



CONSTRUCTOR

The Voice of the Kansas City Construction Industry

SUMMER 2011

A Word From the President

Times Are Tough, People Are Tougher

On Sunday evening, May 22, we all stared helplessly at our TV screens, shocked by the scenes of chaos and devastation in Joplin: The unfathomable destruction, the unbelievable loss.

Those were our neighbors, less than 160 miles away. All those years of warnings, and here it was, on the screen in front of us: block after block of leveled homes, piled up cars and shredded trees. Human loss was everywhere, laying in the streets and buried under rubble.

I am proud that some of our fellow constructors from around the region were quick to get there, bringing in dozers, track hoes and other heavy equipment to clear the streets for search and rescue teams and the utility companies.

What some of our tough, heavy construction folks saw just about buckled their knees.



Gavin Barmby
HCA President

(continued on page 4)

Despite Big Needs and Promises, Lean Times Lead to Cutbacks in KCMO

One year ago, members of our Association and Kansas City, Mo., taxpayers were hopeful that capital improvements and maintenance were on their way up after years of neglect and deferral.

It was in April 2010 that Troy Schulte, then interim (now the current) city manager, named Sherri McIntyre assistant city manager to oversee capital improvements. And the next month, in May 2010, the City Council enacted an ordinance establishing what would become a new Capital Projects Department.

Despite all our hopes, looking at today's numbers makes last year's hopes seem like a pipe dream.

A Dream Deferred

The 5-Year Capital Improvements Plan released in 2010 projected spending \$67.1 million in FY 2011-12 on capital improvements, including a significant number of road projects.

But the actual dollar amount submitted for 2011-12 fell to \$62.1 million in the 5-Year Capital Improvements Plan released this year. The shortfall includes \$1 million for work on Front Street between Interstate 35 and Universal Avenue. That money was projected in last year's plan but is missing from this year's version.

Similarly, 2011-12 capital maintenance funding fell from a projected \$25.9 million in last year's 5-Year Plan to \$20.3 million submitted this year. Money for 2011-12 bridge rehabilitation was cut drastically – from a

projected \$17.4 million a year ago down to a submitted budget of \$700,000 today.

Fiscal Woes Take Their Toll

McIntyre tells of fiscal woes that have hammered aspirations for improvements we need for the sake of safety, jobs and our city's overall economic development.

(continued on page 6)



Capital maintenance funding in Kansas City fell by more than \$5 million last year.



MAKING IT BETTER

INSIDE

| Kansas Keeps Driving Transportation Improvements 3 |

| Heavies Recognized for Job Site Safety 4 |

| Missouri Moving Backward on Funding for Transportation 5 |

Mentoring the Next Generation of Women in Construction

By Edward R. DeSoignie, Executive Director

One of the best things to happen to our industry in recent years is that more women are entering what traditionally has been a male-dominated field. The resulting diversity has strengthened our ranks, our families and society as a whole in many ways.

Accordingly, our Association is proud to be one of the primary sponsors of MAGIC (Mentoring a Girl in Construction) Camp, a free one-week summer day camp hosted by the National Association of Women in Construction (NAWIC) Kansas City chapters, in partnership with national and local construction vendors.



Edward DeSoignie
HCA Executive Director

The purpose of MAGIC Camp is to introduce a high school girl to the world of construction. If she likes working with her hands and enjoys a feeling of accomplishment when successfully completing a challenging task, then this camp is for her! Girls learn the history of women in construction from a real

Rosie the Riveter and the 50-plus-year history of the National Association of Women in Construction.

One of the people most responsible for making this camp such a wonderful experience is Alise Martiny, chair of NAWIC's MAGIC Camp Committee. Martiny, the workforce development manager of the Builders' Association/Heavy Constructors Association, began her construction career after hearing a radio advertisement recruiting minorities and females into the construction industry. Martiny applied for the program and was accepted into the Kansas City Cement Masons Apprenticeship Program in 1980.

Martiny successfully completed that program and worked as a journey person on hundreds of job sites. After working six years in the education of our future workforce, she moved to the position of business representative, actively recruiting women and minorities.

"The National Association of Women in Construction MAGIC Camp Program provides a unique opportunity to showcase the construction trade industry to young women," Martiny said. "The camp empowers these young, amazing ladies that any career is possible as they look to their future."

This was the first year for the camp, which was held in June at the Builders' Association Training Center. Thirteen girls from high schools throughout metropolitan Kansas City attended.

Guest speakers included women employed in professional construction jobs, journey-level women instructors, local sponsoring construction companies and associations, and local political figures.

At the end of the camp, the young women who attended were asked for comments. Below are a few that Martiny shared with us:

Why did you want to attend MAGIC Camp?

"I wanted to experience all the different trades in construction and I felt this camp would open me up to multiple opportunities, which it absolutely did." – Dakota Falls

"I wanted to experience the importance of women in construction and at the same time be inspired to work somewhere out of the norm." – Vision Dunmore

After attending the camp, would you consider a career in construction?

"Absolutely! This camp taught me I can do more than I thought I could and opened my eyes to the benefits and possibilities construction has to offer." – Sydney Campo

"Yes! It was very empowering to see women teaching us how to do things that people still believe only men can do." – Leah Brown

Education is a huge priority for NAWIC. For more than 30 years, the NAWIC Education Foundation (NEF) has offered creative and educational programs for students from grade school to high school. NEF's award-winning Block-Kids program, Building Design program and the CAD/Design/Drafting Scholarship Awards competitions introduce students to careers and opportunities in construction.

In these times of seemingly endless challenges to our industry, it is a joy and a privilege for our Association to play a pivotal role in sponsoring this great endeavor. My hope is that some of them will be inspired to become heavy constructors and help us continue to make our industry better.



Under the direction of NAWIC's Alise Martiny, MAGIC campers took part in workshops and learned of the many opportunities for women in construction.



The first Mentoring a Girl in Construction (MAGIC) camp was held in June, with 13 local high school girls taking part in activities stressing the importance of diversity and success in a professional construction environment.

Kansas Keeps Driving Transportation Improvements

HCA Fight for T-WORKS Legislation Paying Off

As is the case throughout our nation, a struggling economy and shriveling tax revenues make it hard for Kansas to plan and execute badly needed transportation improvements. But Kansas transportation policies continue to outpace those of a number of other states, including Missouri.

This is largely due to the Kansas Legislature's passage of an \$8.2 billion package known as Transportation Works for Kansas (T-WORKS) in 2010, after intensive lobbying by our Association and allied groups. The program is primarily funded by a one-cent sales tax the legislature passed last year at our urging.

Our Lobbying Leads to Projects

We were reminded of the importance of T-WORKS on June 3, when nine Northeast Kansas highway expansion projects with an economic impact of \$8.8 billion were announced by Gov. Sam Brownback.

The projects include the first two phases of the Johnson County Gateway development at I-435/I-35/K-10, one of the biggest bottlenecks in the state, and the long-discussed South Lawrence Trafficway. The announcement at the Kansas Speedway concluded a four-day, five-city tour of the state to announce \$1.8 billion in highway expansion projects made possible by T-WORKS.

"These projects will create thousands of jobs and benefit local communities during construction," Gov. Brownback said in his announcement. "But more importantly for the overall success of our state, these projects will provide the infrastructure needed to create or take advantage of economic opportunities that will have a lasting impact on the Kansas economy."

Other projects announced that day include the improvement of the I-70/K-7 interchange in Wyandotte County, a new I-35 interchange between Edgerton and Gardner considered critical to handling the expected increase in large trucks associated with the intermodal facility now under construction at Edgerton, and construction of a four-lane, two-mile expressway on U.S. 24 in Shawnee County.

The projects range from the large, economic engine projects in the Kansas City area to important safety improvements such as passing lanes, expanded shoulders and geometric improvements to rural Kansas highways.

Transportation Secretary Deb Miller, who accompanied Gov. Brownback at the announcement, said the projects "were widely supported by Kansans. Over the last five years, we conducted dozens of public meetings around the state with thousands of Kansans, and you told us what was important to you. Local input was a significant factor in the selection process of these projects, along with engineering considerations and economic impacts."

In February, Gov. Brownback announced that Kansas would provide more than \$100 million for improvements to U.S. 69 in Overland Park. That \$115 million project is designed to boost safety and unclog congestion at the interchanges along U.S. 69 at College Boulevard and Interstate 435. Overland Park will contribute \$10 million to \$12 million to help pay for the project, which the Kansas Department of Transportation says will have an economic impact of \$779 million. Work on the project is expected to reach completion in late 2013.

The U.S. 69 project was one of three announced in February that together will cost about \$250 million. They marked the first big expansion projects under T-WORKS. The other projects in that package are a \$96 million expansion of Kansas 18 near Manhattan and a \$46 million expansion of U.S. 50 at Hutchinson, which will help accommodate a new

Siemens Energy plant that makes wind turbine components.

Much More to Be Done

Meantime, in this year's Kansas legislative session, budget actions involving transportation included the transfer of \$5 million from the State Highway Fund to the State General Fund for FY 2012 to capture the same amount in administrative savings experienced in FY 2011.



A few more critical highway expansion and improvement projects are under way in the busy I-35/435/69 corridors in Kansas.

What that means is the State Highway Fund lost an additional \$5 million in the FY 2012 budget, in addition to the \$200 million lost at the beginning of the session through the governor's initial budget recommendations.

A major occurrence in this year's legislative session, not widely reported, was the successful effort of our Association and our lobbying team to maintain the one-cent sales tax revenue stream funding T-WORKS. Fortunately, we were able to stop a concerted effort to repeal the one-cent sales tax, an action that would have had disastrous consequences for our industry, our employees and the entire state of Kansas.

There is much more that Kansas needs to do in the arena of transportation infrastructure. Our association will keep pushing for that. But we are grateful that the T-WORKS legislation we have fought so hard for is paying off. ■

Heavies Recognized for Job Site Safety

The Heavy Constructors Association of Greater Kansas City recently recognized numerous member companies for their efforts on worker safety.

The Association recently named the recipients of its annual Safety Awards, which are earned by those member companies that have achieved the lowest workplace incident rates among Association contractors in their classes. The incident rate is based on data reported to the Occupational Safety and Health Administration (OSHA).

“A dedication to safety comes with the distinction of being a Heavy Constructors Association contractor. It is part and parcel of our everyday business,” said Association President Gavin Barmby, who recently presented the awards at Shadow Glen Golf Club. Barmby is also president of Pyramid Contractors, Inc., an Olathe, Kan.-based company.

This year’s recipients are:

- Class A: (more than 300,000 work hours): **APAC-Kansas City Division**, Overland Park, Kan.
- Class B: (200,000–299,999 work hours): **O’Donnell and Sons Construction Co. Inc.** Overland Park, Kan.
- Class C: (100,000–199,999 work hours): **Loch Sand and Construction Co.**, Maryville, Mo.
- Class D: (50,000–99,999 work hours): **Leavenworth Excavation and Equipment Co.** (LEXECO), Leavenworth, Kan.
- Class E: (10,000–49,999 work hours): **Wiedenmann & Godfrey Construction, Inc.**, Belton, Mo. ■



Building Tomorrow’s Quality Workforce

Every year, the Heavy Constructors Association Industry Advancement Fund Scholarship program gives scholarships to deserving college students headed for careers in heavy construction. Recipients are chosen based on their career goals, financial needs, academic success and other factors.

For the 2011-12 academic year, a total of \$27,000 in scholarships was awarded to eight students. Congratulations to the following students:

\$4,000 Scholarship Recipients:

- **Kevin Dresnick**, University of Central Missouri, Construction Management
Hometown: Lee’s Summit, Mo.
- **Keatin Herder**, Pittsburg State University, Construction Management
Hometown: Iola, Kan.
- **Miles Jabben***, University of Central Missouri, Construction Management
Hometown: Overland Park, Kan.
- **Lucas Laughery**, Missouri University of Science & Technology, Architectural & Civil Engineering; Hometown: Sedalia, Mo.
- **Amanda Steele**, Missouri University of Science & Technology, Civil Engineering
Hometown: St. Joseph, Mo.
- **John Stehl**, Kansas State University, Construction Science; Hometown: Leawood, Kan.

\$1,000 - \$2,000 Scholarship Recipients

- **Christy Wilson**, University of Missouri–Kansas City, Civil Engineering
Hometown: Kansas City, Mo.
- **Joseph (Joey) Evert**, Highland Community College, General & Science/Wildlife Biology or Management; Hometown: Shawnee, Kan. ■

Times Are Tough, People Are Tougher

(continued from page 1)

Robert Branson, a veteran equipment operator from the KC area, was in Joplin by Monday after the tornado. His own brother-in-law had lost his home, but it was the sight of folks hunting through the insanely shuffled piles of rubble that were once their neighborhoods, looking for loved ones, that will stick in Robert’s head for the rest of his life.

“It really opened my eyes,” Robert said, “seeing people broke down and crying. Everybody had lost everything.”

Robert and another local operator, Tim French, used 300 Series Komatsus with hydraulic thumbs brought down from Kansas City to move battered cars out of the way after they’d been checked for bodies. As the search and rescue effort continued for days, they lifted crumpled beams and steel and roofs out of piles that had once been homes and stores. They used the versatile Komatsus to clear drainage ditches of tons of debris to prevent flooding after the heavy rains that preceded and followed the twister.



Kansas and Missouri constructors were among the early responders in Joplin.

“What amazed me,” Robert said, “was that people, people who had lost everything, were painting prayers and words of encouragement on the trees and walls that were still standing. They were still able to smile a little and were doing anything they could to help each other.”

“It wasn’t fun, I’ll tell you, but I’m glad I went. Everyone was so thankful and appreciative.”

At a time when a lot of us in the construction business are feeling pretty sorry for ourselves, those folks in Joplin are a good example of the fact that, only when you stick together and work together – and stay hopeful – can things get better. ■

Welcome, Daniel Niec

New KC District Engineer

The Heavy Constructors Association of Greater Kansas City congratulates Daniel Niec, a 20-year veteran



Daniel Niec

of the Missouri Department of Transportation, who was named district engineer of MoDOT's Kansas City District in June. He

replaced Beth Wright, who accepted the position of state maintenance engineer in the Central Office.

Niec came to the Kansas City District from MoDOT's North Central District in Macon, where he had been district engineer since 2005. During his tenure there he led the transformation of that district from a below-average-performing district to a highly successful one, championing the department's implementation of Practical Operations.

In his new position, Niec will be responsible for overseeing MoDOT's Bolder 5-Year Direction plan in the Kansas City District. The plan calls for reducing MoDOT's size, including the elimination of about 1,200 jobs. This is a painful proposition, but Missouri faces a highway funding shortfall, and the restructuring is expected to generate about \$100 million more per year for keeping the state's roads and bridges in good condition.

Niec's job will not be an easy one. But as a naval reserve officer who has been mobilized twice in support of the global war on terrorism, Niec knows how to meet a challenge. And our Association, in our continuing effort to make things better, pledges to work with our new MoDOT district engineer in any way we can.

Missouri Moving Backward on Funding for Transportation

In late April, a report by The Road Information Project (TRIP), a national transportation research group, concluded that an inadequate transportation system costs Missouri residents a total of \$4.4 billion every year in the form of traffic crashes, additional vehicle operating costs and congestion-related delays.

"A lack of available transportation funding in the future is projected to lead to increasingly deteriorated road and bridge conditions and additional congestion in Missouri's major urban areas," the report said. "Without additional funds, the state will be unable to complete many needed transportation improvement projects."

The Cost Is Steep

TRIP calculated the cost to Missouri's residents of driving on roads that are deteriorated, congested and lack some desirable safety features in the St. Louis and Kansas City metro areas. The following chart shows the cost breakdown for these areas:

VOC	Deterioration	Congestion	Safety	TOTAL
St. Louis	\$416 (million)	\$772	\$182	\$1,370
Kansas City	\$587	\$498	\$192	\$1,277
STATEWIDE	\$1.6 billion	\$1.4 billion	\$1.4 billion	\$4.4 billion

The TRIP report noted that state and local investments in highway and bridge construction in Missouri support 21,653 direct and indirect jobs. On average, every dollar invested in the state's 5-year construction program generates about \$4 in new economic activity. Transportation helps the state attract new businesses and retain existing ones, add and keep jobs, and build and maintain tax revenues.

"With an unemployment rate of 9.1 percent and with the state's population continuing to grow, Missouri must improve its system of roads, highways, bridges and public transit to foster economic growth and keep business in the state," the report said.



A recent report by TRIP showed that without additional funding, Missouri's roads and bridges will continue to rapidly deteriorate.

Progress Seen, but More Needed

TRIP said Missouri has made progress in recent years, largely as a result of voter approval of Amendment 3 in 2004. This legislation redirected revenue from the vehicle sales tax to road and bridge improvements and allowed the state to sell approximately \$2 billion in bonds to undertake many needed highway transportation projects.

However, TRIP said this progress will be reversed in the coming years, as state spending on needed projects decreases sharply. As a result, Missouri will see fewer projects to modernize the state's transportation system. And by 2017 the state will risk losing millions of dollars for transportation projects because it will be unable to provide the matching funds needed to obtain federal surface transportation dollars.

The bottom line: Additional funding will be needed if Missouri is to continue to improve its transportation system and maintain the progress made in recent years.

Some Good Transportation News

On a positive note, we are pleased to see better-than-predicted progress on Missouri's Safe & Sound Bridge Improvement Program. The program, which began in 2009, was originally scheduled to complete 802 bridge improvement projects in five years. But Bob Brendel, communications coordinator for the program, said recently that MoDOT is on target to finish by the end of 2012, a year earlier than expected. ■



Heavy Constructors Association
of Greater Kansas City
3101 Broadway, Suite 780
Kansas City, MO 64111

PRSRT STD
U.S. POSTAGE
PAID
IMS, INC.
64012

Want more information on Constructing the Future?

Check out our website,
www.KcHeavyConstruction.org,
for the latest information on
the campaign.

This newsletter is brought to you by
the Heavy Constructors Association.
For additional information, contact
Ed DeSoignie at (816) 753-6443
or info@heavyconstructors.org.



ARIBA American Road &
Transportation Builders
Association

© 2011 Trozzolo.com

www.KcHeavyConstruction.org

Despite Big Needs and Promises, Lean Times Lead to Cutbacks in KCMO

(continued from page 1)

“As with many governmental budgets, the revenue streams have been going down,” McIntyre told a recent visitor to her City Hall office. “A lot of our capital infrastructure projects are funded through sales taxes, and sales tax revenues have been going down. We fund our maintenance operations through our general fund, and that has been drastically reduced.”

The unfortunate result is worn-out roads, bridges and other critical infrastructure and maintenance needs.

“Our street resurfacing program has been significantly reduced from what it was five years ago, when we were trying to spend \$17 million to \$20 million a year on street resurfacing,” McIntyre said. “This year we’ve got \$10 million.”

At the same time, McIntyre noted that KCMO sold about \$40 million worth of bonds last year and will sell about \$20 million worth this year. The bond money has funded in-district neighborhood projects and street reconstruction, including a major project on Wornall Road from 85th toward Ward Parkway.

In addition, McIntyre said, the city is in line to receive \$18 million in federal funds – which will be combined with \$5 million to \$6 million in local match money – to build interchanges on U.S. 169 at 108th and 96th streets in 2013 and 2014. “We have been working cooperatively with the Missouri Department of Transportation on those projects,” she said. “We’re not going to let an opportunity pass.”

We Must Still Forge Ahead

We appreciate the hard work put in by McIntyre and her colleagues at City Hall. But our Association has pointed out long before the latest recession that Kansas City leaders had abandoned the Community Infrastructure Committee goal of an additional \$5 million increase annually for maintenance.

And here’s another basic truth that bears repeating: No matter what happens with economic conditions, Kansas City must fully fund its infrastructure needs to ensure good jobs and a good quality of life for taxpayers in the years to come. ■



One of Mayor Sly James' biggest challenges is catching up with a tremendous backlog of infrastructure and capital maintenance needs.