corell Scholarship: There is a notice in this newsletter that I am hoping members will post in their offices. The scholarship is open to the all employees of NUCA members and their dependents. What child could not use an extra \$1,000 for their college education? Last year, we received only 5 applications.

Golf Outing: We had a record turnout for the Golf Outing at Bos Landan in Pella. We had 80 golfers on the course under beautiful sunshine. Congratulations to the winning team of Joel Winter, Blake Baker, Jim Sweeney & Brandon Christensen who shot a 61! Right behind them in 2nd place with a 62, was the team of Brent Klaiber, Grant Corell, Joel Jackson & Brian Denham.



*"I only want to work 12 hours a week.
I don't want this job to interfere with
my golf game."*

Web Page: The web page has been completely updated. All aspects have been reviewed and brought up to date. The calendar of events now includes write-ups on the events and links to registrations forms.

Newsletter: The promotional articles continue to be favorable received. We are currently looking to fill next month's issue of the newsletter if anyone is interested. Please contact ASAP if interested.

Check out this month's article from Star Equipment

Workforce Development: I have been in touch with case workers from Iowa Department of Corrections. They have experienced and motivated persons who are returning to the workforce and looking for employment. If you have position that you would like to fill, please let me know, I can put you in touch with my contacts at IDOC.

As always...those of you who find yourselves on RT169 between Winterset and De Soto, you are more than welcome to turn off on 130th Street and visit me. I am always free for some iced tea or a cold beer to share with visitors. For the rest of you, the number is 515-802-1369. Please feel free to reach out to me and let me know your thoughts, suggestions, etc.

Regards,

Andy

Mustang 3200VT Compact Track Loader

If you are looking for the next leap forward in compact track loaders, you should consider the product line from American Manitou Group. Focusing on serving the niche markets, rental markets and the heavy construction market, they have introduced new skid loaders, compact track loaders, telescopic articulated loaders and telescopic handlers.

“For the past multiple years, most all of our competitors, as well as with ourselves, had to try to get in conformance with the EPA regulations – with the engine compliance – and a lot of our engineering resources have been totally tied up in that side of the business,” said Eric Burkhammer, vice president of sales and marketing for the North American Manitou Group. “Now, we’re finally reasserting ourselves as a main player.”



Since the switch to Tier 4 Final engines, there has been a shift in the marketplace, with the popularity of compact track loaders (CTLs) on the rise. For those who prefer a vertical lift model, the Mustang’s 3200VT boast a new vertical lift path lift arms, which have a low-profile rear brace for similar stiffness levels of radial arm models.

Running on a 114-horsepower Deutz Tier 4 engine, these machines can be used for a number of tasks with a lift breakout force of 7,491 pounds and a tilt breakout force of 9,901 pounds. It also features AntiStall technology which senses the machine’s load electronically and monitors and adjusts hydrostatic drive pump displacements continuously to manage horsepower and torque, resulting in optimized machine performance without the possibility of stalling.



Features:

- ALL-NEW Vertical Lift Path Lift Arm, designed with low profile rear brace and hard chrome cylinders
- Rated Operating Capacity of 3,200 lbs. and Height to Hinge Pin up to 129.2;nsb;ns;
- Deutz Tier IV engine provides 114 hp at 2300 rpm, producing 339 ft.-lbs. (460 Nm) of torque at 1600 rpm
- Standard seat mounted Pilot Joystick controls
- IdealAccess Fold-Up Door allows door to be open or closed during operation with no impact to overall machine height
- Overall machine width of 69.5"
- Full-color "line of sight" display with large push button switches and new common operator experience controls to the Skid Loader range with built in cell phone holder
- NEW Heavy-Duty Suspension Seat (+15% Stronger)
- Standard maintenance free triple flange bogies
- Dual batteries for extra cranking power in cold weather conditions
- New drive motors accommodate the displacement change with the new main pump



The 3200VT come standard with seat-mounted pilot joystick controls and dual batteries for extra cranking power in cold weather conditions. In the comfortable operator’s station, the joystick controls are mounted to the suspension frame seat, allowing them to move with the operator and reduce fatigue. Controls, armrests, restraint bar and foot pod depth are adjustable. An easy-to-use multi-function display features all the machines vital information

The vertical lift compact track loaders also include time-saving features such as the IdealTrax Automatic Track Tensioning System and enhanced control valve spool to reduce loaded dump cycle time. This Automatic Track Tensioning System eliminates the need for manually tensioning the tracks on the loader, extending the life of the track sand saving time. The operator adjustable straight-tracking feature eliminates dog-tracking.

The Mustang 3200VT vertical lift track loader provides 3,200 lbs. of operating capacity and 108 horsepower. Excellent pushing power and tractive effort position these track machines to excel in final grading applications when equipped with an EDGE 6-way grouser dozer blade. Pilot joystick controls mounted to the seat provide ample leg room and easy operation, as the controls move with the operator.

With an ALL-NEW vertical lift path loader arm and an operating capacity of 3,200 lbs., the 3200VT unlocks a new market for the Track Loader line. The 3200VT can be ordered with the NEW IdealAccess Fold-Up Door, allowing the door to open or close during operation with no impact to overall machine height.



- Enhanced control valve spool improves responsiveness of the tilt circuit - Reduces loaded dump cycle time by 35-50%
- Dedicated track loader frame and chassis
- IdealTrax Automatic Track Tensioning System
- Larger 32.5 gallon fuel tank with 2.7 gallon DEF tank
- Excellent breakout force - Lift: 7,491 lbf. and Tilt 9,901 lbf.
- FOPS Level II Standard
- Rearview Camera Ready

For more information or to test drive one yourself, contact your local Star Equipment representative.



NUCA EVENTS

Fall Leadership Conference

October 17-20

Coeur d'Alene, ID

Safety Directors Forum

November 1-2

St. Louis, MO

NUCA Annual Convention

March 6-9, 2018

San Antonio, TX

Washington Summit

May 22-24, 2018

Washington, D.C.

(Capitol Hill, May 23)

2018 Trench Safety Stand Down

June 18—23

Preparing for Trump's Infrastructure Plan, cont.

NUCA National White Paper

treatment facilities, are not crowded out by high-profile projects like highways and bridges.

NUCA's Position: *Infrastructure must be defined to include water treatment, delivery, and utilization infrastructure. Despite other forms of infrastructure being arguably more glamorous, water infrastructure provides one of the highest returns on investment, significant economic demand generation, and is essential to public health and safety.*

Identifying Infrastructure projects- The term 'shovel ready', which was used to describe projects that were ready for construction in selling the 2009 Stimulus Package (but turned out not to be quite so ready), will and should be a much more scrutinized term in any infrastructure plan. Identifying the infrastructure projects that receive consideration and funding will likely be a new process. State Governors and Legislatures will likely be asked to identify a specific number of projects, either by number or cost, that could begin construction within a short, predetermined, period of time after the legislation is enacted. Congress will then have the ability to vet and approve projects for their benefits, cost-effectiveness, and economic attributes.

NUCA's position: *State and local lawmakers know better than Washington which areas of infrastructure improvements are needed most in their areas. Lawmakers should take politics out of the process and allow the projects of the greatest need and economic benefit in each state to receive priority funding.*

Getting Dollars to the Projects- As a result of the 2009 Stimulus Package, lawmakers are much more sensitive to ensuring tax-dollars are utilized for their intended purpose, so ensuring that dollars reach their intended recipients will be a point of debate. There are currently existing programs that are designed for financing infrastructure projects, such as TIGER grants for transportation projects and State Revolving Funds (SRFs) for water infrastructure projects that are both effective and popular. The creation of an infrastructure bank or a water trust fund have been discussed for as a conduit for federal dollars to reach local infrastructure projects, but would take time to set up and create a bureaucracy that would delay dollars from reaching the projects. It is likely that the Trump infrastructure plan will utilize both existing channels and create new ones, especially if tax reform dollars become the dedicated funding source.

NUCA's Position: *NUCA supports the creation of dedicated and sustainable funding mechanisms, insulated from the federal appropriations process, to combat long-term funding shortfalls. In the short term, there are trusted programs that should be utilized to funnel dollars to projects such as the SRFs.*

Getting Dirty -While there remains a lot about the infrastructure program that we do not fully know, there are some things, mentioned above, that we do know and should begin preparing to address. Our primary objective is to ensure that water and underground infrastructure is not left out. Visually or politically appealing projects will undoubtedly be a part of the final mix, but we must also convince our lawmakers of the job-creation, economic, and health and safety benefits of investing in water infrastructure projects. As mentioned above, project selection is likely to come from the state and local level, meaning our members need to be meeting with state legislators, governors, and planning commissions to ensure that decision-makers at the local level understand the value and need for water infrastructure projects. Our second objective is to make Congress act. Infrastructure needs are too great and public support is too high to allow Congress to play politics or get away with their recent propensity for not backing their talk with action. NUCA must push Congress, through outreach, meetings, coalitions, and grassroots action, to make progress by regularly and consistently applying pressure to lawmakers at the state and federal level.

NUCA of Iowa — Events Calendar

September 7	Trap Shooting Event	Searsboro, IA
February 9, 2018	Annual Banquet	Des Moines, IA

President's Message, con't

and get them home to their families.

This fall also brings NUCA of Iowa's first Trap Shoot. The Committee is putting the final touches on the event and it will certainly be good time to be had by all. The Fall can be a busy time, but I encourage you all to attend and support - and help make it an annual event. This is also a great opportunity to bring potential NUCA members with you. Spots are limited, so get registered today!

As always, if you know of a non-member company that would benefit from or benefit NUCA, please shoot Andy or myself an email or phone call.

I wish you all a safe and productive Fall.

Scott

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Give us a call for more information about our services and products.

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