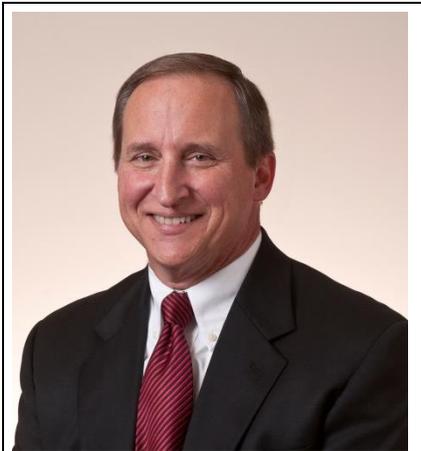


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ACPPA Welcomes Mueller as New President

On Jan. 1, Richard Mueller began his tenure as ACPPA's new president following the departure of Rick Lawhun. *Actionline* caught up with Richard to talk about his background and what goals he has for the association in the coming year.



Richard Mueller
ACPPA's president and CEO

Actionline: Richard, tell us a little bit about yourself. How long have you been involved with the concrete pressure pipe industry? What knowledge and experience do you have that will assist you in leading the association?

Mueller: My first job out of college was with Gifford-Hill-American (GHA) in 1977. GHA produced bar-wrapped steel cylinder concrete pressure pipe, lined-cylinder and embedded-cylinder prestressed concrete pressure pipe, steel pipe, and fittings, so I was able to become intimately familiar with the most common concrete pressure pipe types used across the United States. Through Ameron's half ownership of GHA, I was able to tap into their tremendous research and development library and their expertise in pipe corrosion issues. When GHA bought the U.S. assets of Interpace in the early 1980s, I had the opportunity to serve and assist some of those customers who had previously been buying pipe from Interpace. In

the mid-1980s, I worked as an ex-officio member of the ACPPA Technical Committee and represented GHA and the concrete pressure pipe industry on the prestress wire standards committee in the American Society for Testing and Materials (ASTM). The concrete pressure pipe industry sought to improve the ASTM standard and eliminate the possibility of use of strain-aged prestressing wire such as the so-called "Class IV" wire, and I believe we succeeded. Around 1990, the American Water Works Association (AWWA) M9 Manual was being revised. I got involved as an ex-officio member of that subcommittee and made it a goal that readers of the new revision should have no need to develop concrete pressure pipe solutions using any other reference besides the M9 Manual. I authored more than half of the edits in the resulting edition. I became chair of the ACPPA technical committee in 1991, and led an effort to completely upgrade the quality requirements of AWWA C301 and C303. We wanted to preclude the possibility of anyone producing a sub-standard product such as, in my opinion, had sometimes been produced by Interpace in the 1970s.

I left GHA in 1998, worked for myself for a year or so, worked as a lobbyist for transportation infrastructure for 18 months, and then was hired by Ameron to assist in the development of a municipal fiberglass pipe. I

then moved from that position into vice president of manufacturing for Ameron's Water Transmission Group, where I oversaw the design, manufacture, and quality management of concrete pressure pipe, steel pipe, and wind towers. During that period I was appointed ACPPA's government affairs committee chair. I held a couple of other positions at Ameron before being appointed president of the Water Transmission Group, at which time I joined the ACPPA Board and served as chairman in 2012. I left Ameron in 2013. Like many of my friends in "water works", I have thoroughly enjoyed my career and the high quality of people in this industry, so I was very pleased when asked to provide additional service for ACPPA.

Actionline: As a long-time member of the industry, what economic trends do you see impacting the future growth of concrete pressure pipe?

Mueller: Most of the best dam sites are now in use, so there will not be many new ones built. The national improvement in water use efficiency has reduced the actual volumes of water needed per capita when compared to projections made a decade or so ago. These facts are depressing the need for new pipe. On the positive side, people are still moving around the country, sometimes increasing an entire state's population, and sometimes just substantially increasing the population density in a city. Both occurrences are favorable to the concrete pressure pipe market as either ground-breaking new infrastructure is needed or the existing infrastructure is insufficient to fill an expanding need. Many cities were built next to water supplies that are now over-subscribed, so having to reach out for additional water is good for the growth of concrete pressure pipe. Maintenance and replacement of aging systems is good for our industry. And there is the cyclical reality of drought in various areas of the country, causing at least back-stop water supply lines to be built until the drought breaks.

Actionline: What do you see as the most significant strategic challenge facing the long-term health of the industry? What role can ACPPA play in helping members deal with that challenge?

Mueller: There are a couple of major challenges that must be addressed. First, for large pipelines, and to me those are diameters greater than 60 inches, there is the out-of-proportion fear of a catastrophic failure of prestressed concrete cylinder pipe (PCCP). The changes that were made to the ASTM prestress wire standard and to the AWWA C301 standard on PCCP have made it the best-performing, most economic, and most reliable large pressure pipe available – period! Concerns regarding PCCP performance can be shown to be based on perception rather than reality, and we need to make that knowledge common. No one is worried about driving over a prestressed concrete bridge, and they should similarly not be worried about installing a prestressed concrete pipeline.

For smaller diameter lines where bar-wrapped cylinder pipe is an option, more education of water utility maintenance departments on processes for revising and tapping the lines is needed. Smaller pipelines are more likely to be modified. I have encountered several city crews that thought the mild steel bar wrap was prestressing wire, and they did not know they could cut and weld the bar and pipe as long as they use proper technique and replace the interior and exterior mortar. They also did not understand the superior corrosion protection the bar provides in keying the mortar directly to the cylinder steel.

Another issue that must be emphasized is the superior performance of mortar over long periods of time for both corrosion protection and interior flow characteristics. I see consistent claims by competing products regarding both issues that do not stand up in the light of knowledgeable scrutiny.

ACPPA is the agent of the industry. We can coordinate educational efforts to best assure the consuming clients truly understand the facts and are not driven to specify pipe selection based on emotion and hearsay.

Actionline: As we look ahead, what are some of your goals for the association in 2014?

Mueller: Over the past couple of years, ACPPA has updated our technical bulletins to better present the value and benefits of concrete pressure pipe. Now we need to get that information to the public. We also need to be more aggressive in demonstrating the positive performance resulting from the stringent quality improvements that were put in place 15-20 years ago. Even with the lessons learned in the 1970s, concrete pressure pipe was the best performing material on the market. The performance of concrete pressure pipe manufactured since 1990 has been even more superior.

Actionline: Let's wrap up on a more personal note. What do you like to do in your leisure time (hobbies, travel, etc.)?

Mueller: I tend to be a workaholic so much of my spare time is spent promoting infrastructure projects. I have had many hobbies – scouting, water and snow skiing, hiking, and climbing, SCUBA diving – and I still enjoy some of those activities when I travel. We try to travel a couple of times a year, both by car and overseas, but those vacations need to be low-stress because that's when I recharge. I would like to do some more missionary work, but I will likely have to retire to give it the time that is justified. Right now, when we are home and “chillin”, we enjoy spending time with family.

ACPPA would like to thank Richard Mueller for taking the time to share his insights.

T&I Hearing Gets the Wheels Turning for a New Transportation Bill

On Jan. 14, the House Transportation & Infrastructure Committee held its first hearing of 2014 titled [“Building the Foundation for Surface Transportation Reauthorization,”](#) the first step in developing a new long-term highway bill before the current highway legislation known as MAP-21 expires on Sept. 30.

In his opening remarks, Committee Chairman Bill Shuster (R-Penn.) emphasized the importance of reauthorizing MAP-21 and urged lawmakers to develop innovative solutions to modern transportation challenges that ensure continued economic growth and job creation.

The committee heard testimony from Oklahoma Governor and T&I alumnus Mary Fallin on behalf of the National Governors Association; Lawrence Hanley, the International President of Amalgamated Transit Union; Atlanta Mayor Kasim Reed on behalf of the U.S. Conference of Mayors; and Group President of Caterpillar Inc. Stuart Levenick.

Witnesses largely highlighted the importance of infrastructure investments to state and municipal economies. They also urged the development of new funding sources and for greater authority to be placed in the hands of state and local officials regarding transportation spending. Lastly, witnesses stressed that

without continued investment in our nation's infrastructure, America will lose its competitive edge in the global economy.

The issue of surface transportation spending is hotly debated. Some conservative Republicans favor devolution, a process in which federal transportation taxes are reduced and infrastructure responsibilities shifted to the states. More moderate Republicans and Democrats argue that the federal government should be a key player in the creation of transportation policy and investment.

Legislation that can pass both chambers of Congress is critical in the effort to maintain funding for the Highway Trust Fund (HTF). Without action by the end of fiscal year 2014, the HTF will run out of money. This impending crisis would mean no new federal highway investment in 2015, putting \$41 billion in spending and thousands of jobs at risk. Additionally, at the same time, MAP-21 (the last highway reauthorization bill) is expiring, creating even more uncertainty.

It is more important than ever that Congress takes a leading role in ensuring the continued solvency of the HTF. To tell you lawmakers to make investing in our federal highway program a top priority, visit ACPPA-action.org today!

PAB Legislation Expected in Coming Weeks

Water infrastructure advocates are eagerly awaiting the bipartisan, bicameral introduction of the Sustainable Water Infrastructure Investment Act in the coming weeks.

The legislation will eliminate the state volume cap on private activity bonds (PABs) for water and wastewater infrastructure projects. According to estimates, removing the cap on PABs could generate as much as \$5 billion annually in incremental private capital for water infrastructure projects with a hit to U.S. Treasury of only \$214 million over 10 years.

ACPPA has been leading the charge to secure introduction and support as a steering committee member of the Sustainable Water Infrastructure Coalition (SWIC). The proposal has been the association's top legislative priority for several years.

Stay tuned to *Actionline* for updated information on the Sustainable Water Infrastructure Investment Act's progress and how you can help get this important legislation over the finish line this Congress.

Appropriations Agreement Signed into Law, But Long-Term Highway Program Threats Loom

On Jan. 17, President Obama signed into law a \$1.9 trillion government funding deal that established spending levels for fiscal year (FY) 2014 and replaced the most recent continuing resolution.

The agreement includes roughly \$1.012 trillion in discretionary spending and \$750 billion in mandatory spending. Nearly \$51 billion is provided for Transportation and Housing & Urban Development

Departments for FY 2014. The bill also places a \$53 billion cap on transportation contract authority for spending on highways, mass transit, and airports.

While federal surface transportation programs are not significantly impacted by the budget plan (i.e., no highway program cuts this year), without action by the end of FY 2014, the Highway Trust Fund (HTF) will run out of money.

One of ACPPA's top priorities in 2014 is to ensure the continued solvency of the HTF. Visit ACPPA-action.org to tell your lawmakers to find alternative revenue streams for the federal highway program today.

Innovative Infrastructure Investment Proposal Introduced in Senate

On Jan. 16, U.S. Senators Roy Blunt (R-Mo.) and Michael Bennet (D-Colo.) introduced the bipartisan "[Partnership to Build America Act](#)" (S.1957) to help jump-start job creation by improving our nation's ability to build and repair roads, bridges, highways, ports, schools, and other infrastructure projects. The bill is companion legislation to a plan Rep. John Delaney (D-Md.) introduced in the House last May.

The bipartisan, bicameral legislation would establish a \$50 billion "American Infrastructure Fund" to help finance top-priority infrastructure projects nationwide. That fund would finance transportation, energy, communications, water, and education infrastructure projects to put Americans back to work and improve U.S. competitiveness around the world.

The fund would also potentially support hundreds of billions in loan guarantees and financing authority for state and local governments. The bill would incentivize U.S. companies to purchase these bonds by allowing them to exclude a certain portion of their overseas earnings from taxation. The amount they are permitted to repatriate for each dollar of bond purchases would be determined by a competitive auction.

The association commends Sens. Blunt and Bennet for proposing an innovative plan for helping to solve America's infrastructure investment crisis. Visit ACPPA-action.org to urge you lawmakers to find creative solutions to our nation's infrastructure funding crisis.