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of South Dakota

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Rod Senn, PE
2017-2019 ACEC/SD President

I would like to thank all of you for the privilege to serve as your 2017-2019 ACEC/SD President. I am excited for the chance to assist my fellow members and would like to start by thanking the organization for this opportunity. I would also like to extend a sincere thank you to our past President, Kim McLaury, and past National Director, Steve Hoff, for the leadership they provided throughout the past two years.

While we all get caught up in our day-to-day work activities, focusing on projects and client needs, I think we all can admit our ACEC's involvement cannot stop but often takes a back seat while the issues facing our industry continue to affect each of our businesses daily. During our recent summer membership meeting at Cedar Shores, representatives from present member firms engaged in a roundtable discussion about how can we improve our South Dakota Member Organization and increase our value throughout the membership. Several topics were addressed, including member firm involvement, member firm retention and growth, and how do we brand our organization throughout the state of South Dakota.

Because of this exchange of ideas, your Board of Directors will begin the process to secure a facilitator outside of the membership to guide us through strategic planning sessions beginning later this year. I am requesting that each firm participate in this process with both your senior management and future business leaders as this is your organization and opportunity to guide our future. Our goal is to finalize the session format in the near future to allow each of you the ability to coordinate your attendance at the sessions. Please feel free to share any thoughts or ideas you may have to improve the strategic planning process with Executive Director Gail Boddicker.

Best regards,
Rod Senn, PE

Follow ACEC/SD:





Kim McLaury, ACEC/SD National Director

Greetings fellow ACEC members, It has been a pleasure to represent this amazing organization of engineering companies across our great state. We have an amazing membership talent and that is so very prevalent with the success of the Emerging Leaders Program. This group of talented professionals donated their time and expertise to setup a great training tool for our companies to train upcoming leadership within our companies to run the business. In discussions with our Emerging Leaders Group, the program is a total success and is something that we should definitely look at doing again in a couple of years. It will benefit every firm that participates, as it prepares your upcoming leadership to take our companies to the next level. That in itself is a good thought for our business and the professional services we provide to the public and government agencies.

I want to thank Steve Hoff for all the great work that he has done for our organization over the past eight years as he came through the ranks. It is a big commitment. Steve did a great job at Capitol Hill taking our issues to our Representative and Senators. He led ACEC SD to successful PAC fund raising effort (and thank you to all that supported the PAC). Thanks for all your effort and leadership Steve!

Washington D.C. Spring Conference and Capitol Hill Visits

Three member firms were representing South Dakota ACEC at the spring conference along with the Executive Director. During the Executive Board of Directors meeting with our neighboring member states there was a wide range of discussions. Many of the states are facing many of the same issues that we have in South Dakota, such as, transportation funding, indemnification, hiring issues, QBS, health care, supporting the PAC, prevailing wage issue, membership retention, and 3rd Party Compliance.

On the political side, we met with Senator Rounds, Senator Thune, and Representative Noem on this visit to Capitol Hill. We are very lucky as we are able to meet with our congressional delegation. Many of the other state members only meet with staffers. An interesting outcome of the meetings was how upbeat all of the leadership was in the way the country was going to be going in the near future. It was exciting to hear how upbeat they were that things were going to be changing for the better. There was even conversations how much better the communications were between the different parties, despite what you hear from the press. Oh ya, Fake Press....

On the visits with the senators and representative, we stressed that something had to be done with the health care issue, supporting the Infrastructure Bill, and the Tax Reform Bill. We

discussed the P3 funding mechanism in that it may have some use in SD on larger utility projects but will not work for any type of transportation funding alternative.

As usual the conference also had a wide range of presentations that makes the cost very worthwhile. Some of the programs that were presented were: Sales and Marketing Forum, CEO Round Tables, ACEC/PAC Meeting and the list could go on. I would recommend if you have never gone to the spring or summer convention you should attend. It will have great value to you and your business. If you would like to see more information on what was presented at the conference visit the ACEC website www.acec.org.

That is all that I have for now, I hope you will join us for the fall meeting in Rapid City on November 8, 2017. We will have a presentation by Wendy Nemitz, "Inspiring Leadership", professional presentations from the emerging leaders and then will begin the business meeting afterwards at 1:00. That's all for now hope to see you in November – Kim McLaury, National Director ACEC SD



The American Council of Engineering Companies Political Action Committee (ACEC/PAC) was established to allow ACEC members the opportunity to support federal candidates who promote a pro-business legislative agenda. ACEC/PAC is bipartisan and operates in full compliance with the Federal Election Campaign Act. It is funded solely by ACEC member contributions.

ACEC/PAC's strength comes from you and your commitment to the engineering industry.

Please support the PAC by sending a personal check or credit card payment directly to ACEC/PAC, 1015 - 15th Street, N.W., 8th Floor, Washington, D.C. 20005-2605), or online at <http://www.acec.org/advocacy/advocacy-pac/>.

Thank you for your support.

**2017
OCTOBER
15-18**
ACEC
Fall Conference
Orlando, FL

**NOVEMBER
7-8**
Emerging Leaders
Rapid City

**NOVEMBER
8**
ACEC/SD
Membership
Meeting
Rapid City

**2018
JANUARY
24**
ACEC/SD
Membership
Meeting
Pierre

**APRIL
4**
ACEC/SD
Membership
Meeting
Sioux Falls

**APRIL
4-6**
SDES
Annual Conference
Sioux Falls

**ACEC/SD AND SDES
OUTSTANDING ENGINEERING ACHIEVEMENT AWARD
Presented at April 2017 SDES Annual Conference**

**12TH STREET BRIDGE REPLACEMENT PROJECT
SUBMITTED BY HDR, INC.**

The project is located within the central portions of the City of Sioux Falls on 12th Street, just west of the intersection with Grange Avenue. 12th Street is one of the City's most heavily traveled streets, being only 1 of 4 of the City's east-west Principal Arterials. The existing bridge was originally built in 1965 and was suffering from deterioration of both the bridge structure and associated retaining wall structures. Due to the severity of the deterioration, the City decided it was more economically feasible to replace the structure than to attempt to rehabilitate a 50 year old bridge with extensive issues.

Success on this project required bringing together almost all the disciplines one would expect on a complicated urban transportation project. Traffic analysis and phasing of the bridge construction, along with public involvement, were key items that were critical to the success of this project. Engineering analysis was used to determine the unique traffic control & construction phasing. After evaluating alternatives, costs, and impacts to the public, a 3 lane configuration was selected that would keep traffic open at all times and provide 2 lanes in the direction of the majority of traffic (middle lane switched during the day). Along with the traffic control, bridge construction methods were evaluated to accelerate the construction time and build the bridge in halves. Use of unique ABC (Accelerated Bridge Construction) such as pile sleeves, geofoam and precast panels were ABC methods used to get the bridge portion constructed entirely within one construction year.

The final plan for construction of the project involved breaking construction up into 2 years. During 2015, all work that could be done prior to affecting traffic on 12th Street was accomplished. This work included constructing retaining walls and access roads parallel to the railroad up to the 4 corners of the bridge. The access roads were needed to provide access, and work platforms during construction of the bridge. Relocation of billboards and upfront utility work was also accomplished in 2015. Traffic lanes were not impacted as part of the 2015 work.

During the 2016 season, the bridge was successfully built and impacts to traffic were minimized to just the one season. The new bridge footings were constructed below the existing structure prior to the old bridge being removed. This enabled a significant reduction in the time in which traffic was impacted by allowing the traffic lanes on 12th street to remain untouched until the

very last moment. The 3 lane traffic control plan was then implemented and half of the existing bridge was removed. Piles were driven for the footings, through the pile sleeves that were cast as part of the footing, and were quickly grouted into the footing. The abutment walls were cast, and then geofoam was used to quickly fill in the area behind the abutments. The geofoam allowed for quick backfilling of the abutment areas, with no need for large equipment to compact regular fill. Girders were set on the abutments and a concrete distribution slab was poured over the geofoam. Precast enclosure walls were placed around the geofoam and connected to the distribution slab. The deck and approach slab for the bridge were then placed and pavement was installed on the roadway for the 1st phase of work. Traffic was then allowed to cross over the new half of the bridge in July of 2016. The whole process was repeated for the remaining half of the old bridge.

Using experience gained on the first phase of work, the contractor was able to do the work significantly faster on the 2nd half of the bridge, and was able to complete most of the work and open the entire bridge up in October 2016. The effort by the contractor required multiple crews and very long work weeks for the contractor, HDR, and the involved City personnel. In the end, the Contractor received full incentive for their efforts in meeting the schedule.

**Kristi Honeywell, PE, named
as Pierre, SD City
Administrator**

Pierre has a new city administrator, the top full-time municipal employee, less than two weeks after Leon Schochenmaier stepped down after 11 years at the post.

The Pierre City Commission approved the hiring of Kristi Honeywell, South Dakota's state engineer, effective Aug. 14, after Mayor Steve Harding made the motion to hire her.

Like Schochenmaier, who spent a career as an engineer in state agencies, Honeywell has worked as an engineer for the state for 24 years.

Honeywell grew up in Cape Girardeau, Missouri, on the Mississippi River's west bank, where she earned a bachelor's degree in chemistry and math at Southeast Missouri State.

She earned a master's degree in civil engineering from the University of Missouri in Columbia.

She currently holds two positions for the state: she's the state engineer and the deputy commissioner for the state Bureau of Administration.

Her state job means, among other things, that she's in charge of all of the state government's buildings and grounds, including the campuses and the vehicle fleets across the state.



Summary of Senate Transportation Appropriations Bill for FY'18

Last week, the Senate Appropriations Committee approved its version of the annual spending bill for the Department of Transportation for Fiscal Year 2018. The bill is a significant improvement from the House counterpart bill about which I wrote a couple weeks ago, and it represents a win for ACEC.

The bill differs from the House spending bill in a number of ways: it doesn't rescind any unspent highway funding from State DOTs; it increases funding for TIGER multi-modal grants; it provides more funding for transit capital investment grants; and, it includes a provision raising the cap on Passenger Facility Charges for airport projects.

Like the House bill, the Senate bill fully funds the federal highway and transit programs authorized under the FAST Act from the Highway Trust Fund, including \$44.234 billion for highways (2.2% above the current funding level) and \$9.733 billion for transit formula grants. It provides \$2.133 billion for transit capital investment grants (New Starts and Small Starts) from the General Fund, which is a reduction of \$280 million below the FY'17 level but sufficient to fund all existing projects with full funding grant agreements from FTA and those projects in the pipeline that are expected to sign commitments in the coming year. ([Click here](#) for a list of all FTA capital investment grant projects.)

The bill funds TIGER multi-modal grants at \$550 million, an increase of \$50 million above the current level. It also provides \$1.6 billion for Amtrak, an increase of \$105 million, including \$358 million for the Northeast Corridor.

For aviation programs, the Senate bill allocates \$3 billion for FAA Facilities & Equipment, an increase of \$150 million, and would increase the Airport Improvement Program to \$3.6 billion. It also includes a provision raising the cap on Passenger Facility Charges from \$4.50 to \$8.50 on originating flights (not connections), which could raise as much as \$1.75 billion in additional revenue for airport infrastructure projects. As you know, lifting the PFC cap is an advocacy priority for ACEC, but it was left out of the respective House and Senate FAA reauthorization bills. We'll be working to retain the provision in the appropriations bill as it moves through the legislative process. |

Here is a chart showing the major federal transportation accounts in the House and Senate bills compared with the current year:

Program	FY 2017	House bill – FY 2018	Senate bill – FY 2018
Highways	\$43.266 billion	\$44.234 billion	\$44.234 billion
Transit formula	\$9.733 billion	\$9.733 billion	\$9.733 billion
Transit capital investment grants	\$2.413 billion	\$1.753 billion	\$2.133 billion
Amtrak	\$1.495 billion	\$1.428 billion	\$1.6 billion
Railroad State of Good Repair Grants	\$25 million	\$500 million	\$26 million
FAA Facilities & Equipment	\$2.855 billion	\$2.855 billion	\$3 billion
Airport Improvement Program	\$3.35 billion	\$3.35 billion	\$3.6 billion
TIGER	\$500 million	\$0	\$550 million

[Click here for more information on the Senate bill](#), including bill text and a summary from the Appropriations Committee.

The federal fiscal year ends on September 30. The House and/or the Senate may vote on their respective transportation appropriations bill before the deadline, either as a stand-alone or as part of a bigger funding package. However, there is almost no chance that a final bill will be enacted into law before the end of the current fiscal year, so a "continuing resolution" will be necessary to keep programs operating at current levels as Congress debates the budget for 2018.

Let me know if you have any questions or need more information.

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President's Monthly Update

August, 2017

David Raymond, President & CEO

With the collapse of ACA repeal in Congress, attention now turns to tax reform, a topic high on ACEC's agenda. I attended a meeting with Commerce Secretary Wilbur Ross earlier this month at which he made clear the connection between ACA repeal and tax reform. Nonetheless, there are several options still on the table, and ACEC remains committed to tax reform that would lower overall rates, provide for equal treatment of C Corps and pass-through entities, preserve cash accounting, and help promote infrastructure investment. On another front, kudos to ACEC/Rhode Island for securing a state law that mandates QBS for all its municipalities in addition to state agencies. If you haven't already registered for our Fall Conference and extraordinary business sessions in Orlando in October click [here](#). Enjoy the remainder of your summer.

General

- ACEC Executive Committee's summer meeting last week empowered the Search Committee, chaired by Gregs Thomopoulos, to begin its activities leading to the selection of a new CEO for the Council by next Spring when the current CEO retires.
- Met with Commerce Secretary Wilbur Ross at a small gathering of business association leaders to discuss President Trump's economic agenda, including more equitable international trade agreements and broad-based tax reform.
- ACEC/Rhode Island used its newfound influence to gain enactment of a law mandating that all state municipalities follow a "Qualifications-Based Selection" (QBS) process when procuring engineering services.
- The Minuteman Fund helped ACEC/Oregon win passage of a major new state transportation program that will raise \$5.3 billion over the next 10 years.
- Staff of 17 MOs met at ACEC headquarters in Washington, D.C. for a wide-ranging briefing and discussion on membership records, recruitment, retention, dues billings and certification.
- Quoted prominently in Bloomberg BNA Daily Report for Executives, "Push Against Trump Wall Hitting California Contractors Right at Home," 7/25/17, re the unfairness of California's efforts to blacklist firms engaged in the border wall project.
- Helped to secure full funding for FAST Act surface transportation programs and a \$4 increase in the Passenger Facility Charges cap for airport infrastructure projects in the FY'18 transportation appropriations bill approved by the Senate Appropriations Committee.
- Secured report language in the legislation reauthorizing the Federal Emergency Management Agency (FEMA) tasking the agency with studying liability issues affecting engineering firms responding to natural and man-made disaster events.
- Hosted a meeting of major energy stakeholder groups to discuss next steps in advancing energy legislation in Congress.
- Submitted comments on the Council's tax reform priorities to the Senate Finance Committee, with an emphasis on comprehensive tax reform that treats all business structures equally.
- Mobilized a coalition of national water utility and design organizations to oppose efforts at the federal level to mandate the use of PVC pipes for water projects.
- Members of ACEC's Federal Agencies and Procurement Advocacy Committee discussed potential regulatory changes, end of year market opportunities, and looming changes to small business size standards with officials from U.S. Army Corps of Engineers, NAVFAC, the SBA, GSA and the Office of Federal Procurement Policy.
- Joined other industry associations in a letter to the Senate urging confirmation of FERC commissioner nominees to establish a quorum; the lack of a quorum risks the delay of permit approvals that could adversely affect \$15 billion in natural gas infrastructure.

Government Advocacy

- Secured report language in the *2018 State and Foreign Operations Appropriations* bill that urges USAID to make greater use of U.S. engineering firms in international projects.

