



**FALL RIVER COUNTY COMMISSIONERS
COURTHOUSE
906 NORTH RIVER ST
HOT SPRINGS, SOUTH DAKOTA 57747
PHONE: (605) 745-5130 FAX: (605) 745-6835**

**FALL RIVER BOARD OF COUNTY COMMISSIONERS
Second Floor Courtroom
Thursday, August 3, 2023**

8:00 Commission review of bills

9:00 Call Meeting to Order
Pledge of Allegiance
Conflict of Interest Items for Board Members

Action Agenda Items for Consideration:

*Approve Agenda

*Approve minutes of County Commissioners – July 20, 2023

*Travel approval for Crissy Stover, Highway Office Manager; Rachel Hosterman, Sheriff Office Manager; Dave Weishaupl, Building Supervisor; and Bobbie Janis, Auditor Administrative Assistant to attend Grant Management Training in Pierre on September 14th and 15th 2023

*Wage increase for Carlee Weishaupl-Freitag, Director of Equalization Administrative Assistant from \$15.50 to \$16.25/1 Year Anniversary as per Union Contract, effective July 5, 2023

*County assistance, death expense applications

(Move any unfinished business to the end of the meeting if needed)

9:05 Lyle Norton, Sheriff-*Hire approval, Lisa Lopez as Un-Certified 911 Dispatcher, with a start date as 07/24/2023 with a starting wage of \$18.50/hr
*Updates

9:10 Frank Maynard, Emergency Manager-*Request new cell phone; possible action
*Gary Baker Part-time, exceeding 20 hours per week due to required training, asking to increase to 30 hours
*Report on fires and incidents
*Updates

9:15 Randy Seiler, Highway Superintendent-*Golden West Telecommunications, Application to occupy County Highway ROW; possible action
*Fuel Quotes: 8,000 Gallons Gasoline
Nelsons Oil & Gas \$4.159/gallon
MG Oil No bid
PJ's Hidaway No bid
*Review Butte County's Minimum Maintenance Road Policy; possible action
*Updates

9:25 Fall River County Commissioners-*Discussion on Senator Castleberry; possible action
*Discussion on HB3372 regarding a letter opposing heavier trucks requested by GoRail, a national non-profit that advances smart transportation policy; possible action
*Property rights/Noem advises no special Legislative session at this time

9:35 Dustin Ross, Andersen Engineers-*Motion to approve the following plat:
-A Plat of Paulton Tract East, Paulton Tract West, & Homestead Tract, all of Half Note Subdivision, located in the NE1/4 of Section 2 & the NW1/4 of Section 1, T7S, R5E, BHM, Fall

River County, South Dakota formerly Tract 1 less Paulton Tract #1, less Tract A of Tract 1, less Lot 3 of Tract 1, all of Half Note Subdivision; possible action

10:00 Approve bills & break

10:10 Public Comment

10:20 Stacy Schmidt, Deputy Auditor-*2024 Budget requests review

Executive Session as per SDCL 1-25-2 (1) personnel and (3), legal; possible action

Adjourn

Agendas are set 24 hours prior to a meeting, any items added at the meeting will be heard for informational purposes only, if any items require action, such action will be deferred to the next meeting.

Fall River County fully subscribes to the Americans with Disabilities Act. If you desire to attend this public meeting and are in need of accommodations, please notify the commissioners' office, (605) 745-5132, 24 hours prior to the meeting so that appropriate services and auxiliary aids are available.

FALL RIVER COUNTY UNAPPROVED MINUTES OF JULY 20, 2023

The Fall River Board of County Commissioners met in regular session on July 20, 2023. Present: Joe Allen, Les Cope, Joe Falkenburg, Heath Greenough, Deb Russell, Sue Ganje, Auditor.

The Pledge of Allegiance was given, and the meeting called to order at 9:00 a.m.

The agenda was reviewed for conflicts; none were noted. ALL MOTIONS RECORDED IN THESE MINUTES WERE PASSED BY UNANIMOUS VOTE, UNLESS OTHERWISE STATED. The full context of the meeting can be found on the county website under Commissioners at <http://fallriver.sdcounties.org>, or on Facebook, on the Fall River County's website.

Motion made by Allen, seconded by Russell, to approve the agenda as written.

Motion made by Russell, seconded by Allen, to approve the minutes of the County Commissioners for July 6, 2023.

Motion made by Russell, seconded by Allen, to approve the Auditor's Account with the Treasurer for June 2023 as follows:

**AUDITOR'S ACCOUNT WITH THE COUNTY
TREASURER**

TO THE HONORABLE BOARD OF FALL RIVER COUNTY COMMISSIONERS:

I hereby submit the following report of my examination of the cash and cash items in the hands of the County Treasurer of this County on this 30th day of June 2023.

Total Amount of Deposit in First Interstate Bank, HS:	\$	838,883.74
Total Amount of Cash:	\$	1,457.27
Total Amount of Treasurer's Change Fund:	\$	900.00
Total Amount of Checks in Treasurer's Possession Not Exceeding Three Days:	\$	22,328.01
SAVINGS:		
#4) First Interstate Bank, HS:	\$	2,512,449.00
CERTIFICATES OF DEPOSIT:		
#8) Black Hills Federal Credit Union, HS:	\$	250,000.00
#14) Schwab Treasury:	\$	1,020,634.24
#15) First National Bank, Lead:	\$	318,473.31
#21) Schwab Treasury 2 Yr:	\$	267,357.81
#22) Schwab Treasury 2 Yr:	\$	972,494.53
#23) Schwab Treasury 2 Yr:	\$	973,906.25
#24) Schwab Treasury 2 Yr:	\$	2,034,101.56
#25) Schwab Treasury 3 Yr:	\$	1,931,562.50
#26) Schwab Treasury 4 Yr:	\$	1,014,061.88

Itemized list of all items, checks and drafts that have been in the Treasurer's possession over three days:

Register of Deeds Change Fund:	\$	500.00
Highway Petty Cash:	\$	20.00
Election Petty Cash:	\$	15.00

RETURNED CHECKS:

Hannah Thomas	\$	426.01
Mary Bails	\$	1,191.17
Lewis, Harold/ Carole	\$	557.77

TOTAL \$ 12,161,320.05

Dated This 30th Day of June 2023.

/S/ Sue Ganje
 Sue Ganje, County Auditor
 of Fall River County

/S/ Teresa Pullen
 Teresa Pullen, County Treasurer
 of Fall River County

County Monies	\$	11,727,710.62
Held for other Entities	\$	142,556.61
Held in Trust	\$	291,052.82
TOTAL	\$	12,161,320.05

The Above Balance Reflects County Monies, Monies Held in Trust, and Monies Collected for and to be remitted to Other ENTITIES: SCHOOLS, TOWNS, AND STATE.

Motion made by Russell, seconded by Allen, to approve travel to SDACC/O County Convention on September 12 and 13, 2023 in Sioux Falls for Melody Engebretson, Register of Deeds; Stacy Schmidt, Deputy Auditor; Teresa Pullen, Treasurer; Chaela Holmes, Deputy Treasurer, and any commissioners who wish to attend.

Motion by Greenough, seconded by Cope, to approve appointment of Wendell Hertel to fill the vacancy on the Board of Directors of the Hot Springs Rural Fire District as per SDCL 34-31A-15.1.

Notification was given to the Board that Edgemont Masonic Lodge #161 will be holding a fund-raising event, effective immediately; and that the Cheyenne River Cowboy Church will be holding a fund-raising event, beginning August 5, 2023.

Motion made by Allen, seconded by Russell, to surplus to junk a space heater, asset tag #1496 from Register of Deeds office.

Vice Chairwoman Russell reported to the Board, by request of Sherriff Norton, regarding the inmate numbers. There are 11 males and 3 females in house and 2 males in Pennington County jail.

Chairman Falkenburg noted that Sheriff Norton asked for the Edgemont Law Enforcement Agreement to remain at the same reimbursement cost for 2024 as it is for 2023 from the City of Edgemont.

A Public Hearing regarding the distribution of Fall River County's 2024 PILT monies was held at 9:10 am. A representative from Edgemont School District 23-1 and the Hot Springs School District 23-2 were present. The representatives in attendance expressed appreciation for the funds they received in the past and continued appreciation on keeping the percentages of distribution the same as in 2022.

Motion made by Cope, seconded by Greenough, to keep the 2024 PILT distribution the same as 2023's distribution as follows: Schools to receive 10% of the total amount received (distributed by federal acres in each school district) and to allow distribution of 50% of the allocation (after the school portion) to the Township, Ambulance and Fire Districts.

Frank Maynard, Emergency Manager, met with the Board.

Motion made by Greenough, seconded by Allen, to approve authorizing the Chairman to sign the LEMPG single signature form for the 3rd quarter.

Maynard updated the Board regarding the audit notes referencing the balance of funds for the POD Grant. The SD Department of Health provided an email noting that it is now closed, and no further action is required. Maynard and Baker attended the annual Rally meeting and noted that they are expecting the number of attendees to be around the same as last year. Maynard then provided reports of fires and incidents within the County.

Brett Blessing, Highway Foreman, met with the Board to provide updates and discuss the traffic counts on County roads that had been conducted in March, April and May. It was noted that those counts would probably be higher if they had been collected in Summer months. Greenough commented that the average speed on Shep's Canyon Rd was higher than the actual speed limit of 35 mph and would like to see more law enforcement presence on that road. The Board reviewed Butte County's Minimum Maintenance Road Policy and will review it further at the next meeting on August 3, 2023. The Board will also make a motion at the next meeting to set a hearing for Minimum Maintenance Roads on August 17 and September 7, 2023.

Motion made by Russell, seconded by Allen, to approve travel for Randy Seiler, Highway Superintendent, to attend the Local Road Advisory Conference on October 18th and 19th, 2023 in Sioux Falls.

A Public Hearing for an On/Off Sale Malt Beverage & SD Farm Wine License and an On/Off Sale Wine and Cider License for Rodeo Grounds, located at 27631 Hwy 79, Hot Springs, SD was held.

Motion made by Allen, seconded by Russell, to approve an On/Off Sale Malt Beverage & SD Farm Wine License and the On/Off Sale Wine and Cider License for Rodeo Grounds, located at 27631 Hwy 79, Hot Springs, SD.

Melissa Stearns met with the Board to present a plat for Commission approval.

Motion made by Russell, seconded by Cope, to approve the Plat of Plum Creek Addition, located in the S1/2SW1/4 of Section 4, Twp 10S, Rng 3E, BHM, Fall River County, South Dakota

**A PLAT OF TRACT 1 OF PLUM CREEK ADDITION
LOCATED IN S1/2SW1/4 OF SECTION 4, TOWNSHIP 10 SOUTH, RANGE 3 EAST OF THE
BLACK HILLS MERIDIAN, FALL RIVER COUNTY, SOUTH DAKOTA**

WHEREAS, there has been presented to the County Commissioners of Fall River County, South Dakota, the within plat of the above described lands, and it appearing to this Board that the system of streets conforms to the system of streets of existing plats and section lines of the county; adequate provision is made for access to adjacent unplatted lands by public dedication or section line when physically accessible; all provisions of the county subdivision regulations have been complied with; all taxes and special assessments upon the property have been fully paid; and the plat and survey have been lawfully executed; now and therefore,

BE IT RESOLVED that said plat is hereby approved in all respects.

Dated this 20 day of July, 2023.

/S/ Joe Falkenburg
Joe Falkenburg, Chairman
Fall River County Board of Commissioners

ATTEST:

/S/ Sue Ganje
Sue Ganje
Fall River County Auditor

Motion made by Russell, seconded by Greenough, to approve travel to the OHE Meeting in Pierre on July 26 and 27, 2023 for Lily Heidebrink, Director of Equalization; Sam Kipp and Jonathan Harris, Assessors in Training.

The Board reviewed and discussed the Fall River County Code of the West that was last updated in 2017.

Motion made by Cope, seconded by Allen, to approve removing the first paragraph of page 6 and adopting the Fall River County Code of the West, 2023 revised as follows:

FALL RIVER COUNTY CODE OF THE WEST

The Code of the West was first chronicled by the famous western writer, Zane Grey. The men and women who came to this part of the country during the westward expansion of the United States were bound by an unwritten code of conduct. The values of integrity and self-reliance guided their decisions, actions and interactions. In keeping with that spirit, we offer this information to help the citizens of Fall River County who wish to follow in the footsteps of those rugged individualists by living outside city limits.

Introduction

It is important for you to know that life in the country is different from life in the city. County governments are not able to provide the same level of service that city governments provide. To that end, we are providing you with the following information to help you make an educated and informed decision to purchase rural land.

Access

The fact that you can drive to your property does not necessarily guarantee that you, your guests and

emergency service vehicles can achieve that same level of access at all times. Please consider:

1.1 - Emergency response times (Sheriff, fire suppression, medical care, etc.) cannot be guaranteed. Under some extreme conditions, you may find that emergency response is extremely slow and expensive.

1.2 - There can be problems with the legal aspects of access, especially if you gain access across property belonging to others. It is wise to obtain legal advice and understand the easements that may be necessary when these types of questions arise.

1.3 - You can experience problems with the maintenance and cost of maintenance of your road. Fall River County maintains 700 miles of roads, but many rural properties are served by roads which are maintained by private road associations. There are even some county roads that are not maintained by the county - no grading or snow plowing. There are even some public roads that are not maintained by anyone! Make sure you know what type of maintenance to expect and who will provide that maintenance. Even if you have road frontage, you may require a permit to approach from the county or state to build a driveway off that road.

1.4 - Extreme weather conditions can destroy roads. It is wise to determine whether or not your road was properly engineered and constructed.

1.5 - Many large construction vehicles cannot navigate small, narrow roads. If you plan to build, it is prudent to check out construction access.

1.6 - School buses travel only on maintained county roads that have been designated as school bus routes by the school district. You may need to drive your children to the nearest county road so they can get to school.

1.7 - In extreme weather, even county-maintained roads can become impassable. You may need a four-wheel drive vehicle with chains for all four wheels to travel during those episodes, which could last for several days.

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1.8 - Natural disasters, especially floods, can destroy roads. Fall River County will repair and maintain county roads; however, subdivision roads are the responsibility of the landowners who use those roads.

1.9 - Unpaved roads generate dust. As a general rule Fall River County does not treat county system roads to suppress the dust and dust is a fact of life for most rural residents.

1.10 - If your road is unpaved, it is highly unlikely that Fall River County will pave it in the foreseeable future. Check carefully with the Fall River County Road Department when any statement is made by the seller of any property that indicates any unpaved roads will be paved!

1.11 - Unpaved roads are not always smooth and are often slippery when they are wet. You will experience an increase in vehicle maintenance costs when you regularly travel on rural county roads.

1.12 - Mail/newspaper delivery is not available to all areas of the county. Ask the postmaster/newspaper to describe the system for your area.

1.13 - Standard parcel and overnight package delivery can be a problem for those who live in the country. Confirm with the service providers as to your status.

Utility Services

Water, sewer, electric, telephone and other services may be unavailable or may not operate at urban standards. Repairs can often take much longer than in towns and cities. Please review your options from the non-exhaustive list below.

2.1 - Telephone communications can be a problem, especially in the mountain areas of Fall River County. If you have a private line, it may be difficult to obtain another line for fax or computer modem uses. Even cellular phones will not work in all areas. High Speed Internet service is often not available.

2.2 - If sewer service is available to your property, it may be expensive to hook into the system. It also may be expensive to maintain the system you use.

2.3 - If sewer service is not available, you will need to use an approved on-site septic system or other treatment process. The type of soil you have available for a leach field will be very important in determining the cost and function of your system. For installation you will require a state/county certified septic installer or call 1-800-GET-DENR for the rules for installation.

2.4 - If you have access to a supply of treated domestic water, the tap fees can be expensive. You may also find that your monthly cost of service can be costly when compared to municipal systems

2.5 - If you do not have access to a supply of treated domestic water, you will have to locate an alternative supply. The most common methods are hauling water or drilling a well. The cost for drilling and pumping can be considerable and generally requires hiring a SD licensed well driller. The quality and quantity of well water can vary considerably from location to location and from season to season. It is strongly advised that you research this issue very carefully.

2.6 - Not all wells can be used for watering of landscaping and/or livestock. If you have other needs, make certain that you have the proper approvals before you invest. It may also be difficult to find enough water to provide for your needs even if you can secure the proper permit.

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2.7 - Electric service is not available to every area of Fall River County. It is important to determine the proximity of electrical power. It can be very expensive to extend power lines to remote areas.

2.8 - It may be necessary to cross property owned by others in order to extend electric service to your property in the most cost-efficient manner. It is important to make sure that the proper easements are in place to allow lines to be built to your property.

2.9 - Electric power may not be available in two phase and three phase service configurations. If you have special power requirements, it is important to know what level of service can be provided to your property.

2.10 - If you are purchasing land with the plan to build at a future date, there is a possibility that electric lines (and other utilities) may not be large enough to accommodate you if others connect during the time you wait to build.

2.11 - The cost of electric service is usually divided into a fee to hook into the system and then a monthly charge for energy consumed. It is important to know both costs before making a decision to purchase a specific piece of property.

2.12 - Power outages can occur in outlying areas with more frequency than in more developed areas. A loss of electric power can also interrupt your supply of water from a well. You may also lose food in freezers or refrigerators and power outages can cause problems with computers as well. It is important to be able to survive for up to a week in severe cold with no utilities if you live in the country.

2.13 - Trash removal can be much more expensive in a rural area than in a city. In some cases, your trash dumpster may be several miles from your home. It is illegal to create your own trash dump, even on your own land. It is good to know the cost for trash removal as you make the decision to move into the country. In some cases, your only option may be to haul your trash to the landfill yourself. Recycling is more difficult because pick-up is not available in most rural areas.

2.14 - The State of South Dakota has laws which prohibit/restrict open burning of trash and yard debris. You will need to contact the local volunteer fire department to check the laws and permits that apply to your location of Fall River County.

The Property

There are many issues that can affect your property. It is important to research these items before purchasing land.

3.1 - Most, but not all, lots are buildable. Smaller lots may not meet state requirements for septic system installations. Generally, a state electrical inspection of new construction is required before your power will be turned on.

3.2 - Easements may require you to allow construction of roads, power lines, water lines, sewer lines, etc. across your land. There may be easements that are not of record. Check these issues carefully.

3.3 - Many property owners do not own the mineral rights under their property. Owners of mineral rights have the ability to change the surface characteristics in order to extract their minerals. It is very important to know what minerals may be located under the land and who owns them. Much of the rural land in Fall River County can be used for mining. Be aware that adjacent mining uses can expand and cause negative impacts.

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3.4 - You may be provided with a plat of your property, but unless the land has been surveyed and pins placed by a licensed surveyor, you cannot assume that the plat is accurate. The Fall River County Register of Deeds may have copies of filed plats.

3.5 - Fences that separate properties are often misaligned with the property lines. A survey of the land is the only way to confirm the location of your property lines. South Dakota law may require that you pay one-half the cost of a fence installed by your neighbor on a common border.

3.6 - Many subdivisions and planned unit developments have covenants that limit the use of the property. It is important to obtain a copy of the covenants (or confirm that there are none) and make sure that you can live with those rules. Also, a lack of covenants can cause problems between neighbors.

3.7 - Road taxing districts and homeowners associations are sometimes used to take care of common elements, roads, open space, etc. A dysfunctional homeowners association or poor covenants can cause problems for you and even involve you in expensive litigation.

3.8 - Dues are almost always a requirement for those areas with a HOA. The by-laws of the HOA will tell you how the organization operates and how the dues are set.

3.9 - The surrounding properties will probably not remain as they are indefinitely. The view from your property may change.

3.10 - If you have a water ditch or powerline running across your property there is a good possibility that the owners of the ditch/line have the right to come onto your property with heavy equipment to maintain the ditch/or cut trees away from their powerline.

3.11 - Water rights that are sold with the property may not give you the right to use the water from any ditches crossing your land without coordinating with a neighbor who also uses the water. Other users may have senior rights to the water that can limit your use or require you to pay for the oversizing or other improving of the ditch.

3.12 - It is important to make sure that any water rights you purchase with the land will provide enough water to maintain fruit trees, pastures, gardens or livestock.

3.13 - The water flowing in irrigation ditches belongs to someone. You cannot assume that because the water flows across your property, you can use it.

3.14 - Flowing water can be a hazard, especially to young children. Before you decide to locate your home near an active ditch, consider the possible danger to your family.

3.15 - The development of lots may be affected by geological hazards, flooding, wetlands, streams, rivers, and lakes. Additionally, priority fish and/or wildlife habitats and species may limit the type and location of development you may perform on your property. Development constraints, extra costs, special studies and permits may be required for the development of lots.

3.16 - South Dakota does not have a personal income tax and as a result property taxes are often much higher than other states. It is worthwhile to visit with the Fall River Tax Assessor before buying property to determine whether a large increase in assessments and hence taxes on the property is expected. In particular, agricultural land that is subdivided and no longer meets the requirements for being agricultural can result in taxes that are many multiple times more than previous taxes.

Mother Nature

Residents of the country usually experience more problems when the elements and earth turn unfriendly. Here are some thoughts for you to consider.

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4.1 - The physical characteristics of your property can be positive and negative. Trees are a wonderful environmental amenity but can also involve your home in a forest fire. Building at the top of a forested draw should be considered as dangerous as building in a flash flood area. Defensible perimeters are very helpful in protecting buildings from forest fire and inversely can protect the forest from igniting if your house catches on fire. If you start a forest fire, you are responsible for paying for the cost of extinguishing that fire. For further information, you can contact Fall River Emergency Management or the local volunteer fire district.

4.2 - Steep slopes can slide in unusually wet weather. Large rocks can also roll down steep slopes and present a great danger to people and property.

4.3 - Expansive soils, can buckle concrete foundations and twist steel I-beams. You can determine the soil conditions on your property by reviewing the Fall River County Soil Survey.

4.4 - North facing slopes or canyons rarely see direct sunlight in the winter. There is a possibility that snow will accumulate and not melt throughout the winter.

4.5 - The topography of the land can tell you where the water will go in the case of heavy precipitation. When property owners fill in ravines, they have found that the water that drained through that ravine now drains through their house.

4.6 - A flash flood can occur, especially during the summer months, and turn a dry gully into a river. It is wise to take this possibility into consideration when building. FEMA flood maps are available through Emergency Management for most of the county and help determine whether you will be able to purchase flood insurance.

4.7 - Nature can provide you with some wonderful neighbors. Most, such as deer and eagles are positive additions to the environment. However, even "harmless" animals like deer can cross the road unexpectedly and cause traffic accidents. Rural development encroaches on the traditional habitat of coyotes, bobcats, mountain lions, rattlesnakes, prairie dogs, mosquitoes and other animals that can be dangerous and you need to know how to deal with them. In general, it is best to enjoy wildlife from a distance and know that if you do not handle your pets and trash properly, it could cause problems for you and the wildlife.

4.8 - Many areas of Fall River County are open for hunting. Hunting, while providing recreational opportunities, is a tool for managing wildlife populations. It also involves individuals who may trespass, litter, or fire guns. Don't automatically assume your property is in a no hunting area.

Agriculture

Owning rural land means knowing how to care for it. There are a few things you need to know:

5.1 - Farmers often work around the clock, especially during planting and harvest time, and hay is often swathed or baled at night. It is possible that adjoining agriculture uses can disturb your peace and quiet.

5.2 - Land preparation and other operations can cause dust, especially during windy and dry weather.

5.3 - Farmers occasionally burn their ditches to keep them clean of debris, weeds and other obstructions. This burning creates smoke that you may find objectionable.

5.4 - Chemicals (mainly fertilizers and herbicides) are often used in growing crops. You may be sensitive to these substances and many people actually have severe allergic reactions. Many of these chemicals are applied by airplanes that fly early in the morning.

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5.5 - Animals and their manure can cause objectionable odors. What else can we say?

5.6 - Agriculture is an important business in Fall River County. If you choose to live among the farms and ranches of our rural countryside, do not expect county government to intervene in the normal day-to-day operations of your agri-business neighbors.

5.7 - Portions of Fall River County are open range. This means if you do not want cattle, sheep or other livestock on your property, it is your responsibility to fence them out. In those areas, it is not the responsibility of the rancher to keep his/her livestock off your property.

5.8 - Before buying land you should know if it has noxious weeds that may be expensive to control, and you may be required to control. Some plants are poisonous to horses and other livestock.

5.9 - Animals can be dangerous. Bulls, stallions, rams, boars, etc. can attack human beings. Children need to know that it is not safe to enter pens where animals are kept.

5.10 - Much of Fall River County receives less than 17 inches of precipitation per year. As a result, we have a problem with overgrazing, and fugitive dust. Without irrigation, grass does not grow very well. There is a limit to the amount of grazing the land can handle. The Fall River County Cooperative Extension office can help you with these issues.

In Conclusion

This information is by no means exhaustive. There are other issues that you may encounter that we have overlooked, and we encourage you to be vigilant in your duties to explore and examine those things that could cause your move to be less than you expect.

We have offered these comments in the sincere hope that it can help you enjoy your decision to reside in the country. It is not our intent to dissuade you, only inform you.

Adopted this 20th day of July, 2023

Fall River County Commission

/S/ Joe Falkenburg
Joe Falkenburg, Chairman

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The Board would like the updated Fall River County Code of the West sent to area realtors. It is currently on the county website under Planning and Zoning.

Motion made by Greenough, seconded by Cope, to pay the bills as follows:

GENERAL FUND

ARNESON, DEANN	REISSUED CHECK	\$105.92
AUDRA HILL CONSULTING,INC	MI QMHP EVALUATION	\$360.54
A-Z SHREDDING INC	SHREDDING	\$45.85
BOB BARKER COMPANY INC	INMATE SUPPLIES	\$378.36
BLACK HILLS CHEMICAL	SUPPLY	\$452.67
BLACK HILLS AMMUNITION	AMMUNITION	\$1,058.48
BLACK HILLS ENERGY	UTILITY POWER ELECTR	\$3,811.04
BLESSING, BRETT	REISSUED CHECK	\$9.00
CASPER MNT MOTOR SPORTS	REISSUED CHECK	\$499.86
CAMERON, GEORGE	COURT REPORTER	\$308.70
CENTURY BUSINESS LEASING	COPIER LEASE & METER	\$1,388.35

CENTURY BUSINESS LEASING	COPIER LEASE & USAGE	\$323.89
CHEYENNE SANITATION	SANITATION COLLECTIO	\$376.73
CLINICAL LABORATORY OF	AUTOPSY	\$3,413.00
CULLIGAN SOFT WATER	RENTAL/SUPPLY	\$223.50
DEAN SCHAEFER	COURT REPORTER	\$30.00
ESTATE OF JOHN OLOVICH	REISSUED CHECK	\$343.85
FALL RIVER HEALTH	VICTIM ASSISTANCE	\$2,832.62
FALL RIVER HEALTH SERVICE	INMATE MEDICAL	\$445.20
GOLDEN WEST TECHNOLOGIES	IT SUPPORT/CONTRACT	\$6,466.65
GOLDEN WEST	PHONE BILL/LONG DIST	\$2,193.43
GREGG, FRANK	PROPERTY TAX REFUND	\$123.78
HARRIS, JONATHAN	TRAVEL REIMBURSEMENT	\$100.00
HIRST, VAL	PROERTY TAX REFUND	\$349.19
HIRST, VAL	PROPERTY TAX REFUND	\$43.53
HOSTERMAN, RACHEL	REIMBURSEMENT	\$61.07
CITY OF HOT SPRINGS	CITY WATER BILL	\$713.40
HUSTEAD LAW OFFICE, P.C.	CAAF	\$2,089.88
INTOXIMETERS	SUPPLY	\$325.00
KIPP, SAM	TRAVEL REIMBURSEMENT	\$100.00
LOVETT, JONATHAN	REISSUED CHECK	\$3.63
MACIEJEWSKI, CALVIN	REISSUED CHECK	\$9.00
MARTIN, STACEY	REISSUED CHECK	\$22.03
MARTY'S TIRE & AUTO BODY	REPAIR/SERVICE	\$20.00
MASTEL, BRUCE	DATABASE SETUP & MON	\$35.00
MASTERCARD	COUNTY CREDIT CARD	\$2,678.87
MCGLUMPHY, ERIN	TRAVEL REIMBURSEMENT	\$753.02
MICROFILM IMAGING SYSTEMS	SCANNING EQUIP LEASE	\$290.00
QUADIENT FINANCE USA, INC	POSTAGE	\$1,006.73
O'NEILL, JUSTIN	CAAF	\$187.25
PENNINGTON COUNTY JAIL	INMATE HOUSING PENNI	\$3,895.00
PENNINGTON COUNTY JAIL	TRANSPORT	\$858.68
FALL RIVER CO FAIR-BOOTH	FALL RIVER CO FAIR B	\$50.00
QUILL CORPORATION	SUPPLIES	\$21.37
QUINTO RANCH LLC	REISSUED CHECK	\$400.00
RAMKOTA HOTEL-PIERRE	HOTEL	\$452.00
CITY OF RAPID CITY	BLOOD ANALYSIS	\$760.00
ROMEY, CODY	REISSUED CHECK	\$114.00
ROMEY, GARY	REISSUED CHECK	\$585.00
SCHNOSE, KIM	REISSUED CHECK	\$623.50
SD DEPARTMENT OF HEALTH	BLOOD DRAW ANALYSIS	\$1,245.00
SD DEPT OF REVENUE	AUTO/MI STATE REMITT	\$60.00
STAY USA HOTEL & SUITES	WITNESS/HOTEL	\$75.00
SERVALL	RUGS AND MATS SERVIC	\$415.26
SOFTWARE SERVICES INC	SOFTWARE SERVICES	\$528.00

SOUTHERN HILLS LAW PLLC	CAAF	\$2,333.77
HASKVITZ, LAREE	BLOOD DRAW	\$1,350.00
NORTON, MIKAYLA	REISSUED CHECK	\$225.00
THE PAHA SAPA FOUNDATION	REISSUED CHECK	\$38.00
TRUGREEN COMMERCIAL	CONTRACT SERVICE	\$118.07
ULBERG, DARWYN	REISSUED CHECK	\$300.00
VANGUARD APPRAISALS INC	SOFTWARE TRAINING	\$350.00
THOMSON REUTERS	SUBSCRIPTION	\$426.99
WESTERN SD JUV SERV CTR	JUVENILE SERVICES	\$11,400.00
MURDOCK, BRUCE	REISSUED CHECK	\$19.23
DRYDEN, DICK	REISSUED CHECK	\$693.30
YOUNGBERG LAW, PROF LLC	QMHP/MI	\$214.00
NELSEN, PAUL	REISSUED CHECK	\$137.00
SIMUNEK, DIANE	REISSUED CHECK	\$11.98
IRONBOY, FAYE	REISSUED CHECK	\$20.74
GRAF, VALARIE	PROPERTY TAX REFUND	\$61.76
MARKHAM, RUTHANN	REISSUED CHECK	\$10.74
LIEN, CODY	REISSUED CHECK	\$20.74
BRENNA, SUE	REISSUED CHECK	\$29.93
BEHRENS, DONNA	REISSUED CHECK	\$15.18
BROYLES, LUCAS	REISSUED CHECK	\$13.70
HENDERSON, SUSAN	REISSUED CHECK	\$63.80
MARSHALL, NANCY	REISSUED CHECK	\$20.74
VANDEBERG, MARY	PROPERTY TAX REFUND	\$87.43
WEBER, MARION	REISSUED CHECK	\$32.20
MANKE, DANIELLE	REISSUED CHECK	\$32.20
BURROWS, MARY	REISSUED CHECK	\$61.48
SIMUNEK, CARLA	REISSUED CHECK	\$364.59
MCCLUNG, TARI	REISSUED CHECK	\$50.74
NACHTIGALL, BRETT	REISSUED CHECK	\$10.00
HOFER, CORY	REISSUED CHECK	\$20.64
MOREN, KEVEN	REISSUED CHECK	\$20.74
LOCKHART, DALE	REISSUED CHECK	\$79.99
LAMONT, TIM	REISSUED CHECK	\$49.60
KNODELL, JACK	REISSUED CHECK	\$58.40
WAGONER, TONIA	REISSUED CHECK	\$12.22
MCCOMB, DEANN	REISSUED CHECK	\$20.74
SPILLANE, CHRISTA	REISSUED CHECK	\$130.00
MONCUR, DEAN	REISSUED CHECK	\$51.45
AABERT, ROBERT	REISSUED CHECK	\$57.40
BLESSING, JASON	REISSUED CHECK	\$10.74
MOSSETT, CAITLYN	REISSUED CHECK	\$52.22
GILLISPIE, RHONDA	REISSUED CHECK	\$88.78
HALLS, TERRI	REISSUED CHECK	\$42.04

MILES, SASHA	REISSUED CHECK	\$20.74
MILES, SASHA	BLOOD DRAW	\$450.00
HAACKE, JOANN	REISSUED CHECK	\$20.00
STANLEY, JACKLYN	REISSUED CHECK	\$20.63
MAHAFFEY, GARY	REISSUED CHECK	\$17.50
OLSON, TYLER	REISSUED CHECK	\$34.17
COMMISSION	JUNE SALARIES	\$4,350.00
AUDITOR	JUNE SALARIES	\$18,992.89
TREASURER	JUNE SALARIES	\$17,966.10
ST ATTY	JUNE SALARIES	\$17,150.04
MAINTENANCE	JUNE SALARIES	\$11,186.02
ASSESSOR	JUNE SALARIES	\$20,319.30
REG/DEEDS	JUNE SALARIES	\$12,886.83
VSO	JUNE SALARIES	\$4,540.03
SHERIFF	JUNE SALARIES	\$52,728.12
JAIL	JUNE SALARIES	\$34,945.67
CORONER	JUNE SALARIES	\$600.00
NURSE	JUNE SALARIES	\$2,580.75
EXTENSION	JUNE SALARIES	\$2,584.63
WEED & PEST	JUNE SALARIES	\$6,038.11
	TOTAL FOR GENERAL FUND	\$270,701.63
COUNTY ROAD & BRIDGE		
BUTLER MACHINERY CO.	LOADER SCALE	\$14,814.17
CHEYENNE SANITATION	SANITATION COLLECTIO	\$79.00
CITY OF EDGEMONT	CITY OF EDGEMONT WAT	\$87.40
GOLDEN WEST TECHNOLOGIES	IT SUPPORT/CONTRACT	\$8.25
GOLDEN WEST	PHONE BILL/LONG DIST	\$260.82
CITY OF HOT SPRINGS	CITY WATER BILL	\$45.85
MASTERCARD	COUNTY CREDIT CARD	\$118.69
MCKIE FORD LINCOLN INC.	NEW CHEV TRUCK HIGHW	\$46,342.00
SD DEPT OF REV & REG.	TITLE/PLATE	\$26.70
GRAF, VALARIE	PROPERTY TAX REFUND	\$10.16
CRBR ADMIN	JUNE SALARIES	\$9,825.35
CRBR	JUNE SALARIES	\$43,436.29
	TOTAL FOR ROAD & BRIDGE	\$115,054.68
911 SURCHARGE		
CENTURY BUSINESS LEASING	COPIER LEASE & METER	\$93.52
GOLDEN WEST TECHNOLOGIES	IT SUPPORT/CONTRACT	\$8.25
GOLDEN WEST	PHONE BILL/LONG DIST	\$884.79
MASTERCARD	COUNTY CREDIT CARD	\$6.00
DISPATCH	JUNE SALARIES	\$25,158.13
	TOTAL FOR 911 SURCHARGE	\$26,150.69
EMERGENCY MGT		
GOLDEN WEST TECHNOLOGIES	IT SUPPORT/CONTRACT	\$16.50

GOLDEN WEST	PHONE BILL/LONG DIST	\$155.35
MASTERCARD	COUNTY CREDIT CARD	\$155.14
QUADIENT FINANCE USA, INC	POSTAGE	\$5.40
RUSHMORE COMMUNICATIONS	SERVICE	\$115.00
SD FEDERAL PROPERTY AG	SUPPLY	\$115.00
FR EMERG	JUNE SALARIES	\$7,056.72
	TOTAL FOR EMERGENCY MGT	\$7,619.11
24/7 SOBRIETY FUND		
DRUG TESTS IN BULK	24/7 SUPPLY	\$1,350.00
INTOXIMETERS	SUPPLY	\$325.00
SD DEPARTMENT OF HEALTH	24/7 LABS	\$140.00
	TOTAL FOR 24/7 SOBRIETY FUND	\$1,815.00
	TOTAL PAID BETWEEN 07/07-07/06	\$421,341.11

Break was taken at 9:40 am.

The meeting resumed at 9:54 am.

Dan Cullen, Veteran Service Officer, met with the Board to present his quarterly report noting that VSO's across South Dakota have assisted in getting approximately \$3 million in benefits for Veterans. It was also discussed that the State is doing studies regarding regionalizing vs. County VSOs. The Board is against that happening.

Motion made by Russell, seconded by Allen, to approve VSO travel request for the Annual Veteran Service Officer Conference in Sioux Falls August 10th and 11th, 2023.

Dustin Ross, Andersen Engineers, met with the Board to present 3 plats for review. O'Connor and Fairbank Tract; Harris Tract 1, Harris Tract 2 and Harris Tract 3; Lots 77 thru 82 of Red Rock Ridge Subdivision. The VHHP and Ackerman Tract plat was not ready at this point.

Motion made by Allen, seconded by Greenough, to approve the following plats:

FALL RIVER COUNTY RESOLUTION #2023-28

**O'CONNOR TRACT AND FAIRBANK TRACT,
LOCATED IN THE SW1/4SW1/4 OF SECTION 29, T7S, R6E, BHM, FALL RIVER COUNTY,
SOUTH DAKOTA**

WHEREAS, there has been presented to the County Commissioners of Fall River County, South Dakota, the within plat of the above described lands, and it appearing to this Board that the system of streets conforms to the system of streets of existing plats and section lines of the county; adequate provision is made for access to adjacent unplatted lands by public dedication or section line when physically accessible; all provisions of the county subdivision regulations have been complied with; all taxes and special assessments upon the property have been fully paid; and the plat and survey have been lawfully executed; now and therefore,

BE IT RESOLVED that said plat is hereby approved in all respects.

Dated this 20 day of July, 2023.

/S/ Joe Falkenburg
Joe Falkenburg, Chairman
Fall River County Board of Commissioners

ATTEST:

/S/ Sue Ganje
Sue Ganje
Fall River County Auditor

FALL RIVER COUNTY RESOLUTION #2023-29

**HARRIS TRACT 1, HARRIS TRACT 2, AND HARRIS TRACT 3, LOCATED IN THE NW1/4
OF SECTION 15, T8S, R6E, BHM, FALL RIVER COUNTY, SOUTH DAKOTA**

WHEREAS, there has been presented to the County Commissioners of Fall River County, South Dakota, the within plat of the above described lands, and it appearing to this Board that the system of streets conforms to the system of streets of existing plats and section lines of the county; adequate provision is made for access to adjacent unplatted lands by public dedication or section line when physically accessible; all provisions of the county subdivision regulations have been complied with; all taxes and special assessments upon the property have been fully paid; and the plat and survey have been lawfully executed; now and therefore,

BE IT RESOLVED that said plat is hereby approved in all respects.

Dated this 20 day of July, 2023.

/S/ Joe Falkenburg
Joe Falkenburg, Chairman
Fall River County Board of Commissioners

ATTEST:

/S/ Sue Ganje
Sue Ganje
Fall River County Auditor

FALL RIVER COUNTY RESOLUTION #2023-30

**LOTS 77 THRU 82 OF RED ROCK RIDGE SUBDIVISION, LOCATED IN SECTION 15, T8S,
R5E, BHM, FALL RIVER COUNTY, SOUTH DAKOTA**

WHEREAS, there has been presented to the County Commissioners of Fall River County, South Dakota, the within plat of the above described lands, and it appearing to this Board that the system of streets conforms to the system of streets of existing plats and section lines of the county; adequate provision is made for access to adjacent unplatted lands by public dedication or section line when physically accessible; all provisions of the county subdivision regulations have been complied with; all taxes and special assessments upon the property have been fully paid; and the plat and survey have been lawfully executed; now and therefore,

BE IT RESOLVED that said plat is hereby approved in all respects.

Dated this 20 day of July, 2023.

/S/ Joe Falkenburg
Joe Falkenburg, Chairman
Fall River County Board of Commissioners

ATTEST:

/S/ Sue Ganje
Sue Ganje
Fall River County Auditor

Joe Falkenburg, Board Chairman, addressed the public regarding the 30X30 Land Bill. He noted that the BLM has purchased 30,000 acres in Wyoming and may continue bidding and purchasing more acreage, to which he is very concerned.

Joe Falkenburg also addressed the public regarding HB86 involving Tax Reform, noting that John Scheltens and Don Olstad have been working with District 30 Representative Trish Ladner providing proposals. Draft Bill 87 was also discussed.

Public comment was heard. Uriah Luallin expressed concerns about the 30X30 Land Bill, and the current property tax system, noting that a ¼ acre of non-ag land is valued higher than 40 acres of agriculture land. Teresa Pullen, Treasurer, updated the board on the 3 returned checks on the June Auditor's Account with the County Auditor – 1 was paid and 2 were turned over to the State's Attorney and Sheriff's Office. Lance Russell, State's Attorney, commented on the newly built Chilson bridge and wishes to commend the County Highway Department and the Commissioners for making it happen. Heath Greenough, Commissioner, spoke of the SD Canvassing meeting he attended, and their concerns of strange things happening in the state with voter registration and votes counted. He noted issues on the Box Elder campground with 64 hookups, and 13,654 000 registered voter and that 60 % of the votes of the last election came from that campground precinct. His recommendation is to get rid of the tabulators and hand count ballots during elections and clean up voter registration lists. He would like Fall River County to move to this and lead by example. Falkenburg expressed concern that this would be a hardship for Auditors, ie. finding additional election workers willing to do the hand counting, plus the cost. Vice Chairman Russell noted questions, and shared belief that those individuals may be avoiding costs in their own states, and some may be snowbirds. A new residency law was passed in the 2023 session. Greenough provided documents he received from Mike Mueller that included letters and information on the C02 pipelines and data. It is being recommended for counties to write letters to the Public Utilities Commission to oppose the use of eminent domain for private gain by Summit Carbon Solutions.

Sue Ganje, Auditor met with the Board to review 2024 budget requests. This will be brought back when salaries can be included. Also, to request the Board to enter into a contract with Black Hills Exteriors for the multi roof replacement project as no bids were received on July 6, 2023.

Motion made by Allen, seconded by Russell, to approve entering into a contract with Black Hills Exteriors for the multi roof replacement project.

Motion made by Russell, seconded by Greenough, to go into executive session for personnel and legal at 11:20 am.

The Board came out of executive session at 11:43 am

Motion made by Russell, seconded by Allen, to adjourn at 11:44 am.

/s/ Joe Falkenburg

Joe Falkenburg, Chairman
Board of Fall River County Commissioners

ATTEST:

/s/ Sue Ganje, Auditor

Sue Ganje, Auditor

Fall River County



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Pierre, SD - September 14-15, 2023 | Grant Management Class

Hosted by the SD Department of Human Services
at: George S. Mickelson Criminal Justice Center
1302 US Hwy 14
Pierre, SD 57501

Ready to enroll?
Register Here!

Welcome! If your agency receives or plans to receive government grants, this class is for you. Beginning and experienced grant managers and administrators from city, county and state agencies as well as nonprofits, K-12, colleges and universities are encouraged to attend. You *do not* need to work in the same profession as the host agency.



Itinerary and Location: This workshop is September 14-15, 2023, 9:00 to not later than 4:00 both days with lunch on your own from noon to 1:00. View a map of the [workshop location](#) and review the [learning objectives](#).

Tuition: Tuition is \$595 per person and includes everything: two days of world-class instruction and a 500 page participant guide and reference binder. You'll also have lifetime, free access to our exclusive [Alumni Support Forums](#).

This is a ...
✓ **grant management class**
grant writing class
what's the *difference?*

COVID Guidelines: Local health and safety guidelines will be followed. If online learning is more comfortable for you, please visit our [complete calendar of events](#) for a list of our monthly Zoom classes.

CEU Credits: Various CEUs and university credit are available for this class. For complete details click [here](#).

Payment Policy: Payment by credit card at the time of enrollment is preferred, however, you may pay later by check. Our registration system will auto-generate a personalized invoice/receipt for you immediately after you enroll. If you choose to pay by check, it is your responsibility to print the online invoice and guide it through your purchasing channels. We do not mail invoices. Payment by check or card is required by the workshop date unless other arrangements are made in advance.

Purchase Orders: If you work for a government agency and want to pay by purchase order, when you register online choose the "pay by check" option. The web site will auto-generate a printable invoice. Print the invoice, give it and your purchase order to your purchasing department and they'll send the check. That's it!

Cancel Policy: Tuition is set regardless of method of instruction and will not be refunded if instruction occurs remotely at another time. Withdrawals are allowed up to one week prior to the workshop. If you cancel within one week of the workshop or if you're registered for a workshop and fail to show up, you are obliged to submit your tuition in full and are then prepaid for and welcome to attend any future workshop we offer within one year of the workshop you cancelled. If you register within 10 days of the class, you may cancel your registration up to 5 days after by notifying us via email at cs@grantwritingusa.com. Tuition refunds - less a \$30 admin charge - are made within 5 working days of receiving your cancellation notice.

Questions? [Email](#) or call The Client Services Team at Grant Writing USA, at 800.814.8191, 8:00 am to 4:00 pm (PT).

COVID Waiver: By clicking register above or below, you are acknowledging an inherent risk of exposure to COVID-19 exists in any public place where people are present. By attending a Grant Writing USA or Grant Management USA workshop you voluntarily assume all risks related to exposure to COVID-19 and agree not to hold GWUSA or GMUSA or the facility or agency where the workshop is held or any of their affiliates, directors, officers, employees, agents, contractors, or volunteers liable for any illness or injury.

Ready to enroll? Great - it's easy!

Register Here!

Traveling and need lodging? These hotels are near the training location. Click the hotel's name to visit their website.



Grant Management Training in Pierre, SD- September 14-15, 2023

SD Department of Human Services and Grant Writing USA will present a two-day grant management workshop in Pierre, SD- September 14-15, 2023. This in-person training is for grant recipient organizations across all disciplines. Attend this class and you'll learn how to administer government grants and stay in compliance with applicable rules and regulations.

More information including learning objectives, class location, graduate testimonials and online registration is available here:

<http://grantstraining.com/pierre0923>

Beginning and experienced grant writers from city, county, and state agencies as well as healthcare organizations, nonprofits, K-12, colleges and universities are encouraged to attend.

Tuition is \$595 and includes Grant Writing USA's 500-page grant management workbook and reference guide. Returning alumni receive a \$100 discount. Please call for the discount code. Pricing for your colleagues is \$545 with the discount code "Referral"

Contacts:

Janet Darling
Grant Writing USA 888.290.6237
toll free
janet@grantwritingusa.com

More than 40,000 agencies across America have turned to Grant Writing USA for grant writing and grant management training.



Grant Management Course Content

- Basics of grant management
- Federal grant rules
- Non-federal grants
- Office of Management and Budget
- Which rules and regulations have authority?
- Uniform Guidance (2 CFR 200)
- Uniform Guidance key changes, timeline
- The old rules (pre 2015)
- Administrative rules
- Cost principles
- A-133 audits
- Award and subaward requirements; failure to comply; beginning the grant period
- Common rule attachments; other OMB documents
- Types of federal awards
- Records management
- Examples of documentation for narrative reports, personnel, contracts
- Internal controls and grant management policy and procedure manuals
- Hiring and documenting personnel costs
- Federal Funding Accountability and Transparency Act requirements and Data Act
- AARC (allowable, allocable, reasonable, consistently applied), cost principle activity
- Conflict of interest, procurement concepts
- Advanced payments, interest, program income
- Prior approval, amendments, inventory and disposition of equipment
- Davis Bacon Act, prevailing wage requirements
- Indirect costs
- Supplanting and supplementing
- Cost share and matching issues
- Extensions, carry over, and closeout
- Federal Single Audits

[click here to view a list our upcoming events](#)



Date: August 3, 2023

Subj: Commission Update:

1. **Cell Phone:** Request approval to obtain a new cell phone. I have been experiencing issues with the current phone of not receiving text messages and phone calls.
2. **Gary Baker:** Gary is required to attend trainings, meetings and other events that is mandated by the LEMPG. In doing so, he will be exceeding the 20 hours per week established when he was hired. I am asking input from the Commission regarding increasing his weekly hours to 30.
3. **Fires & Incidents:**
 - a. **Missing Person:** The missing person was found on July 27th.
 - b. **7/29/2023: Sig. 2, Hwy 18, two vehicles:** Fall River Sheriff's Office, Edgemont Fire and Edgemont Ambulance.
 - c. **7/30/2023: Hay Bale Fire: South of Cheyenne River:** Edgemont Fire.

A handwritten signature in black ink that reads "Franklin W. Maynard".

Franklin W. Maynard, CEM, CFM
Emergency Manager

Fall River County
906 N. River Street
Hot Springs, SD 57747

APPLICATION FOR PERMIT TO OCCUPY COUNTY HIGHWAY RIGHT-OF-WAY

TO: THE BOARD OF COUNTY COMMISSIONERS

DATE: 7/24/2023

FALL RIVER COUNTY,
HOT SPRINGS, SOUTH DAKOTA

GW PROJECT NUMBER: 23569

Application is hereby made by Golden West Telecommunications, South Dakota for permit to occupy highway right-of-way located from: Start along Shep Canyon Rd. at 43.337865 -1033.506190

To: Ending on Sheps Canyon Rd at 43.341772 -103.510664

AERIAL FACILITIES: Location, type and size of the proposed line and anchors with respect to the centerline of the road or outer edge of the right-of-way and location of crossings showing any right-of-way are shown on Exhibit "A" (Sketch) attached.

UNDERGROUND FACILITIES: A sketch showing the approximate route and location of the proposed facility for which a permit is hereby requested is attached as Exhibit "A" and made a part hereof.

The following information is pertinent to the proposed installation:

1. Intended usage or rating: Bring Service to Red Rock Ridge Subdivision
2. Pipe size, cable size and type: .068", 1.660" O.D. ,PVC Innerduct
3. Outside diameter: 1.660" O.D.
4. Maximum pressure at which pipeline will be operated: N/A
5. Size and Type of metal casing: N/A
6. Minimum depth of cable or pipeline: 36"
7. Casing will be installed by minimum size boring and will extend from toe of in-slope to toe of in-slope.
8. This installation will comply with the most recently adopted ASA, Code for Gas Transmission and Distribution Pipe systems or the National Safety Code. Marker sign(s) will be installed where appropriate.

The installation and maintenance of said utility facilities will not interfere with or impair construction, maintenance or use of any highway and will comply with all safety regulations of the State and Federal Government. When trenching is done on County R.O.W. the trenches must be tamped to avoid any settlement.

Future adjustments and maintenance will be in accordance with State and Federal Laws and Regulations and will be performed at not cost to the County or the Federal Government.

APPROVED _____ 20__

SUBMITTED 24-Jul _____ 20__ 23

County Chairman

Golden West Telecommunications

County Auditor

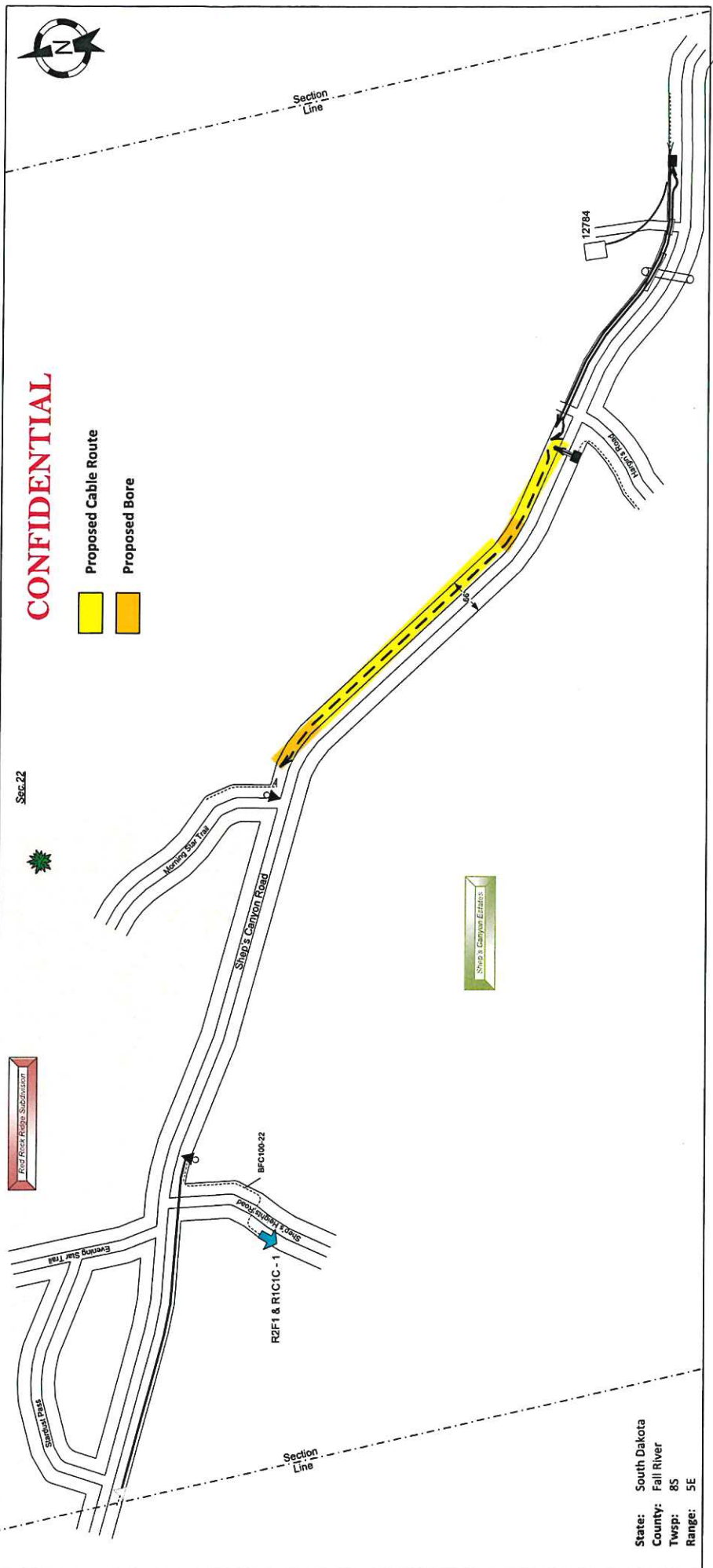
By Timothy Lee Grimmatt

Engineering Support & Records Specialist
Title



CONFIDENTIAL

-  Proposed Cable Route
-  Proposed Bore



State: South Dakota
 County: Fall River
 Twsp: 85
 Range: 5E



Fw: County Highway Permit Application

1 message

Ganje, Sue <Sue.Ganje@state.sd.us>

Mon, Jul 24, 2023 at 11:15 AM

To: Timothy Grimmatt <TimothyGrimmett@goldenwest.com>

Cc: randy seiler <frchwydept@gwtc.net>, Crissy Stover <hwy@frcounty.org>, Auditor's Office <agenda@frcounty.org>

Hi Timothy, we will get these printed out for the 8-3 agenda, Randy should be able to get them reviewed for that meeting.

Thanks!

Sue Ganje

County Auditor

Fall River/Oglala Lakota County

605-745-5130

From: Timothy Grimmatt <TimothyGrimmett@goldenwest.com>

Sent: Monday, July 24, 2023 10:07 AM

To: Ganje, Sue <Sue.Ganje@state.sd.us>

Subject: [EXT] County Highway Permit Application

Good Morning,

Please see the attached documents for County Permit Application to perform work along Sheps Canyon Rd. The application is to extend our line so we can construct and provide service to new customers in the Red Rock Subdivision.

Thanks,

[Timothy Grimmatt](#)

Engineering Support and Records Specialist

Goldenwest Telecommunications

TimothyGrimmett@goldenwest.com

Office: 605-279-1486

Mobile: 605-515-9097



2 attachments

 **23659 staking.pdf**
161K

 **23659 Permit Application.pdf**
128K

FAXED BID: 6057454188

**TO: FALL RIVER COUNTY HIGHWAY DEPT. FAX # 745-5912
PHONE # 745-5137**

DATE: 7/31/2023

FROM: NELSONS OIL & GAS PHONE:605-745-4189

BID FOR: Approx. 8,000 Gallons Gasoline

AMOUNT OF BID: \$ 4.159
(This bid includes all appropriate taxes and fees)

Signed By: Ondie Nelson

Note: all faxed bids must be received in the Fall River County Highway Dept. office at the above number before 9:00A.M. to be considered, unless otherwise stated by the caller for bids.

If declining to bid please write the words; "Decline todays bid." On the line designated for the Bid Amount.

Thank You

Can deliver today if ordered soon.

FAX:
EMAIL: MKulish@mgoil.com

TO: FALL RIVER COUNTY HIGHWAY DEPT. FAX # 745-5912
HWY@FRCOUNTY.ORG PHONE # 745-5137

DATE: 7/31/2023

FROM: MG OIL PHONE: 605-343-5984

BID FOR: Approx. 8,000 Gallons Gasoline

AMOUNT OF BID: NO BID
(This bid includes all appropriate taxes and fees)

Signed By EMAIL: Crissy S. Office mgr

Note: all bids must be received in the Fall River County Highway Dept. office at the above number or email before 9:00A.M. to be considered, unless otherwise stated by the caller for bids.

If declining to bid please write the words; " Decline todays bid." On the line designated for the Bid Amount.

Thank You

FAXED BID:

**TO: FALL RIVER COUNTY HIGHWAY DEPT. FAX # 745-5912
PHONE # 745-5137**

DATE: 7/31/2023

FROM: PJ'S HIDAWAY PHONE:605-662-5000

BID FOR: _Approx. 8,000 Gallons Gasoline

AMOUNT OF BID: _____ NO BID _____
(This bid includes all appropriate taxes and fees)

Signed By: _____ NO BID Crissy Office Mgr. 

Note: all faxed bids must be received in the Fall River County Highway Dept. office at the above number before 9:00 A.M. to be considered, unless otherwise stated by the caller for bids.

If declining to bid please write the words; " Decline todays bid." On the line designated for the Bid Amount.

Thank You

MINIMUM MAINTENANCE ROAD POLICY

State Statutes:

State 31-12-46. Minimum maintenance roads established. The board of county commissioners may designate any road on the county highway system as a minimum maintenance road if the board determines that the road or a segment of the road is used only occasionally or intermittently for passenger and commercial travel. The board shall identify the beginning and end points of the road designated a minimum maintenance. A minimum maintenance road may be maintained at a level less than the minimum standards for full maintenance roads; but shall be maintained at the level required to serve the occasional or intermittent traffic.

State 31-12-47. Posting notification of minimum maintenance road. The board of county commissioners shall post signs on a minimum maintenance road to notify the motoring public that it is a minimum maintenance road and that the public travels on the road at its own risk. The signs shall be posted at the entry points to and at regular intervals along a minimum maintenance road. A properly posted sign shall be prima facie evidence that adequate notice of a minimum maintenance road has been given to the motoring public.

The board of county commissioners have designated minimum maintenance roads; based on that the road or a segment of the road is used only occasionally or intermittently for passenger and commercial travel. A minimum maintenance road may be maintained at a level less than the minimum standards for full maintenance roads; but shall be maintained at the level required to serve the occasional or intermittent traffic. The minimum maintenance road shall be maintained at the discretion of the County Highway Superintendent; no mowing, graveling or snow removal will be done on a minimum maintenance road.

The county shall post signs on a minimum maintenance road to notify the motoring public that it is a minimum maintenance road and that the public travel on the road at its own risk. The signs shall be posted at the entry points to and at regular intervals along a minimum maintenance road. A properly posted sign shall be prima facie evidence that adequate notice of a minimum maintenance road has been given to the motoring public.

The board of county commissioners can change secondary roads to minimum maintenance at their discretion if it is determined that the road or a segment of the road is used only occasionally or intermittently for passenger and commercial travel. The board of county commissioners can change minimum maintenance roads to secondary roads at their discretion if it is determined that the usage of a road or a segment of the road has increased. Before any roads status is changed adjacent landowners will be contacted about the change and final approval will take place at the public hearing held in October for the Butte County 5-Year Road Plan.

02-26-2019

31-12-48. Designation of no maintenance highway--Removal of manmade obstruction.

For any highway or segment of a highway the board of county commissioners determines, after public notice, is used less than is required for designation as a minimum maintenance highway under § 31-12-46, the board may designate the highway as a no maintenance highway. The board shall, by resolution, identify the beginning and end point of the highway or segment of a highway designated as no maintenance. The board does not have any responsibility or duty of care on a no maintenance highway designated under this section, except upon knowledge of a manmade obstruction, to require removal or remediation of the manmade obstruction if needed, to maintain public access.

Source: SL 2018, ch 172, § 1; SL 2019, ch 128, § 1.

1 minute left



LOCAL NEWS

AG: State Sen. illegally received \$600K in COVID reliefby: [Rae Yost](#)

Posted: Jul 27, 2023 / 02:58 PM CDT

Updated: Jul 28, 2023 / 01:04 PM CDT

SIoux FALLS, S.D. (KELO) — South Dakota Attorney General Marty Jackley has requested that Republican District 35 State Sen. Jessica Castleberry repay more than \$600,000 in COVID relief money for a preschool she owns in Rapid City.

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Jackley said Castleberry could not accept COVID relief money while she served in the Legislature, according to a Thursday joint news release from Gov. Noem's office. The State Supreme Court ruled in 2020 that such payments to elected officials were illegal.

Castleberry said in her own news release on Thursday that she consulted with independent counsel before applying for COVID-19 money. "Upon several occasions, I communicated directly and transparently with DSS (Department of Social Services) staff regarding grant applications," Castleberry said in her release.

Jackley said in a letter to Castleberry, included in the news release, that if the \$600,000 is not paid in full or if an agreement is not reached by 1 p.m. on Aug. 7, his office intends to pursue the matter in court.



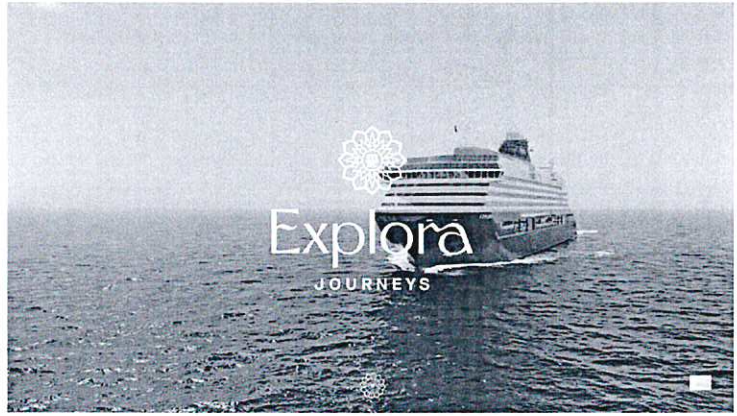


Republican Sen. Jessica Castleberry.

Castleberry served during the 2020 session. She was formally elected in 2022.

Castleberry was appointed by Noem to fill the term of Lyndi DeSanto who resigned in 2019.

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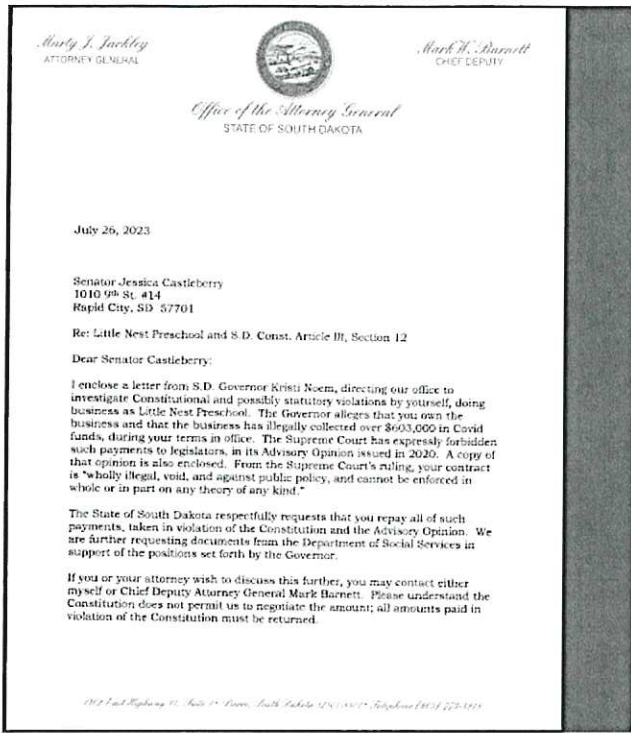
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“Jessica is an accomplished businesswoman and a proven public servant. Her background and experience have prepared her well for this position, and I’m confident she will be a strong voice for the people of District 35,” Noem said in 2019.

It was Noem who drew Jackley’s attention to the COVID money. Noem sent a July 25 letter to Jackley which said the state’s Department of Social Services discovered payments to Little Nest Preschool after an application for \$4,000 in money had been denied.

×



Letter-to-Castleberry Download

Noem asked the AG to investigate possible constitutional and statutory violations committed by Castleberry. A copy of the letter written by Noem to Jackley says that as the owner of Little Nest Preschool LLC in Rapid City, Castleberry applied for and received more than \$600,000 in COVID-19 relief money. Noem outlined her constitutional and statutory concerns.

Noem said in her letter to Jackley that Castleberry received more than a dozen COVID-19 relief payments since 2020. She also cited that Castleberry voted on federal stimulus funds in 2020, 2021, 2022 and 2023.

ADVERTISEMENT



Marty J. Jackley
ATTORNEY GENERAL



Mark W. Barnett
CHIEF DEPUTY

Office of the Attorney General
STATE OF SOUTH DAKOTA

July 26, 2023

Senator Jessica Castleberry
1010 9th St. #14
Rapid City, SD 57701

Re: Little Nest Preschool and S.D. Const. Article III, Section 12

Dear Senator Castleberry:

I enclose a letter from S.D. Governor Kristi Noem, directing our office to investigate Constitutional and possibly statutory violations by yourself, doing business as Little Nest Preschool. The Governor alleges that you own the business and that the business has illegally collected over \$603,000 in Covid funds, during your terms in office. The Supreme Court has expressly forbidden such payments to legislators, in its Advisory Opinion issued in 2020. A copy of that opinion is also enclosed. From the Supreme Court's ruling, your contract is "wholly illegal, void, and against public policy, and cannot be enforced in whole or in part on any theory of any kind."

The State of South Dakota respectfully requests that you repay all of such payments, taken in violation of the Constitution and the Advisory Opinion. We are further requesting documents from the Department of Social Services in support of the positions set forth by the Governor.

If you or your attorney wish to discuss this further, you may contact either myself or Chief Deputy Attorney General Mark Barnett. Please understand the Constitution does not permit us to negotiate the amount; all amounts paid in violation of the Constitution must be returned.

Senator Castleberry
July 26, 2023
Page 2 of 2

If payment in full, \$603,219.79, is not returned or an agreement is not reached by Monday, August 7 at 1:00 pm CST, we do intend to pursue this matter in court. Thank you for your attention to this significant matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Marty J. Jackley". The signature is fluid and cursive, with the first name "Marty" being the most prominent.

Marty J. Jackley
ATTORNEY GENERAL

MJJ/dd

cc: Governor Kristi Noem

Enclosure



STATE OF SOUTH DAKOTA
OFFICE OF THE GOVERNOR

KRISTI NOEM | GOVERNOR

July 25, 2023

Honorable Marty Jackley
Attorney General's Office
1302 E Hwy 14
Pierre, SD 57501

RE: Senator Jessica Castleberry and S.D. Const. Art. III, § 12

Dear General Jackley,

The Department of Social Services recently discovered apparent violations of S.D. Const. Art. III, § 12 involving Senator Jessica Castleberry's receipt of COVID-19 federal stimulus funds. This letter is a formal request for your investigation and enforcement of this constitutional provision, which may include disgorgement and other penalties.

Based on public records filed with the Secretary of State, the Senator is the owner of Little Nest Preschool, LLC in Rapid City, SD since its organization in 2010. Beginning in 2020, Little Nest Preschool applied for and received COVID-19 federal stimulus funds totaling, what is believed to be, over \$603,000.

Payments were found by Department fiscal staff who recognized the Senator's name on a recent grant application for Little Nest Preschool to receive another \$4,000.¹ At that point, further review into Little Nest Preschool turned up over a dozen payments since 2020.

The Senator was appointed to a vacant seat in the Senate of the state legislature in 2019 and continues to serve today. These federal stimulus funds were appropriated by various General Appropriations Acts that Senator Castleberry voted on in 2020 Special Session (HB 1001 and SCR 601), 2021 Regular Session (SB 64 and SB 195), 2022 Regular Session (HB 1340 and SB 60), and 2023 Regular Session (SB 210).

The South Dakota Constitution prohibits a state legislator from having a direct or indirect interest in a contract authorized during their time in office and up to one year thereafter. See, S.D. Const. Art. III, § 12. The South Dakota Supreme Court strictly

¹ That application has been denied by the Department, and Senator Castleberry has been informed of the denial.

construes this prohibition and said that this provision "precludes a current state legislator from contracting directly or indirectly with the State to receive funds from [COVID-19] grant programs." *In re Noem*, 950 N.W. 2d 678 (2020). The Supreme Court could not have spoken more clearly or on point to this issue. The Senator has a personal and ethical obligation to avoid conflict of interests. The Senator also swore an oath to support the state Constitution. While the ethics of this malfeasance may be resolved by the Senate body itself, the multiple alleged constitutional violations are within your jurisdiction to determine and your duty to enforce. For a century, the Supreme Court has declared that such contracts are null and void. Supporting documentation will be forthcoming separately for the Department.

In addition, while SDCL 5-18A-17 through 5-18A-17.6 does not ordinarily apply to members of the Legislature because members are already bound by the state Constitution to not self-deal, the subrecipient grant agreements include a provision that references these conflicts of interest statutes. Please review the content of this provision in your investigation as the State may have a breach of contract claim which it is your duty to prosecute as well.

Thank you for your honorable service to the people of this State and acting in the State's best interest in accordance with the oaths we have taken to uphold the state Constitution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kristi Noem", written in a cursive style.

Kristi Noem
Governor

950 N.W.2d 678
Supreme Court of South Dakota.

IN RE: the Request of Governor Kristi NOEM for
an Advisory Opinion in the Matter of the
Interpretation of South Dakota Constitution and
State Laws Regarding Eligibility for CRF Grant
Programs

#29441

REQUEST RECEIVED OCTOBER 13, 2020

OPINION FILED 10/22/2020

Synopsis

Background: Governor requested advisory opinion on whether the State Constitution or any state law prohibited a current state legislator from receiving federal funds under corona virus relief fund (CRF) grant programs to cover necessary expenditures due to COVID-19 pandemic.

[Holding:] The Supreme Court held that state constitutional provision on prohibited interest of legislators in state contracts precludes a current state legislator from contracting with State to receive federal COVID-19 relief funds.

So ordered.

Procedural Posture(s): Original Jurisdiction.

West Headnotes (5)

- [1] **Public Contracts**—Individual interest of contracting officer or body; conflict of interest
States—Individual interest of officer in contract

Meaning of state constitutional provision prohibiting a legislator from having interest in state contract if authorized by any law during legislator's term is unambiguous; therefore, the language must be applied as it reads. S.D. Const. art. 3, § 12.

- [2] **Public Contracts**—Individual interest of contracting officer or body; conflict of interest
States—Individual interest of officer in contract

Supreme Court strictly construes state constitutional provision prohibiting a legislator from having interest in state contract if authorized by any law during legislator's term. S.D. Const. art. 3, § 12.

- [3] **Public Contracts**—Individual interest of contracting officer or body; conflict of interest
States—Individual interest of officer in contract

State constitutional prohibitions on a legislator having interest in state contract if authorized by any law during legislator's term are broad in scope and extend to any contract between a legislator and the State, including a general appropriations bill. S.D. Const. art. 3, § 12.

- [4] **Public Contracts**—Unauthorized or Illegal Contracts
States—Unauthorized or illegal contracts

When a contract violates the state constitutional provision prohibiting a legislator from having interest in state contract if authorized by any law during legislator's term, the contract is wholly illegal, void, and against public policy, and cannot be enforced in whole or in part on any theory of any kind. S.D. Const. art. 3, § 12.

- [5] **Public Contracts**—Individual interest of

contracting officer or body; conflict of interest
States—Individual interest of officer in contract
United States—Public works and economic
development

State constitutional provision prohibiting a legislator from having interest in state contract if authorized by any law during legislator's term precludes a current state legislator from contracting directly or indirectly with the State to receive federal funds under corona virus relief fund (CRF) grant programs to cover necessary expenditures due to COVID-19 pandemic. S.D. Const. art. 3, § 12.

*679 ORIGINAL PROCEEDING

ADVISORY OPINION

TO HER EXCELLENCY, KRISTI NOEM, THE GOVERNOR OF THE STATE OF SOUTH DAKOTA.

[¶1.] Pursuant to Article V, § 5 of the South Dakota Constitution,¹ you have requested an advisory opinion from this Court on whether the South Dakota Constitution or any state law prohibits a current state legislator from being eligible to receive funds from corona virus relief fund (CRF) Grant Programs.

A.

[¶2.] Pursuant to § 5001 of the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), South Dakota received \$1,250,000,000 in federal funds (CRF funds) to cover necessary expenditures due to the COVID-19 public health emergency. During a special session on October 5, 2020, the South Dakota Legislature passed

House Bill 1001 (HB 1001) and adopted Senate Concurrent Resolution 601 (SCR 601) to address the expenditure of these funds.

[¶3.] HB 1001 revised the general appropriations act to include federal expenditure *680 authority for the CRF funds. SCR 601 authorized expenditures made prior to October 5, 2020, and for the unspent and unobligated CRF funds provided recommended uses through grant programs administered by the Governor for: businesses, health care providers, non-profits, and qualified individuals that have been impacted by COVID-19.

[¶4.] SDCL 4-8-17 provides:

The Governor is authorized and empowered to accept on behalf of the state any appropriations made or moneys allotted to the state by the United States of America, as well as the provisions of any act of Congress appropriating or allotting such funds to the state to be used in cooperation with departments of the federal government and appropriations and acts of Congress.

The funds received for the State of South Dakota pursuant to the provisions of this section shall be administered and expended under the immediate supervision of the Governor through such state departments as he [sic] shall designate for that purpose, and shall be deposited in the state treasury to be paid out by warrants drawn by the state auditor on vouchers approved by the Governor.

[¶5.] Your request to this Court states that in administering the grant programs described in SCR 601, an application agreeing to the terms of the program is required. You further state that “A contract will be required in which the recipient agrees, among other terms and conditions, to expend its grant in accordance with the CARES Act and other restrictions provided for in federal law.” According to SCR 601, “Applications [are] proposed to open October 12, 2020, and close on October 23, 2020.”

[¶6.] You have received inquiries from current state legislators as to their eligibility to receive funds from one or more of the grant programs. You ask:

Assuming all other criteria is met to qualify, does the South Dakota State Constitution or any state law prohibit a current state legislator from being eligible to receive funds

from a CRF Grant Program.

B.

[¶7.] The Court must first determine whether it is appropriate to issue an advisory opinion. You contend that this is an important issue of law involved in the exercise of your executive power pursuant to SDCL 4-8-17. You also contend that this is a solemn occasion because:

Both the current pandemic and the large allocation of federal funds are unprecedented. Considering the proper expenditure of public funds, the potential conflict of interest, and the doctrine of separation of powers, this is a matter of great public importance and of significant impact on state government.

[¶8.] While South Dakota Article V, § 5 is disjunctive and presents two situations in which the Court can give an advisory opinion,² the Court agrees that the question you pose raises both an important question of law involved in the exercise of your executive power and a solemn occasion.

[¶9.] Pursuant to SDCL 4-8-17, you, as Governor, have accepted \$1,250,000,000 in federal CRF funds and must administer and expend those funds within certain time constraints. Whether current legislators who passed HB 1001 and adopted SCR 601 are eligible to receive a part of these funds is a question that will “result in immediate consequences having an impact on the institutions *681 of state government” and involve a question “that cannot be answered expeditiously through usual adversary proceedings.” *In re Opinion of the Supreme Court Relative to the Constitutionality of Chapter 239, Session Law of 1977*, 257 N.W.2d 442, 447 (1977) (Wollman, J., concurring specially).

[¶10.] In addition, the query you have posed presents a solemn occasion.

In determining whether a request for an advisory opinion presents a solemn occasion, the Court weighs whether an important question of law is presented, whether the question presents issues pending before the Court, whether the matter involves private rights or issues of general application, whether alternative remedies exist, whether the facts and questions are final or ripe for an advisory opinion, the urgency of the question, whether the issue will have a significant impact on state government or the public in general, and whether the Court has been provided with an adequate amount of time to consider the issue.

In re Daugaard, 2016 S.D. 27, ¶ 13, 884 N.W.2d 163, 167 (citing *In re Janklow*, 530 N.W.2d 367, 369 (S.D. 1995)). The Court has determined that you have presented an important question of law. *Id.* ¶ 8-9, *supra*. The issue is not pending before the Court. While the issue does involve private rights, it also raises a broader conflict of interest question involving a legislator’s entitlement to appropriated funds, which is an issue with significant impact on State government and public perceptions associated with the distribution of such an extraordinarily large sum of money. Because of the unprecedented COVID-19 pandemic, the timeframe for administering and expending the funds, the inadequate time to pursue alternative remedies, and the Court’s timely ability to consider the request, a solemn occasion exists and the Court will answer the question you pose.

C.

[¶11.] Article III, § 12 of South Dakota’s Constitution provides:

No member of the Legislature shall, during the term for which he [sic] was elected, be appointed or elected to any civil office in the state which shall have been created, or the emoluments of which shall

have been increased during the term for which he [sic] was elected, nor shall any member receive any civil appointment from the Governor, the Governor and senate, or from the Legislature during the term for which he [sic] shall have been elected, and all such appointments and all votes given for any such members for any such office or appointment shall be void; *nor shall any member of the Legislature during the term for which he [sic] shall have been elected, or within one year thereafter, be interested, directly or indirectly, in any contract with the state or any county thereof, authorized by any law passed during the term for which he [sic] shall have been elected.* (Emphasis added).

¹[¶12.] In *Pitts v. Larson*, 2001 S.D. 151, ¶ 13, 638 N.W.2d 254, 257, this Court explicitly stated, “The meaning of this provision, however, is unambiguous.”

The language of the constitution is plain. Its meaning cannot be mistaken. The purpose of [Article III, § 12] is apparent. It is intended to preclude the possibility of any member deriving, *directly or indirectly*, any pecuniary benefit from legislation enacted by the legislature of which he [sic] is a member..... It is intended to remove any suspicion which might otherwise attach to the motives of the members who advocate the creation of new offices or the expenditure of public funds. ²*682 *Palmer v. State*, 11 S.D. 78, 80-81, 75 N.W. 818, 819 (1898). Therefore, “the language in the constitution must be applied as it reads.” *In re Janklow*, 530 N.W.2d 367, 370 (S.D. 1995).

Id. (Emphasis added).

² [3] ⁴[¶13.] This Court strictly interprets the language of South Dakota Article III, § 12. *Asphalt Surfacing Co. v. South Dakota Dep't of Transp.*, 385 N.W.2d 115, 117 (S.D. 1986). Its prohibitions are broad in scope and extend to any contract between a legislator and the State, including the General Appropriations Bill. *Id.* at 118. “When Article III § 12 is violated, the ‘contract is wholly illegal, void, and against public policy, and cannot be enforced in whole or in part on any theory of any kind.’ ” *Pitts*, 2001 S.D. 151, ¶ 14, 638 N.W.2d at 258 (quoting *Norbeck & Nicholson Co. v. State*, 32 S.D. 189, 203, 142 N.W. 847, 848 (1913)).

⁵[¶14.] Therefore, South Dakota Article III, § 12 precludes a current state legislator from contracting directly or indirectly with the State to receive funds from CRF Grant Programs.

/s/ David Gilbertson
David Gilbertson, Chief Justice

/s/ Janine M. Kern
Janine M. Kern, Supreme Court Justice

/s/ Steven R. Jensen
Steven R. Jensen, Supreme Court Justice

/s/ Patricia J. De Vaney
Patricia J. De Vaney, Supreme Court Justice

Justice Mark E. Salter deeming himself disqualified did not participate.

All Citations
950 N.W.2d 678, 2020 S.D. 58

Footnotes

¹ South Dakota Article V, § 5 reads in part:

The Governor has authority to require opinions of the Supreme Court upon important questions of law involved in the exercise of his [sic] executive power and upon solemn occasions.

² *In re Daugaard*, 2011 S.D. 44, ¶ 4, 801 N.W.2d 438, 439.

³ In *Pitts*, the plurality and the dissent agreed that it is a violation of South Dakota Article III, § 12 for a state legislator to enter into a contract with the State during the same session in which s/he sat. 2001 S.D. 151, 638 N.W.2d 254.

End of Document

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Letter Opposing Heavier Trucks

1 message

Brett Sebastian <bsebastian@gorail.org>

Mon, Jul 31, 2023 at 10:52 AM

To: Sue Ganje <auditor@frcounty.org>

Dear Sue,

I work on transportation policy issues in South Dakota for GoRail, a national non-profit that advances smart transportation policy.

I'm reaching out to you about a bill proposed in Congress to raise the federal weight limit of heavy trucks on our nation's roads. H.R. 3372 would establish a 10-year "pilot program" for states to test 91,000-pound trucks, a 14% weight increase over the current limit of 80,000 pounds. **We're asking for your help to stop this before it's imposed on your local roads.**

There is already a wealth of data showing this is bad policy, starting with the impact to local roads and bridges and the taxpayers who fund them. An analysis earlier this year looked specifically at local infrastructure—trucks don't just travel on the Interstate after all—and found that the overall cost of 91,000-pound trucks would be \$60.8 billion.

For example, in South Dakota:

- Number of local bridges at risk with 91,000-pound trucks: **1,081**
- Cost of replacing at-risk local bridges: **\$564,476,040**

Heavier trucks also mean more trucks, more traffic, and more emissions as freight gets diverted away from rail. This so-called "pilot project" is really just a backdoor 11,000-pound increase in maximum truck weight.

We're working with the Coalition Against Bigger Trucks on a group letter from state and local government officials like yourself to be sent to Congress **before H.R. 3372 potentially comes up for a floor vote as early as September**. A similar letter in 2019 had over 1,000 signers from communities across the country and we're hoping this effort will send a powerful message to Congress that local roads and bridges simply cannot handle heavier trucks.

Please click this link to learn more and let us know if we can add your name to the letter. You can also simply respond "add my name" to this email if you wish to sign.

Please reach out if I can answer any questions.

Thank you,
Brett

GORAIL
(469) 610-3350 | bsebastian@gorail.org

See our Issue Brief on Truck Size and Weight for a deeper dive.

All Information (Except Text) for H.R.3372 - To amend title 23, United States Code, to establish a safety data collection program for certain 6-axle vehicles, and for other purposes.

118th Congress (2023-2024) | [Get alerts](#)

[← Back to this bill](#)

Sponsor: [Rep. Johnson, Dusty \[R-SD-At Large\]](#) (Introduced 05/16/2023)

Committees: House - Transportation and Infrastructure

Committee Meetings: [05/23/23 10:00AM](#)

Latest Action: House - 05/23/2023 Ordered to be Reported (Amended) by the Yeas and Nays: 33 - 27. ([All Actions](#))

Tracker: ⓘ

Introduced > Passed House > Passed Senate > To President > Became Law

There is 1 version of this bill. [View text >>](#)

Click the check-box to add or remove the section, click the text link to scroll to that section.

Titles Actions Overview All Actions Cosponsors Committees Related Bills Subjects Latest Summary All Summaries

Titles (1)

Official Titles

Official Titles - House of Representatives

Official Title as Introduced

To amend title 23, United States Code, to establish a safety data collection program for certain 6-axle vehicles, and for other purposes.

Actions Overview (1)

Date	Actions Overview
05/16/2023	Introduced in House

All Actions (6)

Date	All Actions
05/23/2023	Ordered to be Reported (Amended) by the Yeas and Nays: 33 - 27. Action By: Committee on Transportation and Infrastructure
05/23/2023	Committee Consideration and Mark-up Session Held. Action By: Committee on Transportation and Infrastructure
05/23/2023	Subcommittee on Highways and Transit Discharged.
05/17/2023	Referred to the Subcommittee on Highways and Transit. Action By: Committee on Transportation and Infrastructure
05/16/2023	Referred to the House Committee on Transportation and Infrastructure. Action By: House of Representatives
05/16/2023	Introduced in House Action By: House of Representatives

Cosponsors (2)

Cosponsor	Date Cosponsored
Rep. Costa, Jim [D-CA-21]*	05/16/2023
Rep. Edwards, Chuck [R-NC-11]	05/22/2023

Committees (1)

Committees, subcommittees and links to reports associated with this bill are listed here, as well as the nature and date of [committee activity](#) and [Congressional report](#) number.

Committee / Subcommittee	Date	Activity	Related Documents
House Transportation and Infrastructure	05/16/2023	Referred to	
	05/23/2023	Markup by	
House Transportation and Infrastructure Subcommittee on Highways and Transit	05/17/2023	Referred to	
	05/23/2023	Discharged from	

Related Bills (0)

Subjects (1)

Latest Summary (0)

Shown Here:

The Impacts of Heavier Trucks on Local Bridges

March, 2023

Contributors

Rick Bailey
County Commissioner
Johnson County, Texas

Brian Keierleber, P.E.
County Engineer
Buchanan County, Iowa

Roger D. Mingo, P.E.
Principal
R.D. Mingo and Associates

Josh Harvill, P.E.
County Engineer
Chambers County, Alabama

Thomas Klasner, P.E.
County Engineer
Jersey County, Illinois

Matthew Muir
Director of Policy and Technology
Coalition Against Bigger Trucks

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Foreword

The impact of heavier and longer trucks on locally owned bridges is an important issue that needs to be explored nationally, including Congress. While we have long known that heavier trucks increase bridge damage, this study represents the first attempt to work directly with local officials to quantify the real world impacts. County officials, specifically county engineers, know their bridges better than anyone else.

Since Counties have few options for increasing revenue to cover the increased bridge damage that heavier trucks might be causing to county-owned infrastructure, knowing the full scale of the fiscal challenges that might arise is imperative.

The National Association of Counties (NACo) and the National Association of County Engineers (NACE) are interested in the outcomes of the *Impacts of Heavier Trucks on Local Bridges* study. Further, we view this research as an important source for policymakers to utilize when considering legislation in Congress and state legislatures to increase truck weight.

Using National Bridge Inventory data and the methodology developed with county officials, including engineers who have personally designed, maintained and inspected these bridges, this research fills a longstanding gap in knowledge on the subject and reveals massive financial costs that would burden counties across the country.

Sincerely,

Matthew D. Chase
CEO/Executive Director
National Association of Counties

Kevan P. Stone
CEO/Executive Director
National Association of County Engineers

Executive Summary

Research on the impact of weight increases for semi-trailer trucks on bridges has historically focused on structures located on interstates and other major highways, failing to examine the effects of the extra weight on local bridges (defined as bridges that are not a part of the National Highway System). This is despite the fact that three-quarters of all bridges are on local roads. What's more, the limited research that has been done on local bridges has not included input from those who know these bridges best: the county, city or township engineers who designed, built and regularly inspect them.

For the purposes of this study, "local bridges" is used to describe bridges that are not on the National Highway System.

Because legislation to increase truck weights is proposed every year in state legislatures and in Congress, it is imperative to understand the full impact on local infrastructure and determine the associated costs. This research fills that knowledge gap by looking exclusively at local bridges and using data that is collected and analyzed by the local professional engineers who have intimate knowledge of each bridge.

There are 474,266 local bridges in the U.S. Our research found that **87,455 of those structures would be "at risk" of needing to be replaced or strengthened to accommodate heavier configurations, nearly 1 in 5.** Bridges defined as at risk would require posting, increased monitoring and inspection and ultimately would need to be replaced or strengthened to accommodate the configuration. A conservative estimate of the cost of replacing or strengthening those at-risk bridges would be as much as **\$78.4 billion** depending on the weight of the truck.

This study was conducted by the Coalition Against Bigger Trucks (CABT) in conjunction with county road officials from four counties across the nation. The county officials who participated in this study personally oversaw the design and construction of many of their bridges. They are aware of any unique circumstances such as flooding, design specifications, the history of the bridge and the condition of each component. It is the combination of their familiarity with their local bridges and their professional engineering education and training that justifies reliance on this approach for evaluating the impact of heavier trucks on local infrastructure. The local officials are:

Josh Harvill
County Engineer
Chambers County, Alabama

Brian Keierleber
County Engineer
Buchanan County, Iowa

Thomas Klasner
County Engineer
Jersey County, Illinois

Rick Bailey
County Commissioner
Johnson County, Texas

They oversee a diverse set of bridges. From a total of 35 structures in Buchanan County, Iowa that predated the production of the Model T to bridges that face flooding 15 feet above the deck, there are variety of unique challenges these officials face in managing their local infrastructure. Their bridges are of varying quality, but like many county bridges across the country, age and condition are significant concerns.

The methodology we used for this study relies on data from the National Bridge Inventory (NBI), a compilation of detailed engineering information on each bridge in the nation based on inspections performed by infrastructure engineers. The data is maintained by the Federal Highway Administration (FHWA). Every bridge has an “operating rating” which is defined as the “maximum permissible load level to which the structure may be subjected to” based on a design vehicle. For each heavier truck configuration, it was determined if the operating rating would be exceeded at any point during passage based on the length of the structure. If the truck weight on the bridge exceeded the operating rating, the bridge was deemed as being at risk for needing replacement or strengthening.

The method was applied to the four counties and reviewed closely with the officials responsible for bridge maintenance, construction and inspection for those counties. The lists accurately reflected the bridges that could not handle heavier trucks. After confirming the accuracy of our approach, this analysis method was applied to non-NHS bridges nationwide.

According to each official, the associated cost, which was set by bridge replacement estimates reported to the FHWA by state departments of transportation, would be severely prohibitive and would ultimately result in significant bridge closures absent substantial increases in revenue.

The strength of our research lies not only in the data within the NBI, but more importantly, in the consultation with local officials. The specific insight provided can aid in identifying the scope of the damage caused by heavier trucks and the often impossible nature of coming up with additional funding.

The results of this study show a devastating financial cost associated with heavier trucks. This cost is not limited to the federal government, but would be inflicted upon nearly every township, city, county and state in the nation. Absent additional funding, failure to replace these bridges would result in a patchwork of closures, disrupting commerce and everyday lives. Ultimately, bridges can and will fail, resulting the loss of human life.

Monetary Impact of Heavier Configurations by State

State	88,000 lb. at-risk bridges	88,000 lb. replacement cost	91,000 lb. at-risk bridges	91,000 lb. replacement cost	97,000 lb. at-risk bridges	97,000 lb. replacement cost
Alabama	2,161	\$1,098,011,395	2,331	\$1,295,160,672	2,790	\$1,773,045,235
Alaska	236	\$179,973,972	242	\$193,489,513	289	\$220,565,942
Arizona	304	\$391,780,538	321	\$464,844,816	392	\$561,117,796
Arkansas	2,028	\$1,120,532,017	2,245	\$1,325,044,027	2,746	\$1,721,958,287
California	2,829	\$6,019,277,295	3,089	\$6,974,048,612	3,456	\$7,983,267,237
Colorado	837	\$879,295,153	861	\$954,550,989	1,092	\$1,192,072,938
Connecticut	179	\$689,867,604	199	\$796,692,240	274	\$1,055,768,742
Delaware	51	\$364,659,750	54	\$378,662,785	65	\$425,411,942
District of Columbia	8	\$140,699,873	9	\$144,791,482	12	\$177,178,939
Florida	909	\$1,359,214,102	992	\$1,620,356,800	1,297	\$2,445,287,859
Georgia	2,280	\$2,028,937,750	2,443	\$2,237,144,913	2,703	\$2,465,316,745
Hawaii	224	\$1,137,718,388	226	\$1,218,791,358	260	\$1,394,046,542
Idaho	616	\$415,158,769	623	\$450,758,731	728	\$565,971,810
Illinois	1,067	\$832,059,855	1,252	\$1,067,271,845	1,614	\$1,395,732,907
Indiana	1,658	\$1,340,559,246	1,922	\$1,631,216,083	2,415	\$2,133,059,262
Iowa	5,011	\$1,377,791,782	5,061	\$1,451,707,675	5,565	\$1,656,254,553
Kansas	5,787	\$2,221,720,551	5,658	\$2,354,015,585	6,613	\$2,785,517,207
Kentucky	1,706	\$1,141,308,750	1,695	\$1,296,872,679	1,943	\$1,608,810,055
Louisiana	3,182	\$2,579,970,855	3,245	\$2,702,833,667	3,665	\$3,052,159,985
Maine	363	\$656,112,937	376	\$694,005,285	480	\$905,896,011
Maryland	181	\$363,228,317	200	\$466,765,773	254	\$732,087,678
Massachusetts	254	\$1,833,913,937	281	\$1,953,339,478	359	\$2,213,377,591
Michigan	582	\$488,314,885	589	\$582,546,421	727	\$716,514,552
Minnesota	707	\$521,068,232	764	\$622,589,202	987	\$860,460,545
Mississippi	2,538	\$989,552,152	2,660	\$1,078,283,747	3,376	\$1,539,589,767
Missouri	4,134	\$1,582,715,821	4,128	\$1,666,735,074	4,544	\$1,846,508,918
Montana	876	\$613,891,368	932	\$716,792,435	1,097	\$847,825,519
Nebraska	3,405	\$1,296,185,035	3,499	\$1,417,253,654	3,871	\$1,651,032,072
Nevada	56	\$121,865,009	61	\$132,107,656	82	\$225,992,899
New Hampshire	251	\$451,771,953	254	\$487,828,622	323	\$633,940,538
New Jersey	323	\$1,243,744,512	355	\$1,404,157,127	424	\$1,646,463,043
New Mexico	271	\$205,270,742	287	\$228,195,344	343	\$293,239,443
New York	891	\$1,243,883,442	945	\$1,387,888,250	1,117	\$1,706,771,065
North Carolina	1,479	\$604,244,866	1,482	\$657,488,246	1,813	\$871,212,902
North Dakota	604	\$180,359,035	592	\$189,594,319	698	\$295,218,804
Ohio	2,203	\$2,092,492,730	2,214	\$2,169,111,109	5,394	\$6,909,092,332

State	88,000 lb. at-risk bridges	88,000 lb. replacement cost	91,000 lb. at-risk bridges	91,000 lb. replacement cost	97,000 lb. at-risk bridges	97,000 lb. replacement cost
Oklahoma	2,854	\$1,017,901,368	2,961	\$1,130,386,195	3,482	\$1,443,786,279
Oregon	1,938	\$3,254,064,076	2,012	\$3,418,767,891	2,273	\$3,758,306,874
Pennsylvania	1,065	\$837,827,796	1,058	\$926,294,010	1,244	\$1,205,999,130
Puerto Rico	387	\$490,338,233	383	\$490,338,233	427	\$528,800,392
Rhode Island	79	\$443,906,918	88	\$494,251,178	102	\$574,628,586
South Carolina	3,861	\$1,946,337,233	3,774	\$2,079,690,581	4,187	\$2,346,941,205
South Dakota	1,088	\$535,647,920	1,081	\$564,476,040	1,249	\$694,049,180
Tennessee	1,862	\$1,170,937,719	1,914	\$1,262,351,639	2,391	\$1,530,324,319
Texas	1,460	\$626,790,730	2,184	\$1,034,594,960	2,692	\$1,461,447,430
Utah	378	\$381,755,158	400	\$419,101,175	466	\$503,921,037
Vermont	375	\$252,277,174	388	\$283,009,596	453	\$340,954,186
Virginia	893	\$1,118,464,622	932	\$1,277,405,758	1,141	\$1,822,542,816
Washington	1,393	\$1,918,234,429	1,459	\$2,103,683,572	1,695	\$2,456,327,987
West Virginia	397	\$336,677,170	422	\$385,143,200	531	\$498,825,149
Wisconsin	747	\$352,120,375	809	\$433,979,634	979	\$568,926,376
Wyoming	263	\$109,063,472	288	\$128,346,448	335	\$154,938,698

Introduction

Research conducted on the impacts of increases in the weight or length of semi-trailer trucks has historically failed to evaluate the implications for local bridges. Published studies have primarily focused on the impacts of bigger trucks on interstates and other major highways. This is despite the fact that three-quarters of all bridges are on local roads¹. This represents a serious gap in knowledge that must be addressed prior to any meaningful discussion on changing truck size and weight limits.

In addition, the limited research that has been done on local roads has not included input from those who know local roads and bridges best: the county, city or township engineers that designed, built, and regularly inspect them.

This study addresses these two fundamental shortcomings. The methodology used to examine the impact of heavier configurations on local bridges is supported by data reported to the National Bridge Inventory (NBI) that is collected and analyzed by the local professional engineers who have detailed knowledge of each bridge.

This study is being conducted by the Coalition Against Bigger Trucks (CABT) in conjunction with county road officials from four counties. They are:

Josh Harvill
County Engineer
Chambers County, Alabama

Brian Keierleber
County Engineer
Buchanan County, Iowa

Thomas Klasner
County Engineer
Jersey County, Illinois

Rick Bailey
County Commissioner
Johnson County, Texas

Each of the county engineers have inspected the bridges in their counties and, in some cases, have personally overseen their design and construction. They are aware of any unique circumstances involving weather, flooding, periods of high truck traffic, the history of the bridge and the condition of each specific bridge component. The high level of familiarity with their infrastructure gives these local experts insight into how each bridge would respond to repeated loads over time, which components are closest to critical failure, and which are most susceptible to damage under load.

It is the combination of this familiarity with their local bridges, their professional engineering educational background of the official and their use of guidelines from publications like the

¹ Federal Highway Administration. (2022). *LTBP InfoBridge Data: 2022 National Bridge Inventory*. Retrieved February 2, 2022

AASHTO *Manual for Bridge Evaluation* that allow for NBI data to be thorough, precise and very appropriate for our research purposes.

Research Objectives

The objectives of this research include:

- 1) Conduct a study to assess the impact of increased loads on local bridges in four county case studies, identifying the cost of retrofitting or replacing structures that are unable to accommodate each configuration.
- 2) If the methodology is confirmed accurate in each county case study, apply it to the entire network of local bridges nationwide, identifying a total cost estimate associated for each proposed configuration.
- 3) Achieve a level of accuracy appropriate for use by policymakers at the state and federal level.

Background

There have been several studies conducted on the implications of heavier trucks on infrastructure. While these studies utilized a variety of approaches, they did not work closely with local officials to review their findings, and in some cases neglected to examine local bridges. The following is a summary of some of the applicable modern research on the subject.

USDOT Comprehensive Truck Size and Weight Limits Study, 2016

The most recent and highest profile research on the infrastructure impacts of longer and heavier trucks is the 2016 USDOT Comprehensive Truck Size and Weight Limits Study which sought to “assess the impacts that vehicles would have on bridges” as per Subsection 32801 (a)(4) of the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141).

The methodology utilized involved an examination of 490 bridges using *AASHTOWare Bridge Rating* software, utilizing the load resistance factor rating method of analysis to identify maximum moment, shear and the relevant rating factors when compared to control vehicles. The results were then extrapolated to draw national conclusions on 88,945 bridges on the National Highway System, including interstates.

This research identified \$400 million to \$5.4 billion in costs associated with the various truck configurations. There were significant shortcomings in this research that we seek to overcome:

- **Failure to examine local bridges**

This research only examined interstate and US highway bridges, accounting for less than 20% of bridges.

The study provided the reasoning for not examining local bridges, stating that:

Local bridges were not considered as the design, construction, and management of local bridges vary greatly given that there are thousands of independent local owners across the Nation with differing practices. Consequently, it is difficult to draw detailed conclusions about the impacts of truck size and weight increases on these facilities.²

While the study goes on to predict that inclusion of local bridges would “not differ” from their examination³, no conclusive finding is discussed, including the number of local bridges

² U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Final Report to Congress*, p.19

³ Ibid, p.24

that could not accommodate each configuration or the associated financial burden of replacement/strengthening placed on units of local government.

They concluded the subject by stating that “Development of methodology and an analysis of the impacts that changes in Federal truck size and weight limits would have on local bridges are needed.”⁴

- **Use of extrapolation to draw conclusions**

The conclusions about the 88,945 bridges examined were drawn from an examination of a subset of only 490 bridges. Efforts were made to select bridges for this subset that accurately reflected the larger group based on bridge type⁵, span length⁶ and age⁷.

While proper precautions were utilized, there are inherent shortcomings when drawing conclusions from a small sample.

By using data from each individual bridge in the system, our research eliminated the need for extrapolation, working directly with the data collected by the local officials responsible for the maintenance and construction of the bridges under their purview.

- **Lack of specific, localized knowledge**

There are inherent limitations with an analysis of bridges that does not include input and consultation from local engineering officials. Data on a spreadsheet only provides a partial picture of each bridge and the ability to handle longer and heavier configurations.

While the USDOT study was limited to NHS infrastructure, they recognize the limitations of a national approach that ignored differences between even state practices that can come from consultation with local officials:

the methodology does not take into account any cost- or budget-driven decisions that may be made by the State DOTs and does not address State DOT policy alternatives that may initiate more refined analysis or load testing options to improve load ratings.⁸

This is further demonstrated in the use of a single, nationwide cost estimate for rehabilitation/repair on a national level of \$235 per square foot. Utilization of state specific numbers gathered from actual reported costs would provide a more accurate number, which is the approach utilized in our study.

⁴ U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Final Report to Congress*, p.24

⁵ U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Bridge Structure Comparative Analysis Technical Report*, p.19

⁶ Ibid, p.19

⁷ Ibid, p.21

⁸ Ibid, p.58

This research should be viewed as a supplement and extension of the USDOT study, working to overcome the shortfalls by examining the effect of each configuration on case studies that include the local bridges in specific counties, and expanding that research to all local bridges.

Transportation Research Board Recommendations for Further Research, 2019

At the request of USDOT, the Transportation Research Board (TRB) convened a working group that spent a year developing a detailed research plan of 27 projects that would address gaps in research on truck size and weight. The TRB research projects have been before USDOT for more than three years now and have not been undertaken.

The TRB recognized the important need to examine local infrastructure, including multiple recommendations that encouraged further research into the impacts on local bridges. Project B1 asks USDOT to “Compile information from state and local highway agencies on costs and treatment selection criteria for bridge deck repair, rehabilitation, and replacement and for bridge span strengthening and replacement.”⁹

In particular, the TRB research recommendations recognize the difficulty in national examinations of local bridges, citing the varied decision-making and different levels of capability in local highway departments. They ultimately urge an examination of states or counties that are representative of the national inventory of bridges.¹⁰

Wassef Local Infrastructure Study, 2017

In 2017, a national examination of the impacts of longer and heavier configurations on local bridges was conducted by Wagdy Wassef for the AASHTO Subcommittee on Bridges and Structures. The purpose of the study was to examine all local bridges to determine their ability to adequately handle longer and heavier configurations, and to identify a cost associated with their replacement or strengthening.

This study used a thorough examination of National Bridge Inventory data, developing a formulaic approach to all local bridges based on load effects and load ratios. This research resulted in two sets of findings. The first was a set of results that excluded currently posted bridges, finding a range of 740 to 6,909 bridges that would have to be replaced, depending on the heavier configuration, with a cost as high as \$41 billion. The latter paradigm which ignored existing posting status, an assumption we adopt in our research, found a range of 37,244 to

⁹ National Academy of Sciences, Engineering, and Medicine. (2019). *Research to Support Evaluation of Truck Size and Weight Regulations*, p.63

¹⁰ Ibid, p.65

75,683 bridges needing replacement depending on configuration with a cost as high as \$87.2 billion.

The Wassef study was unique in that it developed a methodology to examine the nationwide impact on local bridges and did not rely on extrapolation to reach the results. He utilized a state-specific average for per square foot costs of replacement/strengthening, a more accurate approach than a singular nationwide estimate.

Our research utilizes a similar approach through the use of NBI data and weight capacity information determined by local officials. We seek to expand on Wassef's work by confirming and reviewing our methodology and findings directly with impacted local officials, as well as updating it with more recent bridge information.

The Importance of Studying Local Bridges

While the importance of studying truck traffic on local bridges is readily apparent to those who live and work near these roads, some have claimed proposed configurations will not operate on local roads.¹¹ Other research has found that examining local infrastructure presents too large a challenge or is outside the scope of study. Local bridges represent 76% of the nation's bridge stock.¹² When policymakers are tasked with evaluating truck weight increase proposals, it is critical that they know the full fiscal impact of their decisions, and garnering data on local infrastructure is of the utmost importance.

Truck Travel

No truck trip begins and ends on the Interstate system, and local roads are utilized extensively for truck travel.

Average daily truck trip data within the National Bridge Inventory is calculated using a variety of means depending on the state and local government computing the total. This makes it hard to draw national conclusions with a high degree of precision, but the data do allow broad conclusions to be drawn about where trucks travel. This data in the NBI states that 13.5% of daily truck trips over bridges take place off the NHS.¹³

“With the housing boom, we have seen increased volume of trucks carrying cement, lumber, sand and gravel on our county roads and have to adjust our work accordingly.”

Rick Bailey
Commissioner
Johnson County, TX

Condition

Local bridges are more often in poor condition.¹⁴

Bridge Type	Percentage of all bridges	Percentage of Poor bridges
<u>Non-NHS</u>	76.4%	89.6%
County Owned	36.5%	51%
City/Municipal Owned	7.8%	7.4%
Town/Township Owned	5.0%	7.1%
<u>NHS</u>	23.6%	10.4%

¹¹ Americans for Modern Transportation. (2022). *Safer, Green Transportation Infrastructure Improvements to Support Domestic Jobs*, p.1

¹² Federal Highway Administration. (2022). *Bridge Condition by Highway System 2022*

¹³ Federal Highway Administration. (2022). *LTBP InfoBridge Data: 2022 National Bridge Inventory*. Retrieved February 2, 2022

¹⁴ Ibid

County bridges that are not on the NHS represent 36.5% of the national bridge stock, but 51% of all poor bridges. Overall, local bridges represent 76.4% of all bridges, but 89.6% of poor bridges.

This has significant implications for evaluating whether these bridges can handle heavier truck configurations. Local bridges, being in worse condition overall, are more vulnerable to the potential damage caused by heavier trucks.

The Transportation Research Board supported this claim in 2019 by stating:

Bridges and pavements on local roads typically are of lighter construction than those on major roads, and local governments often have fewer resources for maintenance and enforcement than state governments. Therefore, many local roads are more susceptible than major roads to effects of changes in truck sizes and weight.¹⁵

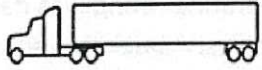
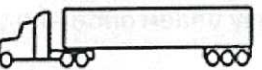
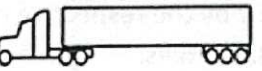
¹⁵ National Academy of Sciences, Engineering, and Medicine. (2019). *Research to Support Evaluation of Truck Size and Weight Regulations*, p.33

Assumptions

An examination of hundreds of thousands of bridges owned by a variety of governmental entities requires assumptions to be made that streamline the ability to examine the issue while simultaneously representing the real world changes these policies would have. This includes identification of the configurations being examined, the characteristics of truck operation, bridge selection and proposed alternatives to replacement.

Truck configurations

The truck configurations examined mirror the single trailer configurations used in the 2016 USDOT study that exceed the national weight limit of 80,000 pounds. The specifications utilized include gross vehicle weight, axle weight, and axle spacing. The following table is from the USDOT analysis in 2016, modified to show the configurations evaluated.

Truck 1 CS5 (3S2) ATC 1	5-axle vehicle (GVW = 88)	Axle Data						
		Axle Locations	0	197	247	739	789	
		Allowed Max. Loads (kips)	12.0	19.0	19.0	19.0	19.0	
Truck 2 CS6 (3S3) ATC 2	6-axle vehicle (GVW = 91)	Axle Data						
		Axle Locations	0	197	247	688	739	789
		Allowed Max. Loads (kips)	12.0	15.8	15.8	15.8	15.8	15.8
Truck 3 CS6 (3S3) ATC 3	6-axle vehicle (GVW = 97)	Axle Data						
		Axle Locations	0	197	247	688	739	789
		Allowed Max. Loads (kips)	12.0	17.0	17.0	17.0	17.0	17.0

Truck Operation

This research operates under the assumption that a substantial number of trucks will transition to the higher weight if allowed under each scenario, and that each truck configuration will operate at the maximum legal weight. This has historical precedent: when trailer length was extended from 48' to 53', it became predominately utilized nationwide. This approach was adopted by the USDOT in their study on the issue as well.¹⁶

¹⁶ U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Bridge Structure Comparative Analysis Technical Report*, p. ES-7

Bridge Selection

This paper examined only bridges that are defined as not being on the NHS (item 104 in the National Bridge Inventory). This dataset includes state, county, municipal and town/township owned bridges.

Assigned Ratings and Excluded Bridges

Depending on a variety of factors, a bridge may have an operating rating assigned to it based on the design, rather than basing it off of inspection data. There are five requirements involving the design specifications, existing condition and a force effect analysis.

Because the methodology relies upon an analysis of the operating rating, it requires an accurate number that reflects the bridge's current condition and bridges with an assigned operating rating often understated the weight they were able to carry. Additionally, a handful of bridges were identified as having "no rating analysis performed" and were excluded. Due to these factors, 37,897 local bridges have been excluded from the study.

An additional 14,762 bridges had a code indicating the operating rating was determined through "field evaluation and documented engineering analysis" but were all given an assigned rating of 36 tons. These bridges were also removed due to an inability to accurately use the operating rating to determine load carrying capacity. Since some of these bridges may be incapable of handling heavier loads, this research ultimately undercounts the total number of at-risk bridges.

In the county-specific analysis, 10 bridges with assigned ratings were found to be at risk for requiring replacement or strengthening through the review by the respective county officials. These structures were added to the total number of at-risk bridges.

Existing Overweight Exemptions

States have a variety of existing overweight trucks operating today, ranging from permitted overweight loads to higher weight limits on state and

"Our bridges that see overweight log truck traffic are facing dramatic decreases in their lifespans upon inspection."

Josh Harvill
County Engineer
Chambers County, AL

local roads. This research worked under the assumption that existing overweight traffic is limited in nature due to a variety of factors that often apply: inability to utilize the Interstate system, inability to carry the load across state lines, requirements for additional axles, additional permit costs and restrictions on commodities, routes and hours of operation. This examination looks at a change to the

national weight limit, which would allow heavier trucks to operate with no additional restrictions.

Existing overweight traffic is rare and the majority of trucks operate under the national weight limit of 80,000 pounds. This is reflected in available data in states like Michigan. While weights up to 164,000 pounds are allowed to operate on local, state and interstate routes, only 8% of trucks exceed 80,000 pounds.¹⁷ The state of Pennsylvania offers dozens of permits to exceed a gross vehicle weight of 80,000 pounds, most of which require an additional axle. Despite these broad permits, six and seven axle trucks made up less than 4% of total semi-truck daily vehicle miles traveled.¹⁸

With these facts in mind, this study assumed that a change in weight limits would lead to significant adoption and a dramatic increase of truck weight in general operations, regardless of existing permits and exemptions.

In the case study counties, local officials have seen firsthand the impact of even the limited operation of these permitted vehicles. Structures that see significant overweight traffic are often the first to need replacement and have to be built using far more expensive techniques and materials. Whether it's log trucks in Chambers County or agricultural trucks in Buchanan County, the operation of these vehicles dramatically changes the approach each office has to take when evaluating, maintaining and replacing bridges. A national increase would change this burden from a few select routes to our entire transportation system, dramatically increasing the impact.

Bridge Posting

A bridge that is weight restricted is a bridge that needs repair or replacement. The role of government when it comes to infrastructure is to create and maintain roads and bridges that can safely and economically accommodate traffic necessary for personal and commercial purposes. A bridge that is load restricted has failed to meet that goal, with limits put into place to preserve structural integrity until the bridge is repaired or replaced.

Enforcement of bridge weight limitations poses unique difficulties for law enforcement, who are often unable to sufficiently monitor each bridge and may not have the necessary equipment to determine if a violation has taken place. In addition to monitoring traffic on the bridge, officers must be trained and equipped for roadside weighing of commercial vehicles.

¹⁷ Michigan Department of Transportation. (2017). *Truck Weights in Michigan*, p. 2

¹⁸ Pennsylvania Department of Transportation. (2021). *Pennsylvania Highway Statistics 2021 Highway Data*, p.7

It's difficult to quantify the violation percentage without constant monitoring, but spot checks and enforcement, when possible, show significant non-compliance. Violations are particularly common in cases where there are no ideal alternative routes, which is often the case considering bridges are generally built in convenient locations.

"The only time posting a bridge works is if I am standing on it."

Brian Keierleber
County Engineer
Buchanan County, IA

In Buchanan County, load postings cost more than \$1,000 per bridge. This is an expensive venture that adds up quickly, particularly for counties with tighter budgets and a high number of affected bridges.

Even the slightest violation rate dramatically reduces the effectiveness of load posting, as described in research published in the *Journal of Bridge Engineering*:

Under imperfect compliance, however, a violation rate as low as 2.5% (i.e., one illegal truck in 40 ignores the posting) causes the mean value and variability of the annual maximum live load effect distribution to increase significantly, resulting in a significant loss in reliability. Thus, unless posted loads are strictly enforced, the effectiveness of enhancing existing bridge reliability with a posted load restriction is questionable.¹⁹

When numerous bridges must be posted, it creates significant route disruptions for commercial vehicles, where the most straightforward route is not always legal and GPS technology may not be updated with the latest postings. This can create exorbitant costs associated with high detour distances depending on the location of the posted bridge and alternative paths. When bridges are restricted, truck traffic becomes more consolidated as the number of viable routes decreases, often placing this heightened traffic into high density populated areas as route lengths increase. Ultimately, the higher the cost of compliance, the higher the likelihood of a violation.

It is an inevitability that a posted bridge will face a load above the legal limit, either through intentional or inadvertent violation. Weight restricting a bridge is an emergency action that does not eliminate the need to retrofit or replace the bridge.

¹⁹ *Journal of Bridge Engineering*, Solomon Asantey and F. M. Bartlett. (2005) *Impact of Posted Load Limits on Highway Bridge Reliability*.

Methodology

The method of examining bridges and their ability to handle heavier configurations was formulated in close consultation with all four local engineering experts. The methodology used to conduct the analysis utilized data from the National Bridge Inventory (NBI), a compilation of information on each bridge in the nation based on reports from individual State transportation departments, federal agencies and Tribal governments. The information reported is outlined in a document titled *Specifications for the National Bridge Inventory* created by the USDOT and is supplemented by the *AASHTO Manual for Bridge Evaluation* and the *Manual for Bridge Element Inspection*, along with the FHWA's *Bridge Inspector's Reference Manual*. The individual points in the dataset are collected by the relevant agencies responsible for bridge inspection, ranging from local governments to federal entities. The information for each bridge is updated during biannual inspections.

Through an analysis of each configuration, axle spacing and weights, the maximum weight a configuration will place onto a structure while it is crossing was determined. If that weight exceeds the operating rating, the bridge was deemed at risk for needing replacement or strengthening.

Bridge Load Ratings

Within the NBI, there is a datapoint titled "operating rating" (item 64), defined as "the absolute maximum permissible load level to which the structure may be subjected for the vehicle type used in the rating". This is the maximum weight a bridge should be subjected to for even a single pass of a design truck that varies depending on the design specifications of the bridge.

Item 63 of each bridge's report designates the method used to come to that rating. The various methods (load factor, allowable stress, load and resistance factor, etc.) are well established engineering calculations designed to analyze the weight capacity of a bridge.

These analysis methods reflect numerous aspects of a bridge that can affect load capacity, including:

Bridge age	Structural layout	Bridge material
Structural condition	Redundancy	Bridge design
Traffic volume	Field trials	Bridge strength
Past performance	Site specific factors	Span length

A filter was applied to take the length of bridges into account. A shorter bridge may not bear the entire weight of a truck at a given time, meaning it may be capable of handling a heavier

configuration. Therefore, it was necessary to apply a formula that accounts for the length of the bridge. Using the position and weight of the axles to determine the maximum weight that would be on the bridge during a pass, this calculation determined whether that weight exceeded the operating rating. If exceeded, the bridge was deemed insufficient to accommodate the configuration and would be at risk of failing and needing repair or replacement.

In addition to this technical analysis, the relevant local official in each case study county closely examined their bridges to evaluate and expand the findings based on characteristics that may not be evident in the National Bridge Inventory Data. This could include changes in the status of the bridge since the last inspection, unique local circumstances, periods of accentuated truck travel and outdated design loads that overstate the operating rating and do not account for modern day vehicles. This more thorough examination both added and removed bridges from the list of those incapable of handling heavier loads. These changes were minimal, reflecting recently reconstructed bridges, temporary structures and recently inspected bridges with updated operating ratings.

Bridges Identified as At Risk

When a bridge fails the test for a configuration, it is defined as being at risk. These are bridges that, based on the identified operating rating, would have to be replaced to safely accommodate the configuration for any significant period of time.

There is a process that would apply in different ways to all bridges identified as at risk. Some bridges could be load restricted but would face increased wear and tear and risk significant damage in the likely scenario that enforcement is not perfect. In the most extreme scenario, the oldest and poorest condition structures would be immediately at risk of collapse and would require closure.

Most bridges identified would have to be load restricted, due to both safety concerns and legal requirements. As pointed out in the previous section, posting a bridge is an ineffective strategy that creates significant issues with enforcement and detours. Ultimately, it is a bridge that has failed to meet the needs of legal vehicle traffic.

If a bridge is not posted or there are violations, there would be a need for increased monitoring, inspections and repairs as the weight limit of the bridge is being exceeded, creating a risk of severe structural damage. The lifespan of the bridge would be significantly shortened and each passage of the heavier configuration risks damage to critical structural components. This increased inspection and repair cycle would come at a substantial cost to the responsible governmental entity, many of which have already limited budgets. Additionally, it could complicate efforts to preserve funding necessary for replacement.

When a bridge significantly deteriorates or has severe damage to a critical component, it would be closed. There are currently 3,301 bridges nationwide that are either fully closed due to construction or have reached a level of damage that requires closure due to safety concerns. Unfortunately, not all significant structural issues are identified in time, resulting in catastrophic consequences, like what happened on I-35 in Minnesota and the Fern Hollow bridge in Pennsylvania.

Replacement or strengthening can prevent the progress of a bridge through this continuum towards closure or collapse. When structural evaluation of a bridge by engineering experts has determined the operating rating to be insufficient to accommodate a configuration, it must be replaced or strengthened with a design that has been evaluated to adequately bear the weight.

Cost of Replacement and Strengthening

The costs associated with replacing or strengthening a bridge that is deemed incapable of handling a configuration were determined by using statewide averages from the FHWA annual report titled “Bridge Replacement Unit Costs 2020”. In particular, the 3-year average for replacement of local bridges that is used for estimates in 2020 were utilized on a per-state basis, applied to the total square footage of each bridge.

Replacement and strengthening were treated as having the same cost per square foot, which was the practice adopted by the USDOT in their 2016 report.²⁰ This reflects the significant shared costs between both. Given the materials of most bridges examined, replacement would generally be the more economical and realistic option.

These cost estimates did not account for both monetary inflation and increases in specific commodities like concrete and steel that tend to fluctuate, particularly in recent years.

In addition to the costs associated with materials and construction, these averages are not inclusive of numerous costs that a bridge replacement or strengthening project may incur. These cost estimates do not include²¹:

- Mobilization
- Demolition of Existing Bridges
- Approach Slabs
- Stream Channel Work
- Riprap
- Slope Paving

²⁰ U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Bridge Structure Comparative Analysis Technical Report*, p.58-59

²¹ Federal Highway Administration. (2017). *Bridge Replacement Cost Submittal Criteria*

- Earthwork (exclusive of structural excavation, structural backfill, and earthwork associated with Geosynthetic Reinforced Soil Integrated Bridge Systems)
- Clearing and Grubbing
- Retaining Walls not attached to the Abutment
- Guardrail Transitions to Bridges
- Maintenance and Protection of Traffic
- Detour Costs
- Signing and Marking
- Lighting
- Electrical Conduit
- Inlet Frames and Grates
- Field Office
- Construction Engineering Items
- Training
- Right-of-Way
- Utility Relocation
- Contingencies

County Case Studies

An in-depth review of the findings was conducted in the following four counties, as well as discussion of the ability to make the necessary bridge replacements and strengthening. This process involved sharing the data and conducting a bridge-by-bridge review to both confirm, and where necessary, modify the results while identifying the reasoning for any changes.

Chambers County, Alabama

The examination of bridges in Chambers County, Alabama included 144 total county structures. The analysis method found 26-31 bridges that could not accommodate heavier truck configurations, with a cost of \$4.1 million to \$8.6 million.

The following is a report by Josh Harvill, Chambers County Engineer, on the results for his county.

I have served as the county engineer in Chambers County since March 2012. I received my BS in Civil Engineering from Auburn University and have worked in county government for over 20 years, serving as the assistant county engineer in Russell and Chambers counties. I am responsible for managing the operation of the highway department, which includes the construction and maintenance of the county's 784 miles of roadway and 144 bridge structures. In addition to my work in the county, I serve as the Vice President representing the Southeast region for the National Association of County Engineers.

Having spent decades working on the bridges in Chambers County, I have overseen the inspection and maintenance of our entire bridge inventory, as well as the design and construction of many of our bridges.

We face many challenges in Chambers County, even with existing truck traffic. We have 50 bridges that are over 50 years in age, which is the industry standard cycle. In 2018, we worked with our state association to analyze our budget and determine the appropriate pace of maintenance spending to prevent degradation to our roads and bridges. The analysis found that Chambers County should be spending \$5.8 million per year to resurface 29 miles of our paved network, and \$2.1 million per year annually to replace 2-3 bridges.

In reality, we average 11.2 miles of repaving per year, and are not even able to average one bridge replacement per year. Our current operating budget is \$3.05 million short of what is needed to maintain and improve our infrastructure.

Chambers County sees significant heavy truck traffic now and have had to post 28 bridges. Load posting a bridge is ineffective as enforcement is difficult due to the size of our county and the specialized training needed to weigh trucks on the roadside. Our posted bridges create more detours for businesses and our residents, and when we ultimately have to close a bridge it affects all motorists.

Our last analysis of our current bridge backlog found 27 structures needing replacement, representing 1,577 feet in deck length with a total cost of \$10.9 million. Since 2005, we have only replaced 13 bridges, meaning with current funding levels it will be decades before we clear our existing backlog, and that does not account for future degradation of other structures that will necessitate replacement.

We have seen the effects of trucks weighing over 80,000 pounds on our structures already. In particular, we have utilized pre-cast concrete bridges to replace many of the structures. Compared to bridges that don't see high levels of overweight traffic, these structures have higher rates of wear and tear on keyway and precast unit components. **Ultimately, the lifespans of these bridges are shortening, and the exposure to heavier trucks is one of the most likely causes.**

After reviewing our bridges with my staff, there are 31 total structures that would not be able to safely accommodate 97,000 pound trucks, as well as 26 that would need to be replaced to accommodate 88,000 and 91,000 pound trucks. This would be devastating to our county and would dig our budgetary hole even deeper. I have reviewed the cost estimates of \$3.1-\$5.7 million, depending on configuration, and view them as a low-end cost estimate. Since our staff is small, we often have to contract out aspects of bridge replacement, which increases costs. And since the FHWA state cost numbers are older, they do not account for the inflation of various materials which has been as high as 20% or more in recent years.

Overall, the method used to analyze the bridges in this study was very accurate and was even conservative in that it did not identify all the bridges that are concerning. Specifically, upon further review, I identified seven additional structures that passed the operating rating test but would need to be replaced if the standard truck weight was changed. These are older structures that utilized either the H 15 design load or lacked a standardized design load. Examples include the County Road 98 bridge over Chatahospee Creek, rated with the H15 design load with timber components. In the cases of these bridges, the operating rating was artificially higher. Two structures identified as at risk are currently in the process of being rebuilt and were removed from the list.

In some cases, more recent information is available. An example is a bridge on County Road 224, where recent inspection found scour/abutment damage that necessitated

load posting. While this bridge passed the initial review, this more recent information shows it would not be able to handle heavier trucks.

These structures that would be subjected to heavier trucks would have to be posted and the inevitably high violation rates would lead to closures. Absent an increase in revenue, our closed structures would slowly increase, creating major inconveniences for residents and businesses throughout the county. With a population of just over 35,000, we have a limited tax base and generating the additional revenue would be difficult. Our existing backlog is big enough, but our issues would become insurmountable with even heavier trucks.

Chambers County Bridges At Risk with Heavier Truck Configurations

Route Carried	Feature Intersected	Operating Rating (US tons)	Structure Length (ft.)	Bridge Condition	Bridge Age (yr)
CO. 244	DAVIS CREEK	30.3	58.1	Good	73
CO. 1053	PIGEON ROOST CREEK	32.6	78.1	Fair	102
CO. 150	SANDY CREEK	6	38.1	Fair	102
CO. 150	SANDY CREEK	9	23	Fair	102
CO. 174	SNAPPER CREEK	0	58.7	Fair	92
CO. 156	CHIKASANOXEE CREEK	16.4	142.1	Fair	93
CO. 244	LEE CREEK	19.3	24	Fair	56
CO RD 1021	NF SOUTHERN RAILROAD	12	106	Good	1
CO. 2	SOUTH SANDY CREEK	9	99.4	Poor	102
CO. 150	SANDY CREEK	6	22.3	Poor	102
CO. 174	SNAPPER CREEK	0	61	Poor	92
CO. 92	ALLEN CREEK	6	29.9	Poor	72
CO. 179	WELLS CREEK	6	63	Poor	87
CO. 55	CHATAHOSPEE CREEK	0	178.1	Poor	102
CO. 65	BRANCH	19.4	29.9	Poor	51
CO. 2	LITTLE SANDY CREEK	0	60	Poor	50
CO. 98	CHATAHOSPEE CREEK	38.9	38.1	Fair	57
CO. 160	CARLISLE CREEK	36.3	39.4	Fair	54
CO. 62	CREEK	33.4	38.1	Fair	66
CO. 133	BRANCH	26.2	40	Fair	30
CO. 53	CATY CREEK	30.8	39.7	Fair	82
CO. 131	BRANCH	34.8	27.9	Fair	65
CO. 224	UNNAMED BRANCH	55.8	24.9	Poor	53
CO. 297	STROUD CREEK	36.9	51.8	Fair	71

CO. 260	GAY CREEK	35.1	57.4	Fair	72
CO 28	LITTLE CHATAHOSPEE CREEK	41.3	53.8	Good	28
CO. 1266	WEST POINT RESERVOIR	48	207	Fair	49
CO. 66	LITTLE CHATAHOSPEE CREEK	42.2	60	Fair	72
CO. 1266	WEST POINT RESERVOIR	48	186	Good	49
CO. 1268	WEST POINT RESERVOIR	48	169.9	Good	49
CO. 1268	COUNTY LINE CREEK	0	20	Poor	67

Jersey County, Illinois

The examination of bridges in Jersey County, Illinois included 41 total local structures. The analysis method found seven bridges that could not accommodate heavier trucks, with a cost of \$1.6 million.

The following is a report by Thomas Klasner, Jersey County Engineer, on the results for his county.

I graduated from SIU-Edwardsville with a BS in Civil Engineering and worked in private sector engineering for 14 years where I assisted township, municipal and county governments on construction planning. I was appointed County Engineer of Jersey County in 2003 and hit the ground running on improving our bridge stock. I was awarded "Rural County Engineer of the Year" in 2018 by the National Association of County Engineers largely for my work with our county bridges.

Overall, our bridges are in generally great shape. We have worked hard to balance limited funding and have been able to achieve a high level of quality in terms of ratings of our infrastructure. Decades of dedicated work has been made easier by the fact that the State of Illinois does not allow many exemptions to the 80,000-pound weight limit.

This is a delicate balance. Our funding is limited and largely fixed due to the size of our county which has a population of 23,000. We currently have only a single problem bridge that was recently closed due to scour issues.

I manage 120 miles of county roadway and 29 bridges on the county system, but also work closely with our townships and assist with 379 miles of roadway and 56 bridges under their purview. Many of the townships I work with are in more difficult circumstances with maintenance budgets.

The increased cost of raw materials over the past several years has been an incredible challenge, with prices outpacing inflation and revenue growth. I recently bid out a bridge for \$330,000 that would have cost \$150,000 just ten years ago. The price of steel, concrete, rock and asphalt have dramatically increased. Based on recent construction projects, \$1.5 million represents a low end estimate of the total cost.

With these challenges, we have been able to replace one bridge a year at best, and many years none get replaced. We also chip and seal around 25 miles of roadway a year.

While our bridges are in good shape, our staff of myself, an office manager and only 4 maintenance workers have been able to keep up and maintain our bridges. Any significant changes could disrupt that balance.

At first glance, the amount to replace the seven bridges that would not be able to accommodate heavier trucks may seem small at only a little over \$1.5 million. But the scope of the problem becomes clearer when we can only afford to replace a single bridge a year at best. The cost of replacing these bridges would be a massive budgetary burden not only to our county, but especially to the township governments we work closely with on bridge replacement.

Funding is so tight that in a recent meeting of district-wide county engineers, we discussed issues with matching funds. **Often there will be substantial federal funds available for bridge construction, but the small portion that must be matched by a local government is too much to afford, and that money is often left on the table.**

Not every bridge qualifies for these matching funds, and the inability to take advantage of them when they do is indicative of the dire financial situation in many local governments across our state.

In addition to the immediate concerns about bridges, heavier trucks would dramatically change the lifespan of the structures I am responsible for. Our replacement efforts have been able to keep up with existing lifespan of bridges, but heavier trucks would add to our backlog as we would be unable to replace them quickly enough.

The only alternative when a bridge becomes dangerously damaged and the funding isn't there is to close the bridge. I recently had to close a bridge that saw only 250 vehicles per day, and it has created significant inconveniences for our residents, creating a nearly 10-mile detour in the commutes of many.

My top priority is protecting the traveling public, and when a structure has to be closed to prevent collapse, our transportation network is significantly damaged. Both businesses and residents face delays and detours as entire communities can be cut off.

Jersey County Bridges At Risk with Heavier Truck Configurations

Route Carried	Feature Intersected	Operating Rating (US tons)	Structure Length (ft.)	Bridge Condition	Bridge Age (yr)
FAS 749	OTTER CREEK	38.6	115.2	Fair	59
ILL 100 (FAP-304)	Trib to Otter Creek	45.3	26.2	Fair	97
ILL 100	DRAINS TO EAGLE LAKE	33.2	33.8	Fair	84
TR 187	LITTLE PIASA CK	50.7	81.7	Poor	50
TR 77	STREAM	35.7	25.9	Fair	98
TR 150C	BRANCH LITTLE PIASA	38.3	25.9	Fair	47
FAS 748	STREAM	35.7	34.1	Good	90

Buchanan County, Iowa

The examination of bridges in Buchanan County, Iowa included 281 total local structures. The analysis method found 66-74 bridges that could not accommodate heavier trucks, with a cost of \$20.8 million to \$22.7 million.

The following is a report by Brian Keierleber, Buchanan County Engineer, on the results for his county.

Brian Keierleber, P.E. County Engineer, Buchanan County, Iowa

I grew up on a ranch near Winner, South Dakota and learned from an early age about the importance of infrastructure. Our pastures were separated by miles of road and our high school was 28 miles away. I attended school for civil engineering at South Dakota State and then was commissioned as a Combat Engineer Officer and was sent to the US Army Engineer School at Ft. Belvoir in Virginia. Through the Army I have constructed bridges with Reserve Units that had never constructed a bridge. We would form and precast concrete beams, construct the abutments, pour the deck and complete the bridges with three separate units over 6 weeks of training.

My professional experience began with the Oklahoma Department of Transportation doing construction inspections. I worked there for 1.5 years and was recruited to work for the City of Bartlesville Oklahoma where I spent the next 4.5 years doing design and construction on secondary roads and bridges. The knowledge gained there was a major asset and taught me about the challenges faced by local government.

I moved to Iowa and became the Palo Alto County Engineer. After 6 years in Palo Alto County, I moved to Buchanan County where I have spent the last 29 years. During my time in Palo Alto County, we constructed 4 bridges across the West Fork of the Des Moines River. I had approximately 110 bridges and 990 miles of roads in Palo Alto and moving to Buchanan County I have 260 bridges and 963 miles of roads.

There were many opportunities for success due to the extreme age of the bridges I had accepted. **I had 3 bridges that pre-dated General Custer's expedition at the Battle of Little Big Horn and two of them were major river crossings over the Wapsipinicon River. I had approximately 35 others that pre-dated the production of the model "T" automobile.**

Bridges are a major emphasis and we have implemented numerous non-traditional methods of replacement and repairs due to our severely limited budget. This has included constructing 32 bridges using railroad flat cars.

We have had to post bridges for weight, particularly the structures that are severely outdated and have not kept up with the vehicles of modern agriculture. There is only

one way that posting bridges is effective – if I am standing on the bridge and watching over it! While we post bridges according to state guidelines, it is far from a solution. At best, we hope it buys a tiny bit of time as we work to repair or replace the structure.

At our current funding level we can overlay about 2 miles of roadway every year. Without additional funding we can get to each mile in about 100 years. I do have pavements that are over 50 years old and do not appear in my 5-year plan. We have many maintenance activities that are on hold due to funding. We have been able to keep up solely through the use of innovative bridge construction and repair methods, which are far from ideal but allow us to maintain a baseline level of bridge effectiveness.

Funding is always a major concern as the needs always exceed the resources. The world we are dealing with has changed significantly in the past few years. Our personnel capabilities are different and the public has gotten more frustrated and demanding. Better infrastructure requires higher taxes, which is a challenge given a population in the county of just over 20,000.

In light of the extreme budgetary pressures and outdated infrastructure we are already dealing with, adding even heavier trucks to our system would make our exceedingly difficult situation impossible absent additional revenue. In the short term, we would have to rerate our bridges for the new standard loads and post those that could not accommodate the loads. As I have seen for decades, posting won't work. Absent significant additional funding, this is a recipe for disaster.

Our county would be devastated by changes in truck weight laws. One immediate effect would be the requirement that we post bridges, which can cost upwards of \$1,000 per bridge. That would be an up front cost of tens of thousands of dollars that were not budgeted for. While posting is not an effective solution, it would be a required first step.

Based on the number of bridges, the cost of replacement and the size of our budget, closures would be an inevitability. There would be no way around it as these bridges are simply incapable of handling these heavier weights. Our county has significant rivers and streams, including the Wapsipinicon River which intersects the entire county. A closed bridge can mean significant delays to both motorists and truck traffic. There are sections of river nearly 10 miles long with a single crossing, meaning what used to be a short trip to work could be tripled in travel time. And if two consecutive bridges have to be closed? Or three? We are talking long term, dramatic impacts to the ability to travel efficiently through our county that would increase costs for businesses and motorists.

Buchanan County Bridges At Risk with Heavier Truck Configurations

Route Carried	Feature Intersected	Operating Rating (US tons)	Structure Length (ft.)	Bridge Condition	Bridge Age (yr)
LOCAL IOWA AVE	BEAR CR	30.6	102	Fair	69
LOCAL 310TH ST	LIME CR	30.6	102	Fair	65
FM	LIME CREEK	18.5	151.9	Fair	68
LOCAL 260TH ST	BUFFALO CREEK	30.4	210	Fair	73
PARRISH AVE	PINE CR	31	102	Poor	62
FM 140TH ST	SMALL STREAM	19	58.1	Poor	64
LOCAL 230TH ST	PINE CR	29.3	65	Fair	15
FM 145TH ST	LITTLE WAPSIPINICON	23.3	202.1	Fair	57
LOCAL	SMALL STREAM	30.8	78.1	Poor	71
LOCAL	MALONE CR	13	35.1	Poor	97
LOCAL 305TH ST.	LIME CR	0	81	Poor	112
LOCAL 325TH ST	MUD CR	0	101	Poor	69
DANIAL AVE	SPRING CR	33.7	63	Fair	66
LOC 100TH ST	BUFFALO CR	5	57.1	Fair	82
3RD ST NE	MELONE CREEK	36.8	100.1	Fair	53
WASHINGTON ST	DRAINAGE	25.7	77.1	Fair	63
1ST ST W	WAPSIPINICON RIVER	25.6	255.9	Fair	105
RACINE AVE	SMALL NATURAL STREAM	36	91.9	Poor	68
330TH ST	LIME CREEK	36.3	91.9	Fair	71
330TH ST	BEAR CREEK	34.8	154.9	Poor	71
280TH ST	BUFFALO CREEK	37.1	81	Fair	18
FM STEWART AV	SMALL CREEK	37.6	77.1	Fair	59
VINCENT AVE	DRY CREEK	35.3	102	Fair	62
330TH ST	DRY CREEK	34.1	67.9	Fair	15
LOCAL 330TH ST	WALTON CREEK	33.4	68.9	Fair	16
SCOTT BLVD	SMALL STREAM	33.5	67.9	Good	8
QUINSET AVE	SAND CREEK	33.1	125	Fair	64
NOLAN AVE	SAND CREEK	33.5	67.9	Fair	10
320TH ST	DRAINAGE	34.2	67.9	Fair	17
FM LAPORTE RD	MUD CREEK	30.6	102	Fair	55
LOCAL DUGAN AVE	LIME CR	33.1	127	Fair	70
LOCAL	SMALL STREAM	33.4	67.9	Fair	17
LOCAL 240TH ST	PINE CR	35.1	77.1	Fair	61
LOCAL 250TH ST	SMALL CREEK	34.6	77.1	Fair	65
PINE CREEK AVE	SMALL STREAM	34.6	77.1	Fair	65
LOCAL 250TH ST	SMALL STREAM	36	71.9	Good	12

LOCAL 265TH ST	BEAR CR	35.1	77.1	Fair	60
LOCAL 265TH ST	SPRING CREEK	34.6	77.1	Fair	63
LOCAL	SPRING CR	34.1	67.9	Good	17
LOCAL	PRAIRIE CR	20	44	Fair	69
170TH ST	PRAIRIE CREEK	33.5	68.9	Good	8
LOCAL	PRAIRIE CR	20	44	Fair	69
LOCAL RD	BUFFALO CREEK	31.7	80.1	Fair	42
FM	BUFFALO CREEK	33.2	169	Fair	60
PINE CREEK AVE	SMALL STREAM	25.7	49.9	Poor	10
LOCAL	SMALL STREAM	34.5	67.9	Good	12
FM	PINE CREEK	35.1	127	Fair	62
FM	HARTER CR	37.6	75.1	Fair	59
FM	WAPSIPINICON RIVER	32.5	351	Poor	60
FM	OVFLOW WAPSIPINICON RIVE	32.2	102	Fair	54
LOC 100TH ST	STREAM	30.3	56.1	Fair	82
LOC HARRISON AV	SMALL STREAM	34.6	78.1	Fair	63
LOC 110TH ST	HUNTER CR	35.1	76.1	Fair	59
FM LAWRENCE AVE	SMALL STREAM	19	58.1	Fair	69
INDIANA AVE	OTTER CR	36.6	66.9	Fair	12
LOC 150TH ST	OTTER CR	35.1	203.1	Poor	69
LOC CENTRAL AVE	SMALL STREAM	35.1	77.1	Fair	55
VINCENT AVE	DRY CREEK	22.2	46.9	Fair	82
LOCAL 335TH ST.	SMALL STREAM	23.3	28.9	Fair	24
CONCORD ST	DRAINAGE	35.7	53.1	Poor	122
LOC FINLEY AVE	LIME CR	43.9	94.2	Poor	97
POSTEL AVE	SMALL STREAM	42.3	67.9	Fair	11
FM	WAPSIPINICON RIVER	43.4	253.9	Fair	54
130TH ST	SMALL STREAM	43.5	67.9	Good	6
150TH ST	SMALL STREAM	43.5	67.9	Good	4
OVERLAND AVE	SMALL STREAM	43.5	69.6	Good	2
2ND ST NE	MELONE CREEK	44.3	103	Fair	37
LOCAL	SMALL STREAM	40	55.1	Poor	71
QUASQUETON BLVD	SMALL STREAM	46.4	71.9	Good	8
136TH ST	BUFFALO CR	46.4	111.9	Good	14
FM	BUCK CREEK	46.4	143	Fair	57
FM STEWART AV	SMITH CREEK	33.1	32.2	Fair	64
FM 140TH ST	SMALL STREAM	33.1	32.2	Poor	64
LOC TAYLOR AVE	BUFFALO CR	51.9	39	Poor	71

Johnson County, Texas

The examination of bridges in Johnson County, Texas included 183 total local structures. The analysis method found 8-14 bridges that could not accommodate heavier trucks, with a cost of \$2.4 to \$4.1 million.

The following is a report by Rick Bailey, Johnson County Commissioner, on the results for his county.

I have lived in Johnson County for 35 years and am very involved in the infrastructure construction in my precinct. I know my constituents, the roads they use and what we need to do in order to maintain safe and effective infrastructure.

Our county budget is based solely on property taxes, and we are constrained in many ways, as many counties across the country are. The state provides significant assistance, primarily in the form of management of the inspection and rating process for our bridges. But ultimately, our limited county budget is the foundation of our infrastructure funding.

Our infrastructure faces numerous issues. Age is a problem. 98 of the local bridges in our county are over the age of 50 years, and four exceed 100 years old. Not only have these structures been degraded over decades, but many were designed for far lighter and smaller trucks.

We also have serious issues with flooding. This affects maintenance when floodwaters damage roads and bridges, but also raises the costs of construction as we need to conduct flood studies and downstream impact reviews. With those costs, a single bridge can take over a year of planning and time to set aside the money and will need as much as 50% of our budget.

Over the years, projects that were once done in-house are now contracted out due to the amount of time required for construction and the size of the backlog. This has dramatically increased the costs that we face when we replace a structure.

With the older ages and unique conditions, we are already on pins and needles when it comes to many of our bridges, doing our best with a limited staff of only 13 to prevent tragic accidents. We struggle to accommodate existing truck traffic, which has increased dramatically due to the housing boom, with more cement trucks, lumber trucks and sand/gravel trucks on our county roads.

These challenges are only a part of what our county faces. I represent a single precinct of four, amplifying the budgetary issues. An average of \$600,000 annually goes to culverts and watersheds alone.

The review of the analysis of our bridge stock did require unique attention due to some understatement of the problem that heavier trucks would have. Since inspection and weight rating are conducted by the state, we are not involved in that process. The state heavily utilizes the assigned rating method, where certain bridges that qualify are allowed to have a state-legal weight assigned as the operating rating. These bridges were not in the analysis because assigned rating bridges were excluded, but after review there were two that would need to be replaced to accommodate heavier trucks, and these were added to the list. The rest were rated using traditional methods, either load factor or allowable stress, and had operating ratings that reflected the true carrying capacity.

An example of this is the County Road 1206 crossing Mustang Creek, a 62-year-old bridge that uses an outdated design load vehicle. While it has an assigned rating based on the bridge design that says it would accommodate heavier trucks, the reality on the ground is that this bridge often sees substantial flooding, sometimes as much as 15 feet over the bridge. The tremendous force of this water has weakened the structure and the underlying soil and would need to be replaced to accommodate larger truck travel.

The budgetary impacts on our county would be disastrous and would either require cuts in other critical areas or new taxes, which would be especially painful given the small size of our tax base. Absent devastating budgetary shifts, closures would be inevitable, which would create significant hardships for everyday motorists and commercial vehicles alike.

Johnson County Bridges At Risk with Heavier Truck Configurations

Route Carried	Features Intersected	Operating Rating (US tons)	Structure Length (ft.)	Bridge Condition	Bridge Age (yr)
NOLAN RIV RD-PCT 1	NOLAN RIVER	28	101	Fair	56
FM 1434	ROBINSON BRANCH	39	200.1	Fair	58
CR 108 - PCT 4	COTTONWOOD CREEK	36	79.1	Fair	82
CR 210 - PCT 4	TRIB OF COTTONWOOD CK	25	29.9	Fair	28
CR 1208 - PCT. 1	PILOT BRANCH	25	29.9	Fair	74
CR-1206 PCT 1	MUSTANG CREEK	36	75.1	Fair	62
CR 604	IH 35W	41	237.9	Good	59
FM2331	MUSTANG CREEK	43	163.1	Good	56
FM 1434	CAMP CREEK	44	120.1	Fair	53
FM 3391	TR QUILL MILLER CK	44	65.9	Good	25

CR 714 - PCT. 3	VILLAGE CREEK	44	67.9	Good	27
CR 508 - PCT 3	MOUNTAIN CREEK	46	80.1	Fair	28
CR 401 - PCT 4	S FORK OF CHAMBERS CREEK	48	100.1	Fair	80
FM 731	VILLAGE CREEK	47	80.1	Good	59

National Analysis

After a thorough review of the case study counties, the method of evaluating bridges that would be at risk for replacement if heavier trucks were allowed was shown to closely match the findings of each county engineer and did not deviate substantially in any review. In fact, most inaccuracies found were bridges that had not been included in the initial list.

Absent a detailed engineering analysis of every local bridge in the nation, any method of analysis will be imperfect. The methodology applied here provides a useful tool for state and federal policymakers charged with making decisions about truck size and weight laws.

Summary of Data

The application of this method produces conservative results. Not all bridges were examined due to assigned ratings, resulting in an overall undercount of the total at-risk structures. Cost estimates do not account for recent dramatic increases in raw material prices and exclude 22 specific line items. Finally, this study examines only the initial cost and does not account for future deterioration caused by increased loads.

Nationally, a total of 423,422 local bridges were examined.

National Summary of Heavier Configuration Monetary Impact

Configuration	Local Bridges At Risk	Overall Cost
88,000 lbs. 5-axle	69,231	\$54.6 billion
91,000 lbs. 6-axle	72,240	\$60.8 billion
97,000 lbs. 6-axle	87,455	\$78.4 billion

In terms of the governmental entities bearing the impact, local bridges owned by state highway agencies had the second highest amount of at-risk bridges, but have a far higher replacement cost due to a larger average size. **In terms of local governmental entities, counties bear the highest burden, with total costs ranging from \$18.6-\$24 billion, which represents 19.6-23.1% of their bridges.**

An important conclusion drawn from the following tables is that the impact of heavier trucks is not isolated to a single level of government. From top to bottom, there are significant costs associated with replacing bridges that cannot accommodate heavier configurations.

Heavier Truck Impact by Governmental Level

Governmental Entity	88,000 lb. at-risk bridges	88,000 lb. replacement cost	91,000 lb. at-risk bridges	91,000 lb. replacement cost	97,000 lb. at-risk bridges	97,000 lb. replacement cost
County Highway Agencies	40,354	\$18.6 billion	40,907	\$20 billion	47,558	\$24 billion
State Highway Agencies	17,684	\$23.5 billion	19,470	\$26.9 billion	25,872	\$37.8 billion
City or Municipal Highway Agencies	4,230	\$5.9 billion	4,541	\$6.8 billion	5,529	\$8.2 billion
Town or Township Highway Agencies	2,378	\$1.2 billion	2,459	\$1.4 billion	2,957	\$1.7 billion

Conclusion

Policymakers in both Congress and in state legislatures across the country have been tasked with setting vehicle weight limits since the dawn of commercial motor vehicles. They seek to strike a balance between the benefits to commerce and the costs to society.

While some bridges continue to stand since the times of horse drawn carriages, the weight of commercial vehicles has continued to increase, putting immense strain on a system that requires hundreds of billions of dollars to stay standing each year.

Governments of all shapes and sizes are responsible for the maintenance of our roads and bridges. From the tiniest of townships to large metropolises and the federal government, all play a role in the construction and maintenance of our bridges. And the money that funds these projects comes from a variety of sources: user fees, registration fees and taxes on income, property and fuel. While the trucks that cause this damage offset some of the cost, systemic underpayment means that taxpayers, at every level, ultimately pay for the shortfall.²²

The strength of our research lies in close consultation with the local officials who know their bridges the best and know the budgetary difficulties that would accompany additional costs. When changes are proposed to truck size and weight, they can provide the most specific insight into the damage that would be caused to our bridges and the difficult, if not impossible, task of coming up with additional funding.

The data garnered from this study shows a dramatic and devastating cost associated with proposals that would raise the national weight limit. This cost is not limited to the Federal government, with the ability to print money and take out significant amounts of debt, but is spread out among nearly every township, city, county and state in the nation. Failure to replace bridges not capable of holding heavier vehicles would result in a patchwork of closed bridges, creating massive delays for residents and businesses alike. Bridges can and will fail, resulting in the loss of human life.

While the cost of inaction is too high for many units of government, so is the cost of replacing these bridges. Smaller units of government are severely limited in how much revenue they can generate by small tax bases. This is the case in many of the counties that we represent.

The data generated by this research approach should be used by policymakers to evaluate the costs that heavier truck proposals would incur at all levels of government.

²² Federal Highway Administration. (2000). *Addendum to the 1997 Federal Highway Cost Allocation Study Final Report*

Appendix

Table 1: Costs per ft² for Replacement/Strengthening²³

State	Cost (dollars/ft ²)
Alabama	\$130
Alaska	\$372
Arizona	\$223
Arkansas	\$179
California	\$409
Colorado	\$235
Connecticut	\$540
Delaware	\$455
District Of Columbia	\$1,468
Florida	\$174
Georgia	\$162
Hawaii	\$1,436
Idaho	\$243
Illinois	\$199
Indiana	\$176
Iowa	\$115
Kansas	\$133
Kentucky	\$266
Louisiana	\$165
Maine	\$301
Maryland	\$421
Massachusetts	\$594
Michigan	\$267
Minnesota	\$148
Mississippi	\$117
Missouri	\$122
Montana	\$213
Nebraska	\$202
Nevada	\$291
New Hampshire	\$605
New Jersey	\$492
New Mexico	\$255
New York	\$335
North Carolina	\$144

²³ Federal Highway Administration. (2022). *Bridge Replacement Unit Costs 2021*.

North Dakota	\$170
Ohio	\$194
Oklahoma	\$127
Oregon	\$297
Pennsylvania	\$332
Rhode Island	\$868
South Carolina	\$126
South Dakota	\$200
Tennessee	\$126
Texas	\$100
Utah	\$196
Vermont	\$370
Virginia	\$348
Washington	\$294
West Virginia	\$232
Wisconsin	\$132
Wyoming	\$155
Puerto Rico	\$295

Table 2: Local bridges put at risk by 91,000 pound trucks, by Congressional District (2023)

State	Congressional District	# Bridges fail 91k	Cost
Alaska	At-Large	242	\$193,489,513
Alabama	1	134	\$67,068,521
	2	489	\$267,721,392
	3	464	\$198,238,066
	4	436	\$223,609,542
	5	219	\$118,139,895
	6	145	\$87,607,975
	7	439	\$323,316,058
Arkansas	1	890	\$501,950,035
	2	211	\$139,755,951
	3	253	\$151,280,633
	4	894	\$532,290,972
Arizona	1	25	\$27,721,799
	2	135	\$106,475,244
	3	9	\$13,618,320
	4	2	\$19,584,886
	5	6	\$13,931,880
	6	58	\$89,752,193
	7	49	\$137,592,093
	8	2	\$5,530,801
	9	37	\$51,719,743
California	1	634	\$1,080,196,444
	2	351	\$778,854,733
	3	233	\$321,604,226
	4	124	\$239,435,430
	5	204	\$280,494,409
	6	15	\$111,851,807
	7	50	\$178,229,030
	8	24	\$66,839,025
	9	53	\$143,622,763
	10	30	\$65,913,745
	11	4	\$23,556,151
	12	15	\$65,738,815
	13	214	\$451,265,733

	14	18	\$75,746,064
	15	14	\$72,712,102
	16	37	\$70,503,175
	17	12	\$62,684,649
	18	73	\$206,926,802
	19	120	\$205,632,357
	20	82	\$215,767,009
	21	75	\$153,920,851
	22	129	\$257,165,294
	23	114	\$160,123,541
	24	69	\$153,729,194
	25	77	\$144,573,729
	26	31	\$90,918,042
	27	16	\$70,139,083
	28	14	\$42,436,572
	29	4	\$4,512,006
	30	13	\$64,846,746
	31	9	\$41,174,562
	32	7	\$6,472,875
	33	16	\$69,177,033
	34	18	\$87,031,805
	35	6	\$29,017,323
	36	4	\$29,625,751
	37	4	\$28,715,522
	38	6	\$39,593,122
	39	9	\$25,573,134
	40	8	\$29,980,763
	41	16	\$52,102,060
	42	16	\$72,084,410
	43	10	\$68,832,410
	44	2	\$11,746,807
	45	7	\$52,843,945
	46	6	\$46,081,089
	47	10	\$36,801,738
	48	25	\$69,117,973
	49	26	\$123,805,282
	50	18	\$99,691,869
	51	5	\$41,774,115
	52	9	\$51,798,214
Colorado	1	22	\$61,221,730
	2	128	\$130,776,651

	3	326	\$290,397,478
	4	242	\$268,168,600
	5	35	\$43,415,522
	6	15	\$33,208,085
	7	72	\$73,289,309
	8	26	\$58,220,498
Connecticut	1	38	\$178,291,206
	2	59	\$200,676,960
	3	32	\$151,908,588
	4	29	\$111,380,022
	5	40	\$150,138,144
District of Columbia	At-Large	9	\$144,791,482
Delaware	At-Large	54	\$378,662,785
Florida	1	120	\$256,427,153
	2	225	\$137,661,422
	3	102	\$73,889,609
	4	65	\$98,167,196
	5	19	\$56,511,337
	6	31	\$24,208,881
	7	15	\$91,655,179
	8	19	\$17,756,526
	9	21	\$106,205,267
	10	10	\$9,708,156
	11	15	\$12,489,337
	12	3	\$4,942,696
	13	9	\$44,809,855
	14	22	\$36,671,283
	15	3	\$10,373,462
	16	20	\$53,519,860
	17	44	\$67,909,851
	18	58	\$50,351,320
	19	15	\$51,119,669
	20	16	\$25,821,078
	21	24	\$47,906,132
	22	11	\$48,374,854
	23	40	\$63,462,550
	24	26	\$47,726,843
	25	9	\$33,210,301
	26	26	\$51,281,785
	27	11	\$37,646,727
	28	13	\$61,143,878

Georgia	1	153	\$205,441,114
	2	330	\$240,634,824
	3	281	\$214,683,741
	4	47	\$71,991,828
	5	43	\$88,248,334
	6	57	\$40,137,476
	7	13	\$25,032,240
	8	415	\$348,806,977
	9	227	\$152,528,661
	10	244	\$204,572,571
	11	65	\$69,586,679
	12	277	\$313,146,140
	13	68	\$57,572,840
	14	224	\$191,967,045
Hawaii	1	62	\$644,495,899
	2	163	\$568,689,172
Iowa	1	849	\$269,920,723
	2	1045	\$316,567,356
	3	1425	\$381,609,332
	4	1752	\$499,162,509
Idaho	1	304	\$213,345,618
	2	290	\$210,752,338
Illinois	1	14	\$20,301,065
	2	89	\$51,164,563
	3	5	\$5,966,299
	4	5	\$4,101,609
	5	6	\$59,167,695
	6	4	\$8,369,343
	7	21	\$127,061,799
	8	4	\$8,984,452
	9	9	\$13,732,771
	10	19	\$25,215,668
	11	22	\$23,946,745
	12	228	\$186,782,977
	13	58	\$57,859,748
	14	46	\$34,771,608
	15	395	\$191,962,902
	16	218	\$161,932,429
	17	105	\$85,279,002
Indiana	1	52	\$85,443,882
	2	125	\$108,535,874

	3	161	\$166,863,664
	4	321	\$257,652,930
	5	170	\$164,623,026
	6	171	\$148,695,307
	7	44	\$83,709,947
	8	596	\$393,338,319
	9	278	\$220,339,078
Kansas	1	2699	\$956,326,941
	2	1483	\$674,896,708
	3	221	\$186,583,399
	4	1251	\$533,183,574
Kentucky	1	493	\$256,350,428
	2	173	\$217,670,073
	3	64	\$65,623,344
	4	188	\$198,812,204
	5	591	\$331,464,223
	6	180	\$121,437,751
Louisiana	1	263	\$192,480,540
	2	142	\$554,063,037
	3	550	\$433,840,572
	4	826	\$581,191,397
	5	1125	\$690,165,117
	6	336	\$238,487,436
Massachusetts	1	81	\$163,230,428
	2	82	\$235,711,674
	3	25	\$73,395,531
	4	22	\$129,843,826
	5	13	\$30,615,176
	6	16	\$63,470,920
	7	12	\$1,080,176,051
	8	8	\$40,555,469
	9	22	\$136,340,404
Maryland	1	49	\$151,944,499
	2	30	\$37,642,031
	3	13	\$38,657,020
	4	8	\$23,486,538
	5	10	\$40,590,462
	6	64	\$61,473,915
	7	4	\$30,643,538
	8	8	\$25,193,272
Maine	1	122	\$331,852,874

	2	253	\$368,751,518
Michigan	1	143	\$68,050,527
	2	80	\$73,711,998
	3	11	\$15,211,978
	4	26	\$15,095,139
	5	103	\$62,690,265
	6	27	\$29,819,868
	7	46	\$32,060,265
	8	60	\$58,649,647
	9	58	\$34,734,244
	10	5	\$5,452,113
	11	10	\$38,740,338
	12	8	\$45,632,970
	13	13	\$102,826,559
Minnesota	1	215	\$122,154,331
	2	17	\$14,855,678
	3	13	\$26,528,689
	4	22	\$52,292,130
	5	32	\$74,397,306
	6	35	\$33,831,690
	7	293	\$193,899,392
	8	139	\$107,924,135
Missouri	1	27	\$69,103,789
	2	59	\$36,886,676
	3	317	\$129,807,536
	4	863	\$348,348,271
	5	39	\$63,740,340
	6	1540	\$457,734,346
	7	330	\$177,743,703
	8	928	\$363,200,905
Mississippi	1	605	\$222,258,067
	2	1180	\$488,832,716
	3	580	\$218,182,625
	4	298	\$154,059,038
Montana	1	346	\$292,437,477
	2	579	\$421,848,098
North Carolina	1	119	\$60,639,034
	2	21	\$12,192,768
	3	101	\$81,425,090
	4	59	\$41,873,774
	5	225	\$86,171,688

	6	51	\$30,921,725
	7	51	\$21,357,923
	8	76	\$33,675,714
	9	141	\$44,579,894
	10	188	\$89,201,794
	11	389	\$141,197,924
	12	15	\$10,348,891
	13	26	\$12,899,650
	14	19	\$12,385,901
North Dakota	At-Large	591	\$184,308,833
Nebraska	1	646	\$268,085,532
	2	273	\$123,969,602
	3	2583	\$1,028,325,039
New Hampshire	1	52	\$155,961,382
	2	199	\$312,230,266
New Jersey	1	18	\$55,822,271
	2	52	\$293,533,547
	3	35	\$99,697,109
	4	19	\$92,550,120
	5	19	\$38,253,148
	6	16	\$128,993,938
	7	97	\$181,782,942
	8	16	\$104,463,064
	9	22	\$107,813,534
	10	18	\$200,207,100
	11	14	\$25,110,056
	12	29	\$61,680,121
New Mexico	1	35	\$20,496,696
	2	88	\$83,212,875
	3	158	\$117,997,578
Nevada	1	6	\$14,058,734
	2	45	\$70,528,797
	3	2	\$14,342,081
	4	6	\$32,866,268
New York	1	15	\$37,330,357
	2	7	\$27,880,710
	3	6	\$13,121,816
	4	4	\$7,384,874
	5	3	\$12,444,413
	6	1	\$5,284,826
	7	0	\$75,886,847

	8	0	\$29,654,535
	9	3	\$5,286,535
	10	6	\$15,194,227
	11	0	\$279,876,353
	12	14	\$71,786,648
	13	2	\$65,794,436
	14	1	\$16,712,346
	15	7	\$27,947,945
	16	18	\$46,803,721
	17	32	\$70,417,335
	18	62	\$93,388,084
	19	170	\$182,807,179
	20	16	\$27,887,075
	21	201	\$135,100,006
	22	56	\$76,539,393
	23	155	\$172,290,869
	24	103	\$121,693,306
	25	35	\$51,684,102
	26	28	\$104,234,413
Ohio	1	49	\$180,562,396
	2	352	\$276,852,823
	3	31	\$101,693,035
	4	286	\$233,808,606
	5	268	\$194,235,535
	6	246	\$183,157,883
	7	81	\$68,584,471
	8	107	\$92,081,012
	9	149	\$150,639,855
	10	37	\$53,700,403
	11	22	\$109,075,530
	12	324	\$198,968,088
	13	43	\$74,027,315
	14	99	\$106,626,241
	15	121	\$189,842,793
Oklahoma	1	82	\$80,765,802
	2	876	\$327,596,208
	3	1136	\$408,623,427
	4	401	\$145,871,794
	5	426	\$150,533,494
Oregon	1	218	\$621,256,522
	2	736	\$914,003,965

	3	117	\$352,744,367
	4	485	\$717,785,591
	5	286	\$513,212,852
	6	156	\$296,316,781
Pennsylvania	1	50	\$60,329,691
	2	8	\$13,924,810
	3	9	\$51,942,031
	4	36	\$34,432,085
	5	14	\$19,557,688
	6	45	\$33,319,420
	7	41	\$46,230,431
	8	77	\$72,615,663
	9	155	\$89,294,654
	10	32	\$41,565,039
	11	66	\$39,016,308
	12	23	\$71,140,230
	13	93	\$77,537,218
	14	138	\$87,749,692
	15	162	\$109,679,420
	16	95	\$70,374,206
	17	14	\$27,387,477
Puerto Rico	At-Large	376	\$487,046,593
Rhode Island	1	36	\$227,157,249
	2	53	\$271,391,249
South Carolina	1	89	\$190,651,016
	2	275	\$230,191,697
	3	1139	\$480,007,561
	4	402	\$270,299,522
	5	699	\$345,600,725
	6	532	\$316,688,728
	7	634	\$252,430,340
South Dakota	At-Large	1077	\$563,429,282
Tennessee	1	224	\$149,076,245
	2	111	\$93,073,268
	3	180	\$132,410,389
	4	243	\$147,355,071
	5	119	\$76,511,182
	6	230	\$138,376,405
	7	249	\$193,086,344
	8	470	\$243,850,835
	9	78	\$91,250,057

	1	121	\$60,688,130
	2	15	\$6,622,890
	3	18	\$6,381,850
	4	78	\$21,950,950
	5	44	\$32,971,970
	6	107	\$28,926,010
	7	6	\$12,537,120
	8	35	\$12,355,120
	9	5	\$2,166,280
	10	130	\$51,174,110
	11	144	\$83,408,010
	12	34	\$31,051,170
	13	143	\$66,201,228
	14	22	\$11,215,860
	15	56	\$26,976,720
	16	9	\$9,421,530
	17	229	\$84,936,680
	18	5	\$2,002,670
	19	122	\$67,439,040
Texas	20	17	\$10,693,580
	21	46	\$25,261,900
	22	53	\$13,771,960
	23	188	\$87,680,970
	24	20	\$8,120,560
	25	107	\$50,081,090
	26	29	\$9,018,020
	27	111	\$46,492,620
	28	71	\$46,638,780
	29	9	\$8,347,620
	30	12	\$16,702,790
	31	87	\$34,847,460
	32	8	\$7,092,340
	33	8	\$6,523,060
	34	5	\$2,158,080
	35	27	\$17,535,800
	36	53	\$22,034,792
	37	7	\$8,014,710
	38	4	\$2,817,830
Utah	1	111	\$140,986,622
	2	113	\$135,226,378
	3	129	\$100,278,253

	4	38	\$35,942,990
Virginia	1	39	\$123,906,722
	2	39	\$42,218,768
	3	7	\$33,301,164
	4	91	\$106,004,454
	5	242	\$314,874,332
	6	185	\$231,067,963
	7	25	\$42,870,642
	8	17	\$61,728,414
	9	248	\$248,398,711
	10	33	\$46,904,723
	11	6	\$29,284,026
Vermont	At-Large	390	\$295,176,640
Washington	1	16	\$46,427,804
	2	153	\$232,559,498
	3	211	\$329,754,251
	4	273	\$275,338,115
	5	329	\$335,031,718
	6	167	\$341,001,574
	7	21	\$143,500,959
	8	229	\$258,450,520
	9	20	\$67,025,797
	10	29	\$65,988,770
Wisconsin	1	28	\$23,943,058
	2	55	\$30,798,504
	3	261	\$126,225,277
	4	15	\$53,287,938
	5	27	\$16,144,735
	6	63	\$35,368,740
	7	259	\$102,709,978
	8	100	\$40,976,232
West Virginia	1	251	\$231,717,169
	2	172	\$173,997,593
Wyoming	At-Large	284	\$127,643,926

Bigger Trucks: Bad for America's Local Communities

Dear Members of Congress,

Representing local communities and Americans across the nation, we are concerned about our transportation infrastructure. We strongly oppose proposals in Congress that would allow any increase in truck length or weight—longer double-trailer trucks or heavier single-trailer trucks would only make our current situation worse.

Local communities and our residents are what drive this country. We work every day to make sure the needs and safety of our residents are met. Allowing heavier and longer trucks will most certainly set us back in our efforts. Much of our transportation infrastructure that connects people to jobs, schools and leisure is in disrepair, in part because local and rural roads and bridges are older and not built to the same standards as Interstates. Many of us are unable to keep up with our current maintenance schedules and replacement costs because of underfunded budgets.

The impacts of longer or heavier tractor-trailers would only worsen these problems. Millions of miles of truck traffic operate on local roads and bridges across the country, and any bigger trucks allowed on our Interstates would mean additional trucks that ultimately find their way onto our local infrastructure. Longer and heavier trucks would cause significantly more damage to our transportation infrastructure, costing us billions of dollars that local government budgets simply cannot afford, compromising the very routes that American motorists use every day.

On behalf of America's local communities and our residents, we ask that you oppose any legislation that would allow any increase in truck length or weight.

Sincerely,

Julia Heflin
Executive Director, Alabama City/County Management
Association

Terry Downey
Mayor, City of Bayou La Batre
Alabama

Linda Kennemer
Councilmember, City of Center Point
Alabama

John Koniar
Mayor, City of Foley
Alabama

Jimmie Lay
Councilmember, City of Fultondale
Alabama

Royce Benefield
Councilmember, City of Haleyville
Alabama

Richard Bittinger
Councilmember, City of Haleyville
Alabama

Drew Thrasher
Councilmember, City of Haleyville
Alabama

Jennifer Andress
Councilmember, City of Homewood
Alabama

Jason Ward
Mayor, City of Lisman
Alabama

Brent White
Councilmember, City of Moulton
Alabama

Mike Lockhart
Councilmember, City of Muscle Shoals
Alabama

Gary Fuller
Mayor, City of Opelika
Alabama

Josh Harvill
County Engineer, Association of County Engineers of
Alabama

Alex McDowell
City Clerk, City of Brewton
Alabama

Arthur Bosarge
Assistant Public Works Director, City of Fairhope
Alabama

Larry Chesser
Mayor, City of Fort Payne
Alabama

Christy Harbin
City Clerk, City of Haleyville
Alabama

Jonathan Bennett
Councilmember, City of Haleyville
Alabama

Blue Russell
Councilmember, City of Haleyville
Alabama

Ken Sunseri
Mayor, City of Haleyville
Alabama

Barry Smith
Councilmember, City of Homewood
Alabama

Joyce Jeffreys
Councilmember, City of Moulton
Alabama

Sam Gaston
City Manager, City of Mountain Brook
Alabama

David Bradford
Mayor, City of Muscle Shoals
Alabama

Paul Stanley
Councilmember, City of Saraland
Alabama

Stan Hutto
Commissioner, Clarke County
Alabama

Daniel White
Executive Director, Fayette Chamber of Commerce
Alabama

Jamie Whelan
Vice Mayor, City of Flagstaff
Arizona

Phil Ronnerud
County Engineer, Greenlee County
Arizona

Julie Pace
Councilmember, Town of Paradise Valley
Arizona

Jerry Bien-Willner
Mayor, Town of Paradise Valley
Arizona

Joshua Scott
Public Works Director, Yuma County
Arizona

Floyd Nutt
County Judge, Calhoun County
Arkansas

Charles Frierson
Councilmember, City of Jonesboro
Arkansas

Steve Baxter
Councilmember, City of North Little Rock
Arkansas

Glen Hughes
Mayor, City of Whelen Springs
Arkansas

Dennis Thornton
Judge, Hot Spring County
Arkansas

Bobby Cantrell
County Judge, Poinsett County
Arkansas

Richie Beyer
Chief Engineer and Operations Officer, Elmore County
Alabama

Roy Delgado
Vice Mayor, City of El Mirage
Arizona

Michael Shelton
Councilmember, City of Yuma
Arizona

Ellen Andeen
Councilmember, Town of Paradise Valley
Arizona

Dawn Marie Buckland
Deputy Town Manager, Town of Paradise Valley
Arizona

Brian Dalke
Town Manager, Town of Paradise Valley
Arizona

Thomas Best
County Judge, Arkansas County
Arkansas

Russ Stokes
Mayor, City of Cherokee Village
Arkansas

Wilma Peevy
Councilmember, City of Mulberry
Arkansas

Ron Harris
Councilmember, City of North Little Rock
Arkansas

Jim Baker
County Judge, Faulkner County
Arkansas

Danny Ormond
Judge, Lafayette County
Arkansas

Steven Snellback
Mayor, Town of Lonsdale
Arkansas

Charles Dallas
County Judge, Woodruff County
Arkansas

Paul Rodriguez
Councilmember, City of Chino
California

Elisa Marquez
Councilmember, City of Hayward
California

Mark Salinas
Councilmember, City of Hayward
California

Anne Logie
Project Manager, City of Irvine
California

Eduardo Martinez
Councilmember, City of Richmond
California

Jewel Edson
Councilmember, City of Solana Beach
California

Stan Hill
Engineer, City of South Lake Tahoe
California

Diane Burgis
Supervisor, Contra Costa County
California

Jorge Aguilar
Engineer, The Wallace Group
California

Jim Provenza
Supervisor, Yolo County
California

Randy Ahrens
Mayor, City and County of Broomfield
Colorado

Sam Weaver
Councilmember, City of Boulder
Colorado

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Executive Director, Imperial County Transportation
Commission
California

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Councilmember, City of Hayward
California

Al Mendall
Councilmember, City of Hayward
California

Francisco Zermeno
Councilmember, City of Hayward
California

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Public Works Director, City of Manteca
California

Kristi Becker
Councilmember, City of Solana Beach
California

Kelly Harless
Councilmember, City of Solana Beach
California

Michael Van Winkle
Mayor, City of Waterford
California

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Supervisor, San Joaquin County
California

Karl Rodefer
Supervisor, Tuolumne County
California

Gary Sandy
Supervisor, Yolo County
California

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Colorado

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Councilmember, City of Lakewood
Colorado

Joe McBride
Commissioner, Logan County
Colorado

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Councilmember, City of Hartford
Connecticut

Claudine Fox
Councilmember, City of Hartford
Connecticut

Robert Blanchard
Councilmember, City of Middletown
Connecticut

Julia Haverl
Selectman, Town of Andover
Connecticut

Michael Krenesky
Selectman, Town of Beacon Falls
Connecticut

Carolyn Arabolos
Councilmember, Town of Coventry
Connecticut

Amy Traversa
First Selectman, Town of Marlborough
Connecticut

Chris Spaulding
First Selectman, Town of Weston
Connecticut

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Councilmember, City of Wilmington
Delaware

Dave Letterman
Mayor, Town of Clayton
Delaware

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Commissioner, Broward County
Florida

Betty Erhard
Councilmember, City of Brooksville
Florida

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Councilmember, City of Danbury
Connecticut

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Councilmember, City of Hartford
Connecticut

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Councilmember, City of Hartford
Connecticut

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Councilmember, City of Middletown
Connecticut

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Connecticut

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Council President, Town of Coventry
Connecticut

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Mayor, Town of Hamden
Connecticut

Dan Rosenthal
First Selectman, Town of Newtown
Connecticut

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Council President, City of Wilmington
Delaware

Michael Purzycki
Mayor, City of Wilmington
Delaware

Frank Twardzik
Councilmember, Town of Ocean View
Delaware

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Councilmember, City of Brooksville
Florida

Karen Davis
Councilmember, City of Bushnell
Florida

Joseph Strickland
Councilmember, City of Bushnell
Florida

Bil Spaude
Mayor, City of Bushnell
Florida

Digna Cabral
Councilmember, City of Doral
Florida

Christi Fraga
Councilmember, City of Doral
Florida

Claudia Mariaca
Vice Mayor, City of Doral
Florida

Barbara Krull
Mayor, City of Mascotte
Florida

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Vice Mayor, City of Oakland Park
Florida

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Commissioner, City of Orlando
Florida

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Mayor, City of Pembroke Pines
Florida

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Mayor, City of St. Pete Beach
Florida

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Florida

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Commissioner, Hillsborough County
Florida

Mary Ann Lindley
Commissioner, Leon County
Florida

Dale Swain
Councilmember, City of Bushnell
Florida

Brett Peterson
Mayor, City of Crescent City
Florida

Pete Cabrera
Councilmember, City of Doral
Florida

Juan Bermudez
Mayor, City of Doral
Florida

Jim Richards
Mayor, City of Lady Lake
Florida

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Commissioner, City of Oakland Park
Florida

Regina Hill
Commissioner, City of Orlando
Florida

Tammie Williams
Commissioner, City of Palatka
Florida

Terri Finnerty
Commissioner, City of St. Pete Beach
Florida

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Councilmember, City of Tampa
Florida

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Chairman, Clay County
Florida

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Commissioner, Hillsborough County
Florida

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Commissioner, Levy County
Florida

Heather Carruthers
Commissioner, Monroe County
Florida

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Public Works Director, Pasco County
Florida

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Commissioner, Santa Rosa County
Florida

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Commissioner, Town of Lady Lake
Florida

Tina Paul
Commissioner, Town of Surfside
Florida

Vimari Roman
Councilmember, Village of El Portal
Florida

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County Councilmember, Volusia County
Florida

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Commissioner, Charlton County
Georgia

Jeff Rader
Commissioner, Dekalb County
Georgia

Don Jernigan
Commissioner, Jasper County
Georgia

Robert Heiney
Commissioner, Lamar County
Georgia

Nancy Thrash
Commissioner, Lamar County
Georgia

Jay Huber
Commissioner, Shoshone County
Idaho

Emily Bonilla
Commissioner, Orange County
Florida

Pat Gerard
Commissioner, Pinellas County
Florida

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Councilor, Town of Howey-in-the-Hills
Florida

Alan Watt
Councilmember, Town of Orange Park
Florida

Richard Montgomery
Councilmember, Town of Windermere
Florida

James McDonald
Councilmember, Village of Pinecrest
Florida

Heather Post
County Councilmember, Volusia County
Florida

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Mayor, City of Suwanee
Georgia

Ben Ku
Commissioner, Gwinnett County
Georgia

Charles Glass
Commissioner, Lamar County
Georgia

Bennie Horton
Commissioner, Lamar County
Georgia

Ryran Traylor
Commissioner, Lamar County
Georgia

James Frankenhoff
County Engineer, Adams County
Illinois

Don Holod
Highway Commissioner, Addison Township
Illinois

Wade Thompson
Highway Commissioner, Big Rock Township
Illinois

Mike Barton
Highway Commissioner, Bruce Township
Illinois

Jeff Blue
County Engineer, Champaign County
Illinois

Dale Gillette
Highway Commissioner, Chatsworth Township
Illinois

Mary Stiehl
Councilmember, City of Belleville
Illinois

Jeff Jenkins
Councilmember, City of Chillicothe
Illinois

Andy Lewis
City Engineer, City of Galena
Illinois

Rod Johnson
Public Works Manager, City of Kewanee
Illinois

William Wescott
Mayor, City of Rock Falls
Illinois

Craig Neuhaus
Mayor, City of Staunton
Illinois

Jim Stratton
Highway Commissioner, Cordova Township
Illinois

Craig Smith
Highway Commissioner, Dekalb Township
Illinois

Dale Frank
Road Commissioner, Alhambra Township
Illinois

Robert Nogan
General Superintendent, Bloomingdale Township
Illinois

Kyle Godar
County Engineer, Calhoun County
Illinois

Lawrence Padgett
Highway Commissioner, Champaign Township
Illinois

Tim Killian
Highway Commissioner, Chenoa Township
Illinois

Carlos Ramirez-Rosa
Alderman, City of Chicago
Illinois

Pam Bernstein
Alderman, City of Galena
Illinois

Robert O'Dekirk
Mayor, City of Joliet
Illinois

Jerry Daugherty
Mayor, City of Mascoutah
Illinois

Jason Ashmore
Mayor, City of Sesser
Illinois

Tom Cooper
Highway Commissioner, Clintonia Township
Illinois

Rick Hall
Highway Commissioner, Custer Township
Illinois

Steven Scott
Road Commissioner, Delavan Township
Illinois

Steve Chaney
Road Commissioner, East Nelson Township
Illinois

Rodney Seyller
Highway Commissioner, Elgin Township
Illinois

Scott Seebach
Highway Commissioner, Flagg Township
Illinois

Don Hansen
County Board Member, Grundy County
Illinois

Danny Hanning
Highway Commissioner, Huntsville Township
Illinois

Thomas Klasner
County Engineer, Jersey County
Illinois

Marty Neal
Highway Commissioner, Libertyville Township
Illinois

Ed Young
Highway Commissioner, Lisle Township
Illinois

Robert Geddes
Highway Commissioner, Lovejoy Township
Illinois

Thomas Reinhart
County Engineer, Macoupin County
Illinois

Charlie Montgomery
Highway Commissioner, Monticello Township
Illinois

Leslie Hild
Highway Commissioner, Mount Pulaski Township
Illinois

Ken Hostert
Highway Commissioner, Na-Au-Say Township
Illinois

Darrell Duley
Highway Commissioner, El Paso Township
Illinois

Jerome Brown
Highway Commissioner, Elm Grove Township
Illinois

Brett Metzger
Township Employee, Flagg Township
Illinois

Mike Murray
Highway Commissioner, Hartland Township
Illinois

Brandon Simmons
County Engineer, Jefferson County
Illinois

Duane Ratermann
County Engineer, Knox County
Illinois

Glenn Kramer
Highway Commissioner, Limestone Township
Illinois

John Quinn
Highway Superintendent, Lisle Township
Illinois

Bruce Bird
County Engineer, Macon County
Illinois

Tom Casson
County Engineer, Menard County
Illinois

Greg Menold
Highway Commissioner, Morton Township
Illinois

Kenny Hayes
Highway Commissioner, Mount Vernon Township
Illinois

Ron Sly
Highway Commissioner, New Lenox Township
Illinois

Paul Butcher
Highway Commissioner, North Palmyra Township
Illinois

Bob Rogerson
Highway Commissioner, Oswego Township
Illinois

Ken Marland
Highway Commissioner, Plainfield Township
Illinois

Jon Whitten
Highway Commissioner, Rockville Township
Illinois

Richard Mitchon
Highway Commissioner, South Otter Township
Illinois

Jerry Pardus
Commissioner, Stephenson County
Illinois

Dana Stutzke
Highway Commissioner, Sterling Township
Illinois

Craig Fink
County Engineer, Tazewell County
Illinois

Joe Berscheid
Village Trustee, Village of Elwood
Illinois

Debby Blatzer
Trustee, Village of Lemont
Illinois

Jeffrey Wallace
Highway Commissioner, Walnut Township
Illinois

Bill Alstrom
Highway Commissioner, Wheatland Township
Illinois

Rachel Ventura
County Board Member, Will County
Illinois

Ron Hartter
Highway Commissioner, Olio Township
Illinois

Derrick Storey
Highway Commissioner, Palmyra Township
Illinois

Darrell Maxheimer
Highway Commissioner, Rochester Township
Illinois

Ron Niehaus
Highway Commissioner, Sadorus Township
Illinois

Mark Kelly
Highway Commissioner, St. Mary Township
Illinois

Dale Rasmussen
County Engineer, Stephenson County
Illinois

Richard Rutledge
Highway Commissioner, Sullivan Township
Illinois

Arnold Vegter
Highway Commissioner, Union Grove Township
Illinois

Ted Doucette
Highway Commissioner, Village of Hennepin
Illinois

Ron-Kim Hampton
Councilmember, Village of New Athens
Illinois

Mark Elbus
Highway Commissioner, Wethersfield Township
Illinois

Judy Ogalla
County Board Member, Will County
Illinois

Greg Smothers
County Engineer, Williamson County
Illinois

Jean Crosby
Commissioner, Winnebago County
Illinois

Richard Schroeder
Highway Commissioner, York Township
Illinois

Stephen Volan
Councilmember, City of Bloomington
Indiana

James Brainard
Mayor, City of Carmel
Indiana

Zach Adamson
Councilmember, City of Indianapolis
Indiana

Dan Dattilo
Councilmember, City of Madison
Indiana

Laura Hodges
Councilmember, City of Madison
Indiana

Robert Smith
Councilmember, City of Madison
Indiana

Dennis Tyler
Mayor, City of Muncie
Indiana

Curtis Debaun
Councilmember, City of Terre Haute
Indiana

Nicole Penrod
Councilmember, Columbia City
Indiana

Tad Varga
Councilmember, Columbia City
Indiana

Ryan Daniel
Mayor, Columbia City
Indiana

Scott Weaver
Highway Commissioner, Wrights Township
Illinois

David Bottorff
Executive Director, Association of Indiana Counties

Ron Carter
Council President, City of Carmel
Indiana

Jim Lienhoop
Mayor, City of Columbus
Indiana

David Alcorn
Councilmember, City of Madison
Indiana

Darrell Henderson
Councilmember, City of Madison
Indiana

Katie Rampy
Councilmember, City of Madison
Indiana

Jan Vetrhus
Councilmember, City of Madison
Indiana

Stephen Wood
Mayor, City of Rensselaer
Indiana

Walt Crowder
Council President, Columbia City
Indiana

Jennifer Romano
Councilmember, Columbia City
Indiana

Dan Weigold
Councilmember, Columbia City
Indiana

Brian Baird
Commissioner, Johnson County
Indiana

Kevin Walls
Commissioner, Johnson County
Indiana

Jennifer Sharkey
County Engineer, Steuben County
Indiana

Marcus Turner
Council President, Town of Avon
Indiana

Aaron Tevebaugh
Councilmember, Town of Avon
Indiana

Ryan Cannon
Public Works Director, Town of Avon
Indiana

Chris Worley
Councilmember, Town of Brownsburg
Indiana

Rick Thompson
Supervisor, Audubon County
Iowa

Brian Keierleber
County Engineer, Buchanan County
Iowa

Stephanie Hausman
Supervisor, Carroll County
Iowa

Steve Agne
Supervisor, Cedar County
Iowa

Brad Gaul
Supervisor, Cedar County
Iowa

Dawn Smith
Supervisor, Cedar County
Iowa

Deanna McCusker
City Administrator, City of Cascade
Iowa

Jim Biggs
Commissioner, Porter County
Indiana

Thomas Murtaugh
Commissioner, Tippecanoe County
Indiana

Steve Eisenbarth
Councilmember, Town of Avon
Indiana

Greg Zusan
Councilmember, Town of Avon
Indiana

Tom Klein
Town Manager, Town of Avon
Indiana

Michael Burke
Councilmember, Town of Yorktown
Indiana

Linda Laylin
Supervisor, Black Hawk County
Iowa

Tom Heidenwirth
Supervisor, Butler County
Iowa

Frank Waters
Supervisor, Cass County
Iowa

Jon Bell
Supervisor, Cedar County
Iowa

Jeff Kaufmann
Supervisor, Cedar County
Iowa

Jim Peters
Mayor, City of Adel
Iowa

Greg Staner
Mayor, City of Cascade
Iowa

Kelly Hayworth
City Administrator, City of Coralville
Iowa

Maria Dickmann
Councilmember, City of Davenport
Iowa

Weston Wunder
Public Works Director, City of Grimes
Iowa

Joel Greer
Mayor, City of Marshalltown
Iowa

Jamie Knutson
City Engineer, City of Waterloo
Iowa

John Hawkins
Mayor, City of Webster City
Iowa

Alan Yahnke
Supervisor, Davis County
Iowa

David Baker
Supervisor, Dubuque County
Iowa

Pat Murray
Supervisor, Howard County
Iowa

Ben Loots
County Engineer, Humboldt County
Iowa

Erik Underberg
Supervisor, Humboldt County
Iowa

Janelle Rettig
Supervisor, Johnson County
Iowa

Rich Harlow
Supervisor, Lee County
Iowa

John Lundell
Mayor, City of Coralville
Iowa

Ric Jones
Councilmember, City of Dubuque
Iowa

Connie Meier
City Administrator, City of Lisbon
Iowa

John Jaszewski
Councilmember, City of Mason City
Iowa

Steve Schmitt
Councilmember, City of Waterloo
Iowa

Sharon Keehner
Supervisor, Clayton County
Iowa

Dan Christensen
Supervisor, Decatur County
Iowa

Steven Struble
County Engineer, Harrison County
Iowa

Jerry Steven
Supervisor, Howard County
Iowa

Jana Bratland
County Treasurer, Humboldt County
Iowa

Mike Steines
Supervisor, Jackson County
Iowa

Kyle Stecker
Supervisor, Kossuth County
Iowa

Matt Pflug
Supervisor, Lee County
Iowa

Phil Clifton
Supervisor, Madison County
Iowa

Steve Salasek
Supervisor, Marshall County
Iowa

Richard Crouch
Supervisor, Mills County
Iowa

Aaron Holmbeck
County Engineer, Osceola County
Iowa

Craig Anderson
Supervisor, Plymouth County
Iowa

John Meis
Supervisor, Plymouth County
Iowa

Mark Nahra
County Engineer, Woodbury County
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Mayor, City of Burlington
Kansas

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Commissioner, City of Caldwell
Kansas

Mark Arnold
Mayor, City of Caldwell
Kansas

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Richard Drake
Councilmember, City of Eureka
Kansas

Kevin Lawrence
Councilmember, City of Eureka
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Iowa

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Iowa

Barb Francis
Supervisor, Mitchell County
Iowa

LeRoy DeBoer
Supervisor, Osceola County
Iowa

Don Kass
Supervisor, Plymouth County
Iowa

Tony Knobbe
Chairman, Scott County
Iowa

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Casie Risley
City Administrator, City of Caldwell
Kansas

Michelle Schiltz
Commissioner, City of Caldwell
Kansas

Marc Marcrum
Public Works Supervisor, City of Caldwell
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Ian Martell
City Manager, City of Eureka
Kansas

Mark Kennedy
Councilmember, City of Eureka
Kansas

Ann Lewis
Councilmember, City of Eureka
Kansas

Brian Mills
Councilmember, City of Eureka
Kansas

Terry Doerr
Mayor, City of Eureka
Kansas

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Commissioner, City of Kinsley
Kansas

Cheryl Lovette
Commissioner, City of Kinsley
Kansas

Rod Craft
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Kansas

Thomas Brown
Mayor, City of McPherson
Kansas

Craig Chamberlin
Commissioner, Dickinson County
Kansas

Ron Roller
Commissioner, Dickinson County
Kansas

John Gough
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Commissioner, Gray County
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Sean Wendel
Public Works Administrator, Gray County
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Public Works Director, Sedgwick County
Kansas

Michael Countryman
Mayor, City of Eureka
Kansas

Jay Dill
City Manager, City of Kinsley
Kansas

Steve Habiger
Commissioner, City of Kinsley
Kansas

Josh Schmidt
Mayor, City of Kinsley
Kansas

Wynn Butler
Commissioner, City of Manhattan
Kansas

Dan Stack
City Engineer, City of Salina
Kansas

Lynn Peterson
Commissioner, Dickinson County
Kansas

Brad Homman
County Administrator, Dickinson County
Kansas

Nancy Thellman
Commissioner, Douglas County
Kansas

Mark Busch
Commissioner, Gray County
Kansas

Orville Williams
Commissioner, Gray County
Kansas

David Dennis
Commissioner, Sedgwick County
Kansas

Orbrey Gritton
Judge, Anderson County
Kentucky

Suzie Razmus
Mayor, City of Corbin
Kentucky

Ken Bowman
Councilmember, City of Ft. Thomas
Kentucky

Paul Simmons
Assistant Public Works Director, City of Versailles
Kentucky

Brian Traugott
Mayor, City of Versailles
Kentucky

Rick Skinner
Mayor, City of Williamstown
Kentucky

David Voegele
Judge, Oldham County
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Police Juror, Acadia Parish
Louisiana

Robert Guidry
Police Juror, Acadia Parish
Louisiana

Kerry Kilgore
Police Juror, Acadia Parish
Louisiana

David Savoy
Police Juror, Acadia Parish
Louisiana

Billy Montgomery
Retired State Representative, Bossier Parish
Louisiana

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Mayor, City of Carencro
Louisiana

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City Clerk, City of Fort Thomas
Kentucky

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Mayor, City of Hillview
Kentucky

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Councilmember, City of Versailles
Kentucky

Bob Perry
Councilmember, City of Williamstown
Kentucky

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Magistrate, Madison County
Kentucky

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Police Juror, Acadia Parish
Louisiana

Peter Joseph
Police Juror, Acadia Parish
Louisiana

Jimmie Pellerin
Police Juror, Acadia Parish
Louisiana

Chris Carter
Police Juror, Assumption Parish
Louisiana

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Louisiana

Lori Ann Bell
Mayor, City of Clinton
Louisiana

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Councilmember, City of Donaldsonville
Louisiana

Jimmy Williams
Mayor, City of Sibley
Louisiana

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Secretary, Evangeline Parish
Louisiana

Jody Stuckey
Road Superintendent, Jackson Parish
Louisiana

Marilyn Bellock
Councilmember, St. Charles Parish
Louisiana

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Mayor, Village of Dubberly
Louisiana

Jim Bonsall
Police Juror, Webster Parish
Louisiana

Vera Davison
Police Juror, Webster Parish
Louisiana

Bernard Hudson
Police Juror, Webster Parish
Louisiana

Steve Lemmons
Police Juror, Webster Parish
Louisiana

Steve Ramsey
Police Juror, Webster Parish
Louisiana

Randy Thomas
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Commissioner, Hancock County
Maine

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Mayor, City of Mandeville
Louisiana

Tommy Durrett
Road Superintendent, Claiborne Parish
Louisiana

Lynn Treadway
Police Juror, Jackson Parish
Louisiana

Dennis Woodward
Public Works Director, Rapides Parish
Louisiana

Larry Snyder
Councilmember, St. John the Baptist Parish
Louisiana

Bruce Blanton
Police Juror, Webster Parish
Louisiana

Nick Cox
Police Juror, Webster Parish
Louisiana

Allen Gilbert
Police Juror, Webster Parish
Louisiana

Jerri Lee
Police Juror, Webster Parish
Louisiana

Dustin Moseley
Police Juror, Webster Parish
Louisiana

Daniel Thomas
Police Juror, Webster Parish
Louisiana

Maxine Beecher
Councilmember, City of South Portland
Maine

Dean Cray
Commissioner, Somerset County
Maine

Newell Graf
Commissioner, Somerset County
Maine

Robert Sezak
Commissioner, Somerset County
Maine

Dawn DiBlasi
County Administrator, Somerset County
Maine

Dennis Keschl
Town Manager, Town of Belgrade
Maine

Richard Clark
Commissioner, York County
Maine

Sharon Middleton
Councilmember, City of Baltimore
Maryland

Edouard Haba
Council President, City of Hyattsville
Maryland

Kevin Ward
Councilmember, City of Hyattsville
Maryland

Beryl Feinberg
Councilmember, City of Rockville
Maryland

Mark Pierzchala
Councilmember, City of Rockville
Maryland

Howard Long
Mayor, Town of Boonsboro
Maryland

Walter Johnson
Councilmember, Town of Denton
Maryland

Doncella Wilson
Councilmember, Town of Denton
Maryland

Cyp Johnson
Commissioner, Somerset County
Maine

Lloyd Trafton
Commissioner, Somerset County
Maine

Beverly Bradstreet
Selectmember, Town of Albion
Maine

Tim Shannon
Councilmember, Town of Yarmouth
Maine

Zeke Cohen
Councilmember, City of Baltimore
Maryland

Mary Pat Clarke
Councilmember, City of Baltimore
Maryland

Erica Spell
Councilmember, City of Hyattsville
Maryland

John Miller
Burgess, City of Middletown
Maryland

Virginia Onley
Councilmember, City of Rockville
Maryland

Bridget Newton
Mayor, City of Rockville
Maryland

Lester Branson
Councilmember, Town of Denton
Maryland

Dallas Lister
Councilmember, Town of Denton
Maryland

Abigail McNinch
Mayor, Town of Denton
Maryland

Maria De La Cruz
Councilmember, City of Lawrence
Massachusetts

Stephen Winslow
Councilmember, City of Malden
Massachusetts

Jim Lillo
Engineering Manager, Bay County
Michigan

Phillip Abney
Township Supervisor, Carrollton Township
Michigan

Charlotte Kish
Councilmember, City of Caro
Michigan

Daniel Guzzi
Mayor, City of Rockwood
Michigan

Lance Malburg
Road Commission Engineer, Dickinson County
Michigan

Dennis Bragiel
Township Supervisor, Kawkawlin Township
Michigan

Don Brown
Commissioner, Macomb County
Michigan

Bryan Santo
Director of Roads Department, Macomb County
Michigan

Tony Swope
Chief Weighmaster, Oakland County
Michigan

Dennis Borchard
Road Commission Managing Director, Saginaw County
Michigan

Barbara Schultz
Trustee, Village of Lexington
Michigan

Jeovanny Rodriguez
Councilmember, City of Lawrence
Massachusetts

James Barcia
County Executive, Bay County
Michigan

Craig Oatten
Township Director, Carrollton Township
Michigan

Craig Douglas
Township Trustee, Carrollton Township
Michigan

Barry Kreiner
Public Works Director, City of Marysville
Michigan

Michael Radtke
Councilmember, City of Sterling Heights
Michigan

John Graham
Road Commission Chairman, Isabella County
Michigan

Linda Jarvis
Commissioner, Lapeer County
Michigan

Joseph Romano
Commissioner, Macomb County
Michigan

Kenneth Hulka
Road Commission Managing Director, Muskegon County
Michigan

Kathy Dwan
Commissioner, Saginaw County
Michigan

Richard Stathakis
Township Supervisor, Shelby Township
Michigan

Michael Fulton
Village Trustee, Village of Lexington
Michigan

Bob Hart
Village Trustee, Village of Romeo
Michigan

Bruce Hasbargen
County Engineer, Beltrami County
Minnesota

Mike Robinson
Commissioner, Chisago County
Minnesota

John Anderson
Assistant City Engineer, City of Cloquet
Minnesota

Joel Sipress
Councilmember, City of Duluth
Minnesota

Kevin Voracek
Mayor, City of Faribault
Minnesota

Mike Halterman
Councilmember, City of Grove City
Minnesota

Nick Egger
Public Works Director, City of Hastings
Minnesota

George Tourville
Mayor, City of Inver Grove Heights
Minnesota

Julie Maas-Kusske
Mayor, City of Maple Plain
Minnesota

Cam Gordon
Councilmember, City of Minneapolis
Minnesota

Les Schultz
Councilmember, City of New Ulm
Minnesota

Dan Coughlin
City Administrator, City of Olivia
Minnesota

Bruce Dicke
Township Supervisor, Acton Township
Minnesota

Randy Maluchnik
Commissioner, Carver County
Minnesota

Kathleen Ryan
City Administrator, City of Aitkin
Minnesota

Rick Redenius
Director of Public Safety, City of Cottage Grove
Minnesota

Justin Femrite
Public Works Director, City of Elk River
Minnesota

Dave Smiglewski
Mayor, City of Granite Falls
Minnesota

Ryan Stempski
City Engineer, City of Hastings
Minnesota

John Olson
Public Works Director, City of Hutchinson
Minnesota

Gordy Woltjer
Mayor, City of Kandiyohi
Minnesota

Neil Garlock
Mayor, City of Mendota Heights
Minnesota

Kevin Reich
Councilmember, City of Minneapolis
Minnesota

Robert Beussman
Mayor, City of New Ulm
Minnesota

Tom Kalahar
Councilor, City of Olivia
Minnesota

Terry Kohout
Councilor, City of Olivia
Minnesota

Annette Thompson
Councilmember, City of Prior Lake
Minnesota

Ronda Bjornson
Commissioner, City of Wahkon
Minnesota

Tony Button
Councilmember, City of Wahkon
Minnesota

Michael Boulton
City Administrator, City of Wanamingo
Minnesota

Jenny Hazelton
City Administrator, City of Winthrop
Minnesota

Jan Callison
Commissioner, Hennepin County
Minnesota

Mark Mertens
Board Chairman, New London Township
Minnesota

Sheila Kiscaden
Commissioner, Olmsted County
Minnesota

Rafael Ortega
Commissioner, Ramsey County
Minnesota

Joe Perske
Commissioner, Stearns County
Minnesota

Dick Hall
Commissioner, Mississippi Transportation Commission

Mike Tagert
Commissioner, Mississippi Transportation Commission

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Minnesota

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Mayor, City of St. James
Minnesota

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Minnesota

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Mayor, City of Wahkon
Minnesota

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Minnesota

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Commissioner, Dakota County
Minnesota

Bryan Larson
Commissioner, Meeker County
Minnesota

Ken Brown
Commissioner, Olmsted County
Minnesota

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Commissioner, Ramsey County
Minnesota

Frank Jewell
Commissioner, St. Louis County
Minnesota

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Mississippi

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Mississippi

Daryl McMillian
Supervisor, Copiah County
Mississippi

Kenneth Powell
Supervisor, Copiah County
Mississippi

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Supervisor, Forrest County
Mississippi

Beverly Martin
Supervisor, Harrison County
Mississippi

Connie Rockco
Supervisor, Harrison County
Mississippi

Wayman Newell
Supervisor, Lauderdale County
Mississippi

Kyle Rutledge
Supervisor, Lauderdale County
Mississippi

Jonathan Wells
Supervisor, Lauderdale County
Mississippi

Orlando Trainer
Supervisor, Oktibbeha County
Mississippi

King Evans
Supervisor, Sharkey County
Mississippi

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Supervisor, Sharkey County
Mississippi

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Mayor, City of Vicksburg
Mississippi

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Supervisor, Copiah County
Mississippi

Jimmy Phillips
Supervisor, Copiah County
Mississippi

Chris Bowen
Supervisor, Forrest County
Mississippi

Greg Shaw
Supervisor, Hancock County
Mississippi

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Supervisor, Harrison County
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Supervisor, Hinds County
Mississippi

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Supervisor, Lauderdale County
Mississippi

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Supervisor, Lauderdale County
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Supervisor, Marion County
Mississippi

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Supervisor, Rankin County
Mississippi

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Supervisor, Sharkey County
Mississippi

Leroy Smith
Supervisor, Sharkey County
Mississippi

Willie Smith
Supervisor, Sharkey County
Mississippi

Scott Strickland
Supervisor, Stone County
Mississippi

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Supervisor, Tishomingo County
Mississippi

Jeff Holt
Supervisor, Tishomingo County
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Street Foreman, City of Brookfield
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Supervisor, Tishomingo County
Mississippi

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Supervisor, Tishomingo County
Mississippi

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Supervisor, Tishomingo County
Mississippi

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Superintendent, City of Berkeley
Missouri

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Alderman, City of Brentwood
Missouri

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Mayor, City of Carrollton
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Missouri

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Alderman, City of Dexter
Missouri

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Alderman, City of Foristell
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City Administrator, City of Foristell
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Mayor, City of Hopkins
Missouri

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Mayor, City of Independence
Missouri

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Alderman, City of Kearney
Missouri

Marie Steiner
Alderman, City of Kearney
Missouri

Dan Holt
Mayor, City of Kearney
Missouri

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Mayor, City of Lake Saint Louis
Missouri

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Councilmember, City of Lee's Summit
Missouri

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Councilmember, City of Lexington
Missouri

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City Manager, City of Ellisville
Missouri

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Alderman, City of Foristell
Missouri

John Pickering
Alderman, City of Foristell
Missouri

Joseph Goatley
Mayor, City of Foristell
Missouri

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Councilmember, City of Hannibal
Missouri

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Alderman, City of Hurley
Missouri

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Administrator, City of Kearney
Missouri

Gerri Spencer
Alderman, City of Kearney
Missouri

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City Attorney, City of Kearney
Missouri

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Public Works Director, City of Kirksville
Missouri

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Councilmember, City of Lexington
Missouri

Earl Parris
Councilmember, City of Lexington
Missouri

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Missouri

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Councilmember, City of New Melle
Missouri

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Councilmember, City of North Kansas City
Missouri

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City Clerk, City of Northmoor
Missouri

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Alderman, City of Odessa
Missouri

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Alderman, City of Parkville
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Missouri

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Missouri

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City Administrator, City of St. Clair
Missouri

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Alderman, City of Mount Vernon
Missouri

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Mayor, City of New London
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Missouri

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Mayor, City of Piedmont
Missouri

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Missouri

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Councilmember, City of Ravenwood
Missouri

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Alderman, City of St. Clair
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Alderman, City of St. Peters
Missouri

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Missouri

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Councilmember, City of Wellington
Missouri

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Alderman, City of Wentzville
Missouri

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Mayor, City of Wentzville
Missouri

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Councilmember, Jefferson County
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Missouri

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Commissioner, Livingston County
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Alderman, City of St. Peters
Missouri

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Councilmember, City of St. Peters
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City Clerk, City of Wellington
Missouri

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Mayor, City of Wellington
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Commissioner, Lewis County
Missouri

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Commissioner, Lewis County
Missouri

Alvin Thompson
Commissioner, Livingston County
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Missouri

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City Clerk, Village of Vandiver
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Nebraska

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Commissioner, Perkins County
Nebraska

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Commissioner, Saline County
Nebraska

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Nevada

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Mayor, City of Mesquite
Nevada

Pamela Goynes-Brown
Councilmember, City of North Las Vegas
Nevada

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Commissioner, Douglas County
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New Hampshire

Jill Brewer
Selectwoman, Town of Franconia
New Hampshire

Peter Kulbacki
Public Works Director, Town of Hanover
New Hampshire

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Highway Superintendent, Dawson County
Nebraska

Mark Lightwine
Supervisor, Fillmore County
Nebraska

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Supervisor, Kearney County
Nebraska

Walt Johnson
Commissioner, Lincoln County
Nebraska

Barb Malm
Commissioner, Phelps County
Nebraska

Georgia Mayberry
Supervisor, Thurston County
Nebraska

Debra March
Mayor, City of Henderson
Nevada

Richard Cherchio
Councilmember, City of North Las Vegas
Nevada

Jenny Brekhus
Councilwoman, City of Reno
Nevada

Jon Erb
Transportation Engineering Manager, Douglas County
Nevada

Jeffrey Blodgett
Selectmember, Town of Franconia
New Hampshire

Holly Burbank
Town Administrator, Town of Franconia
New Hampshire

Peter Christie
Selectman, Town of Hanover
New Hampshire

William Geraghty
Selectman, Town of Hanover
New Hampshire

Nancy Carter
Selectwoman, Town of Hanover
New Hampshire

Julia Griffin
Town Manager, Town of Hanover
New Hampshire

R. Gil Rand
Selectman, Town of Woodstock
New Hampshire

Ashley Bennett
Freeholder, Atlantic County
New Jersey

Jon Dunleavy
Mayor, Borough of Bloomingdale
New Jersey

Richard Goldberg
Mayor, Borough of Hawthorne
New Jersey

Charlie Spicuzzo
Council President, Borough of Spotswood
New Jersey

William Gallman
Council President, City of Elizabeth
New Jersey

Franco Mazza
Councilmember, City of Elizabeth
New Jersey

Eve Niedergang
Councilmember, City of Princeton
New Jersey

Brian Stack
Mayor, City of Union
New Jersey

Adele Starrs
Mayor, Knowlton Township
New Jersey

Athos Rassias
Selectman, Town of Hanover
New Hampshire

Joanna Whitcomb
Selectwoman, Town of Hanover
New Hampshire

Joel Bourassa
Selectman, Town of Woodstock
New Hampshire

Scott Rice
Selectmember, Town of Woodstock
New Hampshire

Rhonda Le Grice
Mayor, Borough of Atlantic Heights
New Jersey

Mattias Schroeter
Mayor, Borough of Glen Gardner
New Jersey

Gayle Brill Mittler
Mayor, Borough of Highland Park
New Jersey

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County Engineer, Burlington County
New Jersey

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Councilmember, City of Elizabeth
New Jersey

Christian Bollwage
Mayor, City of Elizabeth
New Jersey

Santiago Rodriguez
Councilmember, City of Trenton
New Jersey

Gregory Buontempo
Mayor, Holmdel Township
New Jersey

Leticia Fraga
Councilmember, Municipality of Princeton
New Jersey

William McBride
Alderman, Town of Boonton
New Jersey

William Pikolycky
Mayor, Town of Woodbine
New Jersey

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Committeewoman, Township of Maplewood
New Jersey

Liz Lempert
Mayor, Township of Princeton
New Jersey

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Executive Director, Association of Towns of the State of New
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Councilmember, City of Beacon
New York

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Mayor, City of West Hampton Beach
New York

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Councilmember, City of Yonkers
New York

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Legislator, Suffolk County
New York

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Supervisor, Town of Fleming
New York

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Councilmember, Town of Lewisboro
New York

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Supervisor, Town of Lewisboro
New York

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Supervisor, Town of North Salem
New York

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Mayor, Town of Maplewood
New Jersey

Dean Dafis
Committeeman, Township of Maplewood
New Jersey

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Mayor, Township of Mine Hill
New Jersey

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Public Works Director, Township of West Milford
New Jersey

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Mayor, City of Beacon
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Councilmember, City of Yonkers
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Legislator, Dutchess County
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Supervisor, Town of Brookhaven
New York

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Supervisor, Town of Highlands
New York

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Councilmember, Town of Lewisboro
New York

Edward Theobald
Supervisor, Town of Manlius
New York

Cheryl Horton
Supervisor, Town of Philadelphia
New York

Jodi Giglio
Councilmember, Town of Riverhead
New York

Gerry Kusse
Councilmember, Town of Rush
New York

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Deputy Mayor, Village of Bergen
New York

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Trustee, Village of Bergen
New York

Emily VanEenwyk
Trustee, Village of Bergen
New York

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Mayor, Village of Freeville
New York

Bruce D'Abramo
Trustee, Village of Port Jefferson
New York

Rob Rubio
Trustee, Village of Westhampton Beach
New York

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North Carolina

Esther Manheimer
Mayor, City of Asheville
North Carolina

Diane Fore
Alderman, City of Clyde
North Carolina

Woody Ayers
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North Carolina

Ann Harkey
Councilmember, City of Marion
North Carolina

Tim Hubbard
Councilmember, Town of Riverhead
New York

Cathleen Frank
Supervisor, Town of Rush
New York

Anna Marie Barclay
Mayor, Village of Bergen
New York

Robert Fedele
Trustee, Village of Bergen
New York

James Eves
Mayor, Village of Dexter
New York

Robert Allen
Mayor, Village of Hoosick Falls
New York

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North Carolina

Justin Harlow
Councilmember, City of Charlotte
North Carolina

Bob Boyette
City Manager, City of Marion
North Carolina

Juanita Doggett
Councilmember, City of Marion
North Carolina

Don Ramsey
Councilmember, City of Marion
North Carolina

Steve Little
Mayor, City of Marion
North Carolina

Dann Jesse
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North Carolina

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Public Works Director, Town of Matthews
North Carolina

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North Dakota

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Commissioner, Ashtabula County
Ohio

Kathryn Whittington
Commissioner, Ashtabula County
Ohio

Lenny Eliason
Commissioner, Athens County
Ohio

Tom Orr
Mayor, City of Cambridge
Ohio

Timothy O'Hara
Councilmember, City of Hubbard
Ohio

Bruce Landeg
Councilmember, City of Mentor
Ohio

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Councilmember, City of Willowick
Ohio

Robert Geyer
County Engineer, Greene County
Ohio

Daniel Troy
Commissioner, Lake County
Ohio

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North Carolina

Jim Trantham
Mayor, Town of Clyde
North Carolina

Jerry VeHaun
Mayor, Town of Woodfin
North Carolina

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County Road Supervisor, Sioux County
North Dakota

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Commissioner, Ashtabula County
Ohio

Timothy Martin
County Engineer, Ashtabula County
Ohio

Stephen McCall
County Engineer, Champaign County
Ohio

Lee Harris
City Engineer, City of Fairborn
Ohio

Dennis Hanwell
Mayor, City of Medina
Ohio

Dennis Clough
Mayor, City of Westlake
Ohio

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County Engineer, Cuyahoga County
Ohio

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County Engineer, Knox County
Ohio

James Gills
County Engineer, Lake County
Ohio

Scott Coleman
County Engineer, Logan County
Ohio

Michael Marozzi
County Engineer, Portage County
Ohio

Adam Gove
County Engineer, Richland County
Ohio

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Councilmember, Village of Bellville
Ohio

Teri Brenkus
Mayor, Village of Bellville
Ohio

Neil Tunison
County Engineer, Warren County
Ohio

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Oklahoma

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Mayor, City of Minco
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Commissioner, City of Tahlequah
Oklahoma

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Commissioner, Osage County
Oklahoma

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Betty Taylor
Councilmember, City of Eugene
Oregon

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County Engineer, Putnam County
Ohio

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Ohio

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Village Administrator, Village of Bellville
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Oklahoma

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Mayor, City of Edmond
Oklahoma

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Mayor, City of Pryor Creek
Oklahoma

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Councilmember, City of Weatherford
Oklahoma

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Councilmember, City of Corvallis
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Councilmember, City of Eugene
Oregon

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Public Works Director, City of Rogue River
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Councilmember, City of Tualatin
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Secretary, Columbia County Traffic Safety Commission
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Public Works Director, Oregon City
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Councilmember, Borough of Aspinwall
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Councilmember, Borough of Aspinwall
Pennsylvania

Trip Oliver
Councilmember, Borough of Aspinwall
Pennsylvania

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Mayor, Borough of Aspinwall
Pennsylvania

Lance Colondo
Mayor, Borough of Nazareth
Pennsylvania

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Pennsylvania

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Councilmember, Carlisle Borough
Pennsylvania

Brenda Landis
Councilmember, Carlisle Borough
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Pennsylvania

Lara Voytko
Councilmember, Borough of Aspinwall
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Dawn Flower-Webb
Councilmember, Carlisle Borough
Pennsylvania

Robin Guido
Councilmember, Carlisle Borough
Pennsylvania

Sean Shultz
Deputy Mayor, Carlisle Borough
Pennsylvania

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Borough Manager, Christiana Borough
Pennsylvania

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Managing Director, City of Allentown
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Councilmember, City of Lancaster
Pennsylvania

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Mayor, City of Lancaster
Pennsylvania

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Pennsylvania

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Councilmember, City of Reading
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Councilmember, City of Reading
Pennsylvania

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Pennsylvania

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Councilmember, Denver Borough
Pennsylvania

John Palm
Councilmember, Denver Borough
Pennsylvania

Todd Stewart
Councilmember, Denver Borough
Pennsylvania

Rodney Redcay
Mayor, Denver Borough
Pennsylvania

Lisa Peacock
Councilmember, Fallston Borough
Pennsylvania

Sal Panto
Mayor, City of Easton
Pennsylvania

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Council President, City of Lancaster
Pennsylvania

James Reichenbach
Councilmember, City of Lancaster
Pennsylvania

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City Clerk, City of Reading
Pennsylvania

Marcia Goodman-Hinnershitz
Councilmember, City of Reading
Pennsylvania

Donna Reed
Councilmember, City of Reading
Pennsylvania

Brian Twyman
Councilmember, City of Reading
Pennsylvania

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City Manager, Denver Borough
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Christopher Flory
Councilmember, Denver Borough
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Jason South
Councilmember, Denver Borough
Pennsylvania

Matt Stover
Councilmember, Denver Borough
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Borough Manager, Ephrata Borough
Pennsylvania

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Borough Manager, Gettysburg Borough
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Councilmember, Gettysburg Borough
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Councilmember, Gettysburg Borough
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Councilmember, Gettysburg Borough
Pennsylvania

Ted Streeter
Mayor, Gettysburg Borough
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Councilmember, Stroudsburg Borough
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Councilmember, Stroudsburg Borough
Pennsylvania

Boyd Weiss
Councilmember, Stroudsburg Borough
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Councilmember, Gettysburg Borough
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Councilmember, Gettysburg Borough
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Councilmember, Gettysburg Borough
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Councilmember, Sharpsburg Borough
Pennsylvania

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Councilmember, Stroudsburg Borough
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Councilmember, Stroudsburg Borough
Pennsylvania

Anthony Lanfrank
Councilmember, Stroudsburg Borough
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Tarah Probst
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Supervisor, West Brandywine Township
Pennsylvania

Joseph Morris
Supervisor, West Brandywine Township
Pennsylvania

Lynn Ceglie
Councilor, City of Newport
Rhode Island

Susan Taylor
Vice Chair, City of Newport
Rhode Island

Paul Sommerville
Vice-Chairman, Beaufort County
South Carolina

Rusty Smith
County Administrator, Florence County
South Carolina

Michael Smith
Town Administrator, Town of Cheraw
South Carolina

Mike Anderson
Councilmember, City of Wall
South Dakota

Ronald French
Commissioner, Blount County
Tennessee

E. L. Morton
County Mayor, Campbell County
Tennessee

Rick McClanahan
Director of Engineering, City of Bartlett
Tennessee

Ken Travis
Commissioner, City of Brentwood
Tennessee

Norman Ball
Mayor, Tunkhannock Borough
Pennsylvania

Charles Dobson
Supervisor, West Brandywine Township
Pennsylvania

Dale Barnett
Township Manager, West Brandywine Township
Pennsylvania

Jeanne-Marie Napolitano
Councilor, City of Newport
Rhode Island

Jeremy Rix
Councilman, City of Warwick
Rhode Island

Waymon Mumford
Chairman, Florence County
South Carolina

Andy Ingram
Mayor, Town of Cheraw
South Carolina

Paul Aylward
Mayor, City of Huron
South Dakota

DJ Buthe
Highway Superintendent, Minnehaha County
South Dakota

Gary Davis
County Mayor, Bradley County
Tennessee

Emily Elliott
Alderman, City of Bartlett
Tennessee

Keith McDonald
Mayor, City of Bartlett
Tennessee

Tom Allen
Alderman, City of Collierville
Tennessee

Ron Williams
Mayor, City of Farragut
Tennessee

Jonathan Newberry
Commissioner, City of Friendsville
Tennessee

Mary Anne Gibson
Alderman, City of Germantown
Tennessee

Forrest Owens
Alderman, City of Germantown
Tennessee

Russ Edwards
Alderman, City of Hendersonville
Tennessee

Jamie Clary
Mayor, City of Hendersonville
Tennessee

Amber Scott
Administrator, City of Lenoir City
Tennessee

Patrice Robinson
Councilmember, City of Memphis
Tennessee

Wallace Cartwright
Mayor, City of Shelbyville
Tennessee

Beth Rhoton
City Administrator, City of Winchester
Tennessee

Larry Dagen
Alderman, Town of Millington
Tennessee

Kara Mayfield
Executive Director, Association of Rural Communities in
Texas

Carlos Price
Alderman, City of Bayou Vista
Texas

Bud McKelvey
Public Works Director, City of Farragut
Tennessee

Andy Lawhorn
Mayor, City of Friendsville
Tennessee

Rocky Janda
Alderman, City of Germantown
Tennessee

Bo Mills
Public Works Director, City of Germantown
Tennessee

Eddie Roberson
Alderman, City of Hendersonville
Tennessee

Colette George
Alderman, City of Kingsport
Tennessee

Tony Aikens
Mayor, City of Lenoir City
Tennessee

Jeff Clawson
City Manager, City of Oak Hill
Tennessee

Larry Sanders
Mayor, City of Three Way
Tennessee

Terry Perkins
Public Works Director, Town of Arlington
Tennessee

John Deakins
Superintendent, Washington County
Tennessee

Nancy Berry
Commissioner, Brazos County
Texas

Sam Listi
City Manager, City of Belton
Texas

Rodney Holmes
Mayor, City of Boyd
Texas

Anthony Callis
Councilmember, City of Edna
Texas

Ruben Falcon
Councilmember, City of Fort Stockton
Texas

Dino Ramirez
Councilmember, City of Fort Stockton
Texas

Joe Chris Alexander
Mayor, City of Fort Stockton
Texas

Betsy Price
Mayor, City of Fort Worth
Texas

Phil Riddle
Councilmember, City of Irving
Texas

Rusty Bryson
Alderman, City of Jarrell
Texas

Louis Rigby
Mayor, City of La Porte
Texas

Liz Branigan
Councilmember, City of Liberty Hill
Texas

Ron Rhea
Councilmember, City of Liberty Hill
Texas

Troy Whitehead
Councilmember, City of Liberty Hill
Texas

Gloria Moon
Commissioner, City of Marshall
Texas

Julie Masters
Mayor, City of Dickinson
Texas

Frank Rodriguez
City Manager, City of Fort Stockton
Texas

Pam Palileo
Councilmember, City of Fort Stockton
Texas

James Warnock
Councilmember, City of Fort Stockton
Texas

Mike Ureta
Mayor Pro Tem, City of Fort Stockton
Texas

Tom Hines
Councilmember, City of Hutto
Texas

Oscar Ward
Councilmember, City of Irving
Texas

Laura Peace
Mayor, City of Kemp
Texas

Kent Cagle
City Manager, City of Leander
Texas

Wendell McLeod
Councilmember, City of Liberty Hill
Texas

Liz Rundzieher
Councilmember, City of Liberty Hill
Texas

Rick Hall
Mayor, City of Liberty Hill
Texas

Michel Bechtel
Mayor, City of Morgan's Point
Texas

Britni Van Curan
Councilmember, City of Pleasanton
Texas

Chris Whittaker
City Manager, City of Rockdale
Texas

Maya Sanchez
City Administrator, City of San Elizario
Texas

Manny Palacios
Public Works Director, City of Weatherford
Texas

Linda Anthony
Mayor, City of West Lake Hills
Texas

Eddy Shelton
Commissioner, Ector County
Texas

Judy Cope
Commissioner, Guadalupe County
Texas

Eddie Arnold
Commissioner, Jefferson County
Texas

Rick Bailey
Commissioner, Johnson County
Texas

Roger Harmon
County Judge, Johnson County
Texas

Keith Petitt
Commissioner, Robertson County
Texas

Donald Threadgill
Commissioner, Robertson County
Texas

J.D. Johnson
Commissioner, Tarrant County
Texas

Glenn Johnson
Mayor, City of Port Neches
Texas

David Cantu
Alderman, City of San Elizario
Texas

Joe Dickson
City Manager, City of Santa Fe
Texas

Robert Wood
City Administrator, City of West Lake Hills
Texas

Susan Fletcher
Commissioner, Collin County
Texas

Greg Simmons
Commissioner, Ector County
Texas

Sharla Baldrige
Judge, Hockley County
Texas

Jeff Branick
County Judge, Jefferson County
Texas

Kenny Howell
Commissioner, Johnson County
Texas

Keith Nickelson
Commissioner, Robertson County
Texas

James Taylor
Commissioner, Robertson County
Texas

Charles Ellison
County Judge, Robertson County
Texas

Cyndie Rathbun
Mayor, Town of Rancho Viejo
Texas

Virgil Melton
Commissioner, Van Zandt County
Texas

Skip Hajek
Commissioner, Wilson County
Texas

Larry Wiley
Commissioner, Wilson County
Texas

Karen Horn
Policy Director, Vermont League of Cities and Towns

Tom McArdle
Public Works Director, City of Montpelier
Vermont

Timothy Angell
Chairman, Town of St. Johnsbury
Vermont

Jeffrey Kahn
Trustee, Town of Woodstock
Vermont

Ann Mallek
Supervisor, Albemarle County
Virginia

Rick Randolph
Supervisor, Albemarle County
Virginia

Bob Good
Supervisor, Campbell County
Virginia

Pam Sebesky
Councilmember, City of Manassas
Virginia

Sue Hansohn
Supervisor, Culpeper County
Virginia

Mike Sheridan
Chairman, Fluvanna County
Virginia

Albert Gamez
Commissioner, Wilson County
Texas

Paul Pfeil
Commissioner, Wilson County
Texas

Richard Jackson
Judge, Wilson County
Texas

Ali Dieng
Councilmember, City of Burlington
Vermont

Peter Elwell
Town Manager, Town of Brattleboro
Vermont

James Reed
Selectmember, Town of Windsor
Vermont

Norman Dill
Supervisor, Albemarle County
Virginia

Liz Palmer
Supervisor, Albemarle County
Virginia

James Borland
Supervisor, Campbell County
Virginia

Eddie Gunter
Supervisor, Campbell County
Virginia

Bill Chase
Supervisor, Culpeper County
Virginia

Sharon Bulova
Supervisor, Fairfax County
Virginia

Wayne Hazzard
Supervisor, Hanover County
Virginia

Duane Adams
Supervisor, Louisa County
Virginia

Mary Biggs
Supervisor, Montgomery County
Virginia

Marlene Waymack
Supervisor, Prince George County
Virginia

Rick Chandler
Supervisor, Rockingham County
Virginia

Harry Collins
Councilmember, Town of Christiansburg
Virginia

Dan Harshman
Mayor, Town of Edinburg
Virginia

Ted Greenly
Councilmember, Town of Purcellville
Virginia

Eddie Payne
Councilmember, Town of Scottsville
Virginia

Bill Pelozo
Deputy Mayor, City of Auburn
Washington

Tom Watson
Councilmember, City of Bonney Lake
Washington

Dee Cragun
Councilmember, City of Deer Park
Washington

Tim Verzal
Mayor, City of Deer Park
Washington

Kendall Wallace
Councilmember, City of Gold Bar
Washington

Bob Babyok
Supervisor, Louisa County
Virginia

Darrell Sheppard
Supervisor, Montgomery County
Virginia

Phil North
Supervisor, Roanoke County
Virginia

Wayne Craig
Councilmember, Town of Abingdon
Virginia

Michael Barber
Mayor, Town of Christiansburg
Virginia

Chris Bledsoe
Councilmember, Town of Purcellville
Virginia

Kwasi Fraser
Mayor, Town of Purcellville
Virginia

Mark Bergam
City Engineer, City of Airway Heights
Washington

Terry Carter
Councilmember, City of Bonney Lake
Washington

Teresa Overhauser
Councilmember, City Of Cheney
Washington

Joe Polowski
Councilmember, City of Deer Park
Washington

Amy Ockerlander
Mayor, City of Duvall
Washington

Dennis Higgins
Councilmember, City of Kent
Washington

Cynthia Pratt
Deputy Mayor, City of Lacey
Washington

Tom French
Councilmember, City of Lake Forest Park
Washington

Shane Brickner
Councilmember, City of Liberty Lake
Washington

Mike Kennedy
Councilmember, City of Liberty Lake
Washington

Susan Johnson
Councilmember, City of Milton
Washington

Nathaniel Jones
Councilmember, City of Olympia
Washington

Renata Rollins
Councilmember, City of Olympia
Washington

Richard Hoey
Public Works Director, City of Olympia
Washington

Chris Roberts
Councilmember, City of Shoreline
Washington

John Eagleson
Mayor, City of Sprague
Washington

Scott Anderson
Mayor, City of Stevenson
Washington

Kathy Lambert
Councilmember, King County
Washington

Frank Wolfe
Commissioner, Pacific County
Washington

Timothy Reisher
Transportation Maintenance Supervisor, City of Lacey
Washington

John Wright
Councilmember, City of Lake Forest Park
Washington

Cris Kaminskas
Councilmember, City of Liberty Lake
Washington

Robert Moore
Councilmember, City of Liberty Lake
Washington

Jeff Brauns
Public Works Director, City of Newcastle
Washington

Lisa Parshley
Councilmember, City of Olympia
Washington

Cheryl Selby
Mayor, City of Olympia
Washington

Rick Wekenman
Councilmember, City of Palouse
Washington

Ben Stuckart
Council President, City of Spokane
Washington

Leana Kinley
City Administrator, City of Stevenson
Washington

Charles Amerein
Commissioner, Columbia County
Washington

Don Carney
Construction Engineer, Lewis County
Washington

Craig Jackson
Public Works Director, Pend Oreille County
Washington

Paul Randall-Grutter
County Engineer, Skagit County
Washington

Mark Storey
Director, Whitman County
Washington

Marilyn Cuonzo
Councilmember, City of Elkins
West Virginia

Jerry Deschane
Executive Director, League of Wisconsin Municipalities

Daniel Fedderly
Executive Director, Wisconsin County Highway Association

Michael Hoefs
County Engineer, Burnett County
Wisconsin

Ardell Knutson
Mayor, City of Blair
Wisconsin

Mike Vandersteen
Mayor, City of Sheboygan
Wisconsin

Brian Field
Highway Commissioner, Dodge County
Wisconsin

Sandra McKinney
Supervisor, Eau Claire County
Wisconsin

Martin Schroeder
Supervisor, Fon du Lac County
Wisconsin

Ronald Chamberlain
Highway Commissioner, La Crosse County
Wisconsin

Jim Bove
Supervisor, Marathon County
Wisconsin

John Hutchings
Board Vice Chairman, Thurston County
Washington

Bruce King
Councilmember, City of Charleston
West Virginia

Cris Meadows
City Manager, City of Hinton
West Virginia

Dan Bahr
Government Affairs Associate, Wisconsin Counties
Association

Mike Koles
Executive Director, Wisconsin Towns Association

Brad Chown
City Administrator, City of Black River Falls
Wisconsin

Tony Penterman
Mayor, City of Kaukauna
Wisconsin

Sharon Corrigan
Board Chairman, Dane County
Wisconsin

Nancy Coffey
Supervisor, Eau Claire County
Wisconsin

Thomas Janke
Highway Commissioner, Fon du Lac County
Wisconsin

Craig Hardy
Highway Commissioner, Iowa County
Wisconsin

Christopher Heller
Supervisor, Lincoln County
Wisconsin

Richard Gumz
Supervisor, Marathon County
Wisconsin

Adam Payne
County Administrator, Sheboygan County
Wisconsin

Steve Kubacki
City Administrator, Village of Suamico
Wisconsin

Mark Holbrook
Supervisor, Wood County
Wisconsin

John Larsen
Councilmember, City of Lander
Wyoming

Richard Bridger
Councilmember, City of Sheridan
Wyoming

Kennis Lutz
Mayor, Town of Alpine
Wyoming

Margaret Huggins
Councilmember, Town of Bear River
Wyoming

Greg Salisbury
Mayor, Town of Encampment
Wyoming

Dominic Wolf
Mayor, Town of Superior
Wyoming

Mike Pagel
Board Chairman, Town of Lanark
Wisconsin

Roland Hawk
Highway Commissioner, Wood County
Wisconsin

Douglas Machon
Supervisor, Wood County
Wisconsin

DeBari Martinez
Councilmember, City of Rawlins
Wyoming

Paul Bertoglio
Commissioner, Natrona County
Wyoming

Dan Cheatham
Councilmember, Town of Baggs
Wyoming

Morgan Irene
Mayor, Town of Elk Mountain
Wyoming

Karla Denzin
Councilmember, Town of Medicine Bow
Wyoming

Jack Haggerty
Mayor, Town of Ten Sleep
Wyoming

Coalition Against Bigger Trucks: Local Officials Joint Letter Signup

In 2019, we sent Congress a letter with the names of over 1,000 local government officials titled "[Bigger Trucks: Bad for America's Local Communities](#)." With recently introduced legislation to allow longer and heavier trucks, we would like to ask if you will add your name to the newest iteration of the letter.

Your assistance is urgent, as two bills allowing substantial truck weight increases, HR 3372 and HR 2948, both passed out of committee in late May and may come up for a floor vote after the August recess.

This will send a powerful message to lawmakers in Washington to maintain current truck size and weight laws and oppose longer and heavier trucks.

Thank you again for your advocacy against bigger trucks and for all you do for your community. Your voice and expertise is critical to pushing back against powerful bigger-truck proponents. More information on the fight against bigger trucks can be found at www.cabt.org.

The Text of the Letter:

Dear Members of Congress,

Representing local communities and Americans across the nation, we are concerned about our transportation infrastructure. We strongly oppose proposals in Congress that would allow any increase in truck length or weight—longer double-trailer trucks or heavier single-trailer trucks would only make our current situation worse.

Local communities and our residents are what drive this country. We work every day to make sure the needs and safety of our residents are met. Allowing heavier and longer trucks will most certainly set us back in our efforts. Much of our transportation infrastructure that connects people to jobs, schools and leisure is in disrepair, in part because local and rural roads and bridges are older and not built to the same standards as Interstates. Many of us are unable to keep up with our current maintenance schedules and replacement costs because of underfunded budgets.

The impacts of longer or heavier tractor-trailers would only worsen these problems. Millions of miles of truck traffic operate on local roads and bridges across the country, and any bigger trucks allowed on our Interstates would mean additional trucks that ultimately find their way onto our local infrastructure. Longer and heavier trucks would cause significantly more damage to our transportation infrastructure, costing us billions of dollars that local government budgets simply cannot afford, compromising the very routes that American motorists use every day.



On behalf of America's local communities and our residents, we ask that you oppose any legislation that would allow any increase in truck length or weight.

Sincerely,

Sign in to Google to save your progress. [Learn more](#)

* Indicates required question

Name *

Your answer

Email Address *

Your answer

Position in Government *

Your answer

Municipal/County/State Government Entity

Your answer

State *

Your answer



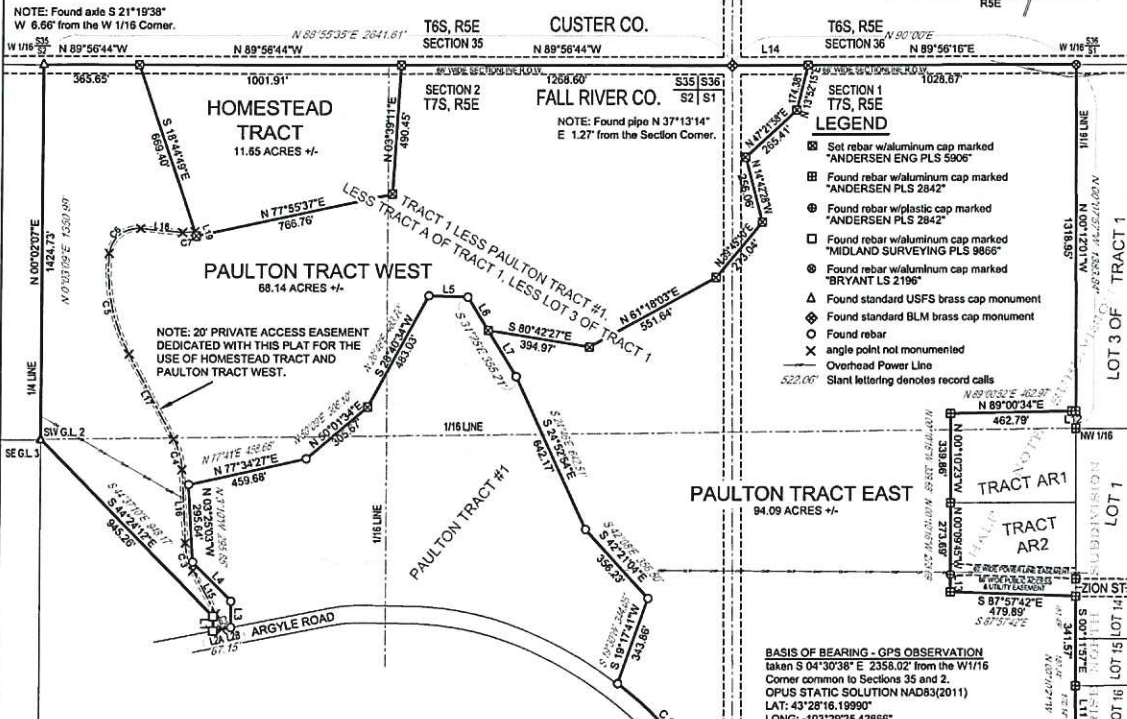
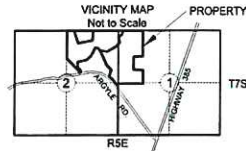
A PLAT OF
PAULTON TRACT EAST, PAULTON TRACT WEST, & HOMESTEAD TRACT,
 ALL OF HALF NOTE SUBDIVISION, LOCATED IN THE NE1/4
 OF SECTION 2 & THE NW1/4 OF SECTION 1, T7S, R5E, BHM, FALL
 RIVER COUNTY, SOUTH DAKOTA

FORMERLY TRACT 1 LESS PAULTON TRACT #1,
 LESS TRACT A OF TRACT 1, LESS LOT 3 OF TRACT 1,
 ALL OF HALF NOTE SUBDIVISION

NOTE: See Book XIII of Plats on Page 22 for plat of Tract 1 of Half Note Subdivision.

NOTE: See Book XIII of Plats on Page 23 for plat of Paulton Tract #1.

NOTE: See Book XXV of Plats on Page 55 for plat of Tracts AR1 & AR2.



- LEGEND**
- ⊠ Set rebar w/aluminum cap marked "ANDERSEN ENG PLS 5906"
 - ⊠ Found rebar w/aluminum cap marked "ANDERSEN PLS 2842"
 - ⊠ Found rebar w/plastic cap marked "ANDERSEN PLS 2842"
 - ⊠ Found rebar w/aluminum cap marked "MIDLAND SURVEYING PLS 9866"
 - ⊠ Found rebar w/aluminum cap marked "BRYANT LS 2196"
 - △ Found standard USFS brass cap monument
 - ⊠ Found standard BLM brass cap monument
 - Found rebar
 - × angle point not monumented
 - Overhead Power Line
 - 522.06' Slant lettering denotes record calls

BASIS OF BEARING - GPS OBSERVATION
 taken S 04°30'36" E 2358.02' from the W1/16
 Corner common to Sections 35 and 2.
 OPUS STATIC SOLUTION NAD83(2011)
 LAT: 43°28'16.19990"
 LONG: -103°29'25.42866"

Course	Bearing	Distance
L1	N 00°00'23" W	54.75'
L2	N 78°59'21" E	34.04'
L2A	N 78°59'21" E	34.85'
L3	N 00°08'11" W	100.03'
L4	N 44°27'17" W	209.40'
L4	N 44°27'17" W	238.83'
L5	S 88°00'19" E	148.64'
L5	S 87°49" E	148.65'
L6	S 31°33'04" E	148.83'
L7	S 31°33'04" E	206.11'
L8	N 36°52'03" W	234.78'
L8	N 36°52'03" W	215.69'
L9	S 00°13'38" E	97.35'
L9	S 0°18'12" E	133.39'
L10	N 00°13'46" W	179.61'
L10	N 00°10'21" W	129.25'
L11	N 00°09'16" W	176.29'
L11	N 00°10'21" W	129.24'
L12	N 89°12'37" E	16.76'
L12	N 89°10'52" E	16.62'
L13	N 00°11'44" W	65.94'
L13	N 00°14'07" W	65.96'
L14	N 89°56'16" E	289.17'
L15	N 28°41'18" W	182.91'
L16	N 02°57'36" W	279.65'
L17	N 27°57'57" W	358.49'
L18	S 84°29'47" E	159.52'
L19	S 18°44'49" E	17.83'

Curve	Radius	Tangent	Length	Delta	Degree	Chord	Chord Bear.
C1	1581.75'	215.48'	428.33'	15°30'55"	3°37'20"	427.02'	S 44°37'30" E
C1	1581.85'						
C2	250.00'	33.04'	65.70'	15°03'27"	22°55'06"	65.51'	N 21°09'35" W
C3	250.00'	37.09'	112.36'	25°43'42"	22°55'06"	111.32'	N 15°49'27" W
C4	277.09'	61.44'	120.93'	25°00'21"	20°40'40"	119.97'	N 15°27'47" W
C5	693.75'	203.95'	396.72'	32°45'51"	8°15'32"	391.33'	N 11°35'02" W
C6	109.76'	105.77'	168.35'	87°52'35"	52°11'56"	152.33'	N 51°33'55" E
C7	131.74'	24.19'	47.84'	20°48'31"	43°29'35"	47.56'	N 85°05'57" E



CERTIFICATE OF SURVEYOR
 I, John D. McBride, Registered Land Surveyor No. 5906 in the State of South Dakota, do hereby certify that being so authorized, I have prepared the within plat of land shown and described hereon from notes taken during an actual survey made by me or under my direct supervision, and that to the best of my knowledge and belief, the same is a true and correct representation of said survey.
 IN WITNESS WHEREOF, I hereunto set my hand and official seal.
 Dated this ___ day of ___, 2023.

John D. McBride, SDRLS No. 5906

OFFICE OF THE REGISTER OF DEEDS
 Filed for record this ___ day of ___, 2023, at ___ o'clock ___ M., and recorded in Book ___ of Plats on page ___

Fall River County Register of Deeds

Prepared by
ANDERSEN ENGINEERS
Land Surveyors

Drawn by RW	Date 6/8/2023	P.O. Box 446 Edgemont, SD 57735 (605)-662-5500
Approved by McB	Date 6/8/2023	andersenengineers@pwtc.net
Scale 1"=300'	Sheet 1 of 2	File Name: HALF_NOTE_2023

PAULTON TRACT EAST, PAULTON TRACT WEST, & HOMESTEAD TRACT, ALL OF HALF NOTE SUBDIVISION, LOCATED IN THE NE1/4 OF SECTION 2 & THE NW1/4 OF SECTION 1, T7S, R5E, BHM, FALL RIVER COUNTY, SOUTH DAKOTA
FORMERLY TRACT 1 LESS PAULTON TRACT #1, LESS TRACT A OF TRACT 1, LESS LOT 3 OF TRACT 1, ALL OF HALF NOTE SUBDIVISION

STATE OF _____, COUNTY OF _____
I, Ellen Paulton, do hereby certify that I am the owner of the within described lands and that the within plat was made at our direction for the purposes indicated therein, and that the development of this land shall conform to all existing zoning, subdivision, and erosion and sediment control regulations.
Dated this ___ day of _____, 2023.

Ellen Paulton

CERTIFICATE OF HIGHWAY AUTHORITY
It appears that every lot has an acceptable approach location onto a public road and the location of the intersection(s) of the proposed subdivision road(s) with the existing public road(s) is hereby approved.

Highway Authority _____ Date: _____

ACKNOWLEDGMENT OF OWNERSHIP
STATE OF _____, COUNTY OF _____
On this ___ day of _____, 2023, before me, a Notary Public, personally appeared Ellen Paulton, known to me to be the person(s) described in the foregoing instrument, and acknowledged to me that they signed the same.
IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

Notary Public _____ My commission expires _____

CERTIFICATE OF COUNTY TREASURER
I, Fall River County Treasurer, do hereby certify that all taxes and special assessments which are liens upon the within described lands are fully paid according to the records of this office.
Dated this ___ day of _____, 2023.

Fall River County Treasurer

STATE OF _____, COUNTY OF _____
The Estate of John H. Paulton, does hereby certify that it is the owner of the within described lands and that the within plat was made at its direction for the purposes indicated therein, and that the development of this land shall conform to all existing zoning, subdivision, and erosion and sediment control regulations.
Dated this ___ day of _____, 2023.

Ellen G. Paulton (Personal Representative)

CERTIFICATE OF COUNTY DIRECTOR OF EQUALIZATION
I, Director of Equalization of Fall River County, do hereby certify that my office has been furnished with a true copy of the within plat.
Dated this ___ day of _____, 2023.

Director of Equalization of Fall River County

ACKNOWLEDGMENT OF OWNERSHIP
STATE OF _____, COUNTY OF _____
On this ___ day of _____, 2023, before me, a Notary Public, personally appeared Ellen G. Paulton, as the Personal Representative of the Estate of John H. Paulton, known to me to be the person(s) described in the foregoing instrument, and acknowledged to me that they signed the same.
IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

Notary Public _____
My commission expires _____

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
Whereas, there has been presented to the County Commissioners of Fall River County, South Dakota, the within plat of the above described lands, and it appearing to this Board that the system of streets conforms to the system of streets of existing plats and section lines of the county; adequate provision is made for access to adjacent unplatted lands by public dedication or section line when physically accessible; all provisions of the county subdivision regulations have been complied with; all taxes and special assessments upon the property have been fully paid; and the plat and survey have been lawfully executed; now and therefore, BE IT RESOLVED that said plat is hereby approved in all respects.
Dated this ___ day of _____, 2023.

Chairperson, Fall River County Board of Commissioners

CERTIFICATE OF COUNTY AUDITOR
I, Fall River County Auditor, do hereby certify that the above instrument is a true and correct copy of the resolution adopted by the Board of County Commissioners of Fall River County, South Dakota, at a meeting held on the ___ day of _____, 2023.

Fall River County Auditor

Prepared by
ANDERSEN ENGINEERS
Land Surveyors

Drawn by RW	Date 6/6/2023	P.O. Box 446 Edgemont, SD 57735 (605)-662-5500 andersenengineers@grwct.net
Approved by McB	Date 6/9/2023	
Scale NA	Sheet 2 of 2	File Name: HALF_NOTE_2023

FALL RIVER COUNTY RESOLUTION #2023-_____

A PLAT OF PAULTON TRACT EAST, PAULTON TRACT WEST, & HOMESTEAD TRACT,

ALL OF HALF NOTE SUBDIVISION, LOCATED IN THE NE1/4 OF SECTION 2 & THE NW1/4 OF SECTION 1, T7S, R5E, BHM, FALL RIVER COUNTY, SOUTH DAKOTA FORMERLY TRACT 1 LESS PAULTON TRACT #1, LESS TRACT A OF TRACT 1, LESS LOT 3 OF TRACT 1, ALL OF HALF NOTE SUBDIVISION

WHEREAS, there has been presented to the County Commissioners of Fall River County, South Dakota, the within plat of the above described lands, and it appearing to this Board that the system of streets conforms to the system of streets of existing plats and section lines of the county; adequate provision is made for access to adjacent unplatted lands by public dedication or section line when physically accessible; all provisions of the county subdivision regulations have been complied with; all taxes and special assessments upon the property have been fully paid; and the plat and survey have been lawfully executed; now and therefore,

BE IT RESOLVED that said plat is hereby approved in all respects.

Dated this 3rd day of August, 2023.

Joe Falkenburg, Chairman
Fall River County Board of Commissioners

ATTEST:

Stacy Schmidt, Deputy
Fall River County Auditor

Noem: Calling a special session would be 'pointless' until legislature reaches consensus

By Carrie Stadheim
Editor

South Dakota Governor Kristi Noem said on July 12, 2023, lawmakers don't have a consensus on the subject of possibly amending law to protect property owners from carbon pipelines that might utilize eminent domain.

Governor Noem was in Sioux Falls speaking about prescription drug shortages, and in response to questions from Dakota News Now, she indicated she will not be calling a special session of the legislature to deal with property rights issues related to proposed carbon pipelines.

"Calling for a special session would be pointless as lawmakers do not have a consensus on the issue at this time," she said in a recorded public response to the Dakota News Now questions. "They

(legislators) don't have the ability to pass a bill right now, if they were to go into a special session. So forcing them to do so would be fruitless," she said. "Until statute is changed or the state constitution is changed, I'm going to continue to fight for landowners but also recognize that we are a state that follows its law," said Noem on the video.

A group of about 560 individuals gathered in the state capitol July 6, 2023, to ask Governor Noem and/or the legislative body to call for a special legislative session. Some landowners are concerned that companies planning to build carbon capture pipelines will use eminent domain to condemn property and obtain the necessary easements for the pipelines. Two different carbon capture pipelines are proposed to cross eastern South Dakota, transporting CO2 from ethanol plants into deposit sites. One (Summit Carbon Solutions) would

deposit the CO2 in North Dakota, the other (Navigator) would dump CO2 in Illinois. The companies are at least partly foreign owned and will profit from tax credits offered to make the ethanol industry more "environmentally friendly."

At issue is two South Dakota laws that deal with eminent domain: **49-7-11. Pipelines that are common carriers--Exemption.**

All pipelines holding themselves out to the general public as engaged in the business of transporting commodities for hire by pipeline are common carriers and are not subject to the provisions of Title 49 except as provided by this chapter and chapter 49-41B.

49-2-12. Eminent domain powers. A common carrier may exercise the right of eminent domain in acquiring right of way as prescribed by statute.

Representative Karla Lems of Canton, South Dakota sponsored HB 1133 in the 2023 legislative

session in an effort to protect landowners from eminent domain by clarifying that pipelines transporting CO2 are not "common carriers." Auch, Aylward, Gross, Hansen, Jensen (Kevin), Jensen (Phil), Karr, Krohmer, Ladner, May, Mills, Moore, Mulally, Odenbach, Overweg, Perry, Randolph, Schaeffbauer, Sjaarda, and Soye and Senators Breitling (prime) and Fischke also signed onto 1133.

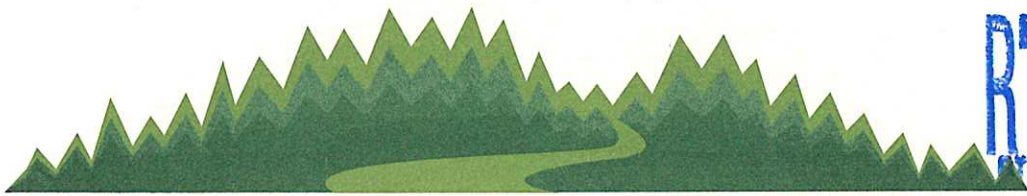
The bill passed through the House with a vote of 40-28.

However, the Senate Commerce and Energy committee unanimously deferred the bill to the "41st day" (effectively killing the bill, in a 40-day legislative session). Zikmund, Crabtree, Hoffman, Steve Kolbeck, Nesiba, Schoenbeck, Stalzer, Beal and Wheeler serve on that committee. •

2024 Requested Provisional Budget compared to 2023 Annual Budget-FR CO						7/20/2023	
			June-23	Percent		Commissioners	
		2023 Budget	YTD expense	Used	2024 Requested	Budget	Percent between
						Changes	23 Current Budget
							24 Budget changes
General Fund (10100)							
111 Commissioners		\$129,624.00	\$43,090.57	33%	\$159,869.00	\$159,869.00	23%
112 Contingency		\$150,000.00	\$0.00	0%	\$150,000.00	\$150,000.00	0%
120 Elections		\$38,639.00	\$3,849.72	10%	\$72,885.00	\$72,885.00	89%
130 Judicial System		\$10,000.00	\$4,632.36	46%	\$10,200.00	\$10,200.00	2%
141 Auditor		\$320,823.00	\$177,819.21	55%	\$294,277.00	\$294,277.00	-8%
142 Treasurer		\$314,865.00	\$159,292.02	51%	\$331,215.00	\$331,215.00	5%
151 States Atty		\$250,558.00	\$132,089.44	53%	\$268,737.00	\$268,737.00	7%
153 Crt Appt'd Attorney		\$190,000.00	\$100,007.47	53%	\$232,500.00	\$232,500.00	22%
154 Abuse & Neglect		\$20,000.00	\$8,030.06	40%	\$22,000.00	\$22,000.00	10%
158 Rural Atty Recruitment		\$4,380.00	\$0.00	0%	\$4,500.00	\$5,000.00	14%
159 CASA		\$1,585.00	\$1,585.00	100%	\$2,250.00	\$2,250.00	42%
161 General Gov't Bldg		\$305,806.00	\$141,530.53	46%	\$316,201.00	\$316,201.00	3%
162 Dir of Equal		\$340,962.00	\$160,301.77	47%	\$369,109.00	\$369,109.00	8%
163 Reg of Deeds		\$202,218.00	\$94,540.96	47%	\$206,197.00	\$206,197.00	2%
165 Vet Svc Officer		\$65,500.00	\$32,178.89	49%	\$67,705.00	\$67,705.00	3%
166 Predator Animal		\$4,182.00	\$2,090.93	50%	\$4,182.00	\$4,182.00	0%
170 GIS		\$78,179.00	\$40,335.15	52%	\$80,400.00	\$80,400.00	3%
171 IT/Data Process		\$151,200.00	\$91,802.23	61%	\$234,600.00	\$234,600.00	55%
211 Sheriff		\$753,718.00	\$399,988.73	53%	\$1,061,907.00	\$1,061,907.00	41%
212 Jail		\$845,926.00	\$424,287.09	50%	\$956,894.00	\$956,894.00	13%
213 Coroner		\$26,425.00	\$7,774.88	29%	\$26,965.00	\$26,965.00	2%
215 Juvenile Care		\$10,000.00	\$13,460.00	135%	\$30,000.00	\$30,000.00	200%
216 Airplane		\$5,500.00	\$3,639.08	66%	\$5,500.00	\$5,500.00	0%
224 Search & Rescue		\$1,300.00	\$0.00	0%	\$1,300.00	\$1,300.00	0%
225 911 Signs		\$7,000.00	\$0.00	0%	\$7,600.00	\$7,600.00	9%
411 County Poor		\$5,000.00	\$5,600.00	112%	\$7,000.00	\$7,000.00	40%
421 County Nurse		\$74,281.00	\$23,431.69	32%	\$53,154.00	\$53,154.00	-28%
433 Prairie Hills Transit		\$13,000.00	\$13,000.00	100%	\$13,000.00	\$13,000.00	0%
433 Edge Elderly Meals		\$2,500.00	\$2,500.00	100%	\$2,500.00	\$2,500.00	0%
TOTAL PG 1		\$4,323,171.00	\$2,086,857.78	48%	\$4,992,647.00	\$4,993,147.00	15%

Cont from pg 1 General Fund (10100)	2023 Budget		June-23		Percent Used		2024 Requested		7/20/2023		Percent between	
	YTD expense		Budget		2023 Requested		2024 Requested		Commissioners		24 Requested &	
	YTD expense	Budget	YTD expense	Budget	Used	2023 Requested	2024 Requested	Changes	Budget	Changes	23 Current Budget	24 Requested &
433 HS Elderly Meals	\$3,800.00	\$3,800.00	\$3,800.00	\$3,800.00	100%	\$3,800.00	\$3,800.00	\$3,800.00	\$3,800.00	\$3,800.00	0%	0%
437 Edgemont YMCA	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	100%	\$5,000.00	\$5,000.00	\$3,000.00	\$3,000.00	\$3,000.00	0%	0%
438 211 Helpline	\$1,500.00	\$1,500.00	\$0.00	\$0.00	0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-100%	-100%
439 Boys & Girls Club	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	100%	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	0%	0%
441 Mentally ill	\$20,000.00	\$20,000.00	\$9,297.42	\$9,297.42	46%	\$20,500.00	\$20,500.00	\$20,000.00	\$20,000.00	\$20,000.00	0%	0%
443 Addiction Recovery	\$14,000.00	\$14,000.00	\$367.14	\$367.14	3%	\$14,000.00	\$14,000.00	\$14,000.00	\$14,000.00	\$14,000.00	0%	0%
444 Mental Health Center	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	100%	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	0%	0%
445 Mental Health Board	\$30,000.00	\$30,000.00	\$15,841.26	\$15,841.26	53%	\$32,000.00	\$32,000.00	\$30,000.00	\$30,000.00	\$30,000.00	0%	0%
512 Historical Museum	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	100%	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	0%	0%
524 4/H Fair Support	\$3,000.00	\$3,000.00	\$0.00	\$0.00	0%	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	0%	0%
525 Edge Senior Citizens	\$3,100.00	\$3,100.00	\$3,100.00	\$3,100.00	100%	\$3,100.00	\$3,100.00	\$3,100.00	\$3,100.00	\$3,100.00	0%	0%
525 HS Senior Citizens	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	100%	\$5,500.00	\$5,500.00	\$5,000.00	\$5,000.00	\$5,000.00	0%	0%
611 County Extension	\$65,865.00	\$65,865.00	\$34,506.34	\$34,506.34	52%	\$69,824.00	\$69,824.00	\$69,824.00	\$69,824.00	\$69,824.00	6%	6%
612 Soil Conservation	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	100%	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	0%	0%
615 Weed Control	\$148,842.00	\$148,842.00	\$100,311.34	\$100,311.34	67%	\$152,284.00	\$152,284.00	\$152,284.00	\$152,284.00	\$152,284.00	2%	2%
720 BH Council of Local Gov't	\$3,495.00	\$3,495.00	\$3,495.00	\$3,495.00	100%	\$3,495.00	\$3,495.00	\$3,495.00	\$3,495.00	\$3,495.00	0%	0%
721 SHEDCO	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	100%	\$15,000.00	\$15,000.00	\$10,000.00	\$10,000.00	\$10,000.00	0%	0%
TOTAL PG 2	\$355,102.00	\$355,102.00	\$232,218.50	\$232,218.50	65%	\$371,003.00	\$371,003.00	\$361,003.00	\$361,003.00	\$361,003.00	2%	2%
Total Gen Fund Expenditures	\$4,678,273.00	\$4,678,273.00	\$2,319,076.28	\$2,319,076.28	50%	\$5,363,650.00	\$5,363,650.00	\$5,354,150.00	\$5,354,150.00	\$5,354,150.00	14%	14%

Special Revenue Funds	2023 Budget		June-23		Percent Used		7/20/2023	
	2023 Budget	YTD expense	YTD expense	Percent Used	Commissioners Budget	Commissioners Changes	Percent between 24 Requested & 23 Current Budget	
511 Edge Library	\$4,000.00	\$4,000.00	\$4,000.00	100%	\$4,000.00	\$4,000.00	0%	
511 HS Library	\$25,000.00	\$25,000.00	\$25,000.00	100%	\$25,000.00	\$25,000.00	0%	
Hwy fund 20100	\$2,400,074.00	\$663,486.69	\$663,486.69	28%	\$2,836,070.00	\$2,836,070.00	18%	
911 fund 20700	\$514,710.00	\$187,550.51	\$187,550.51	36%	\$489,065.00	\$489,065.00	-5%	
Fire Fund 21100	\$5,000.00	\$0.00	\$0.00	0%	\$5,000.00	\$1,100.00	-78%	
M & P Fund 22500	\$15,400.00	\$15,175.00	\$15,175.00	99%	\$16,650.00	\$16,650.00	8%	
Ern Fund 22600	\$132,002.00	\$98,345.83	\$98,345.83	75%	\$135,968.00	\$135,968.00	3%	
Domestic Abuse Fund 22900	\$7,000.00	\$7,000.00	\$7,000.00	100%	\$7,000.00	\$7,000.00	0%	
24/7 Fund 24800	\$35,630.00	\$14,302.57	\$14,302.57	40%	\$35,630.00	\$35,630.00	0%	
Fund 30100	\$75,000.00	\$225.50	\$225.50	0%	\$75,000.00	\$75,000.00	0%	
Total Special Revenue Funds	\$3,213,816.00	\$1,015,086.10	\$1,015,086.10	32%	\$3,629,383.00	\$3,625,483.00	13%	
Total Budget	\$7,892,089.00	\$3,334,162.38	\$3,334,162.38	81%	\$8,993,033.00	\$8,979,633.00	14%	
New entity requesting funds								
Aspire	\$720.00							



FYI



Black Hills Regional Multiple Use Coalition

P.O. Box 9496 • Rapid City, SD 57709 • 605-341-0875 • Fax 605-341-8651

July 20, 2023

TO: BOARD OF DIRECTORS

SUBJECT: MEETING NOTICE

The next Black Hills Regional Multiple Use Coalition, Board of Directors meeting will be Thursday, July 27th, 4:00 pm, at the Spearfish Holiday Inn.

The tentative agenda items are:

- Discuss proposed BLM conservation rule and review BHRMUC comment letter submitted.
- Field trip planning
 - o Field trip scheduled for September
 - o Discuss and decide on theme and/or location for field trip
 - o Designate a couple members to facilitate planning
- Recent OHV article and developments
- Directors Round Robin

Please feel free to call me at 605-341-0875 if you have any questions or comments.

Ben Wudtke
Executive Secretary

FI



**SENIOR
COMPANIONS**
OF SOUTH DAKOTA
"Sharing Friendship At Home!"

July 25, 2023

Fall River County Commission
906 N. River Street
Hot Springs, SD 57747-1390

Dear County Commissioners:

I am writing to invite a designated member of the Fall River County Commission to join us for the recognition event of the Senior Companions of South Dakota. With your busy schedules, we know that not everyone can attend, but we would like your designee to attend as it means so much to our volunteers.

On Friday, August 18, 2023, we will be recognizing the Senior Companions that serve Western South Dakota, including Pennington, Butte, Lawrence, Meade, Fall River, as well as Hughes Counties. The event will be held at The Journey Museum, 222 New York Street, 2nd Floor, Rapid City SD starting at 10:30 am. Our volunteers will be honored for their community and National Service.

Senior Companions of South Dakota provides a unique and needed service to the elderly. The Senior Companions are healthy older adults who help other adults live independently. They provide respite care to family caregivers. They assist others with grocery shopping, meal preparation, light housekeeping, transportation to doctor appointments, and various daily tasks necessary to maintaining independence. This service is provided free of charge. Without the help of Senior Companions, many older adults would not be able to continue living in their own home and might require placement in a nursing home or assisted living facility. The Senior Companions are limited income volunteers 55 years or older who receive a small stipend of \$4.00 per hour. They volunteer 10-40 hours per week.

In 2019, we had 68 Senior Companions statewide who served 316 clients, providing 58,462 hours of assistance and friendship. Due to the COVID-19 pandemic, we had a number of volunteers and clients resign from the program. Currently, we have 25 Senior Companions who are serving 96 clients statewide. We are focusing heavily on recruitment.

July 25, 2023/Page 2

The Evangelical Lutheran Good Samaritan Society has been our sponsor since the program began in 1978. We have grown from serving just Sioux Falls to serving much of eastern South Dakota and several communities in the Black Hills, as well as Pierre. This growth would not have been possible without the funding received from AmeriCorps (formerly the Corporation for National and Community Service - CNCS).

We hope that you are able to attend our event. If you cannot attend but would like to write a letter recognizing and thanking the volunteers for their dedication to the program and the community, we would share this at the recognition event.

If you would like to attend the recognition event, please call the Senior Companion Office at (605) 721-8884 or e-mail cmerbach@good-sam.com by **August 11, 2023** to make a reservation.

Thank you for your interest and support of Senior Companions of South Dakota.

Sincerely,

A handwritten signature in cursive script that reads "Carol".

Carol Merbach
Program Coordinator



HOWDY!

**SADDLE UP AND RIDE ON OVER TO
OUR HOME ON THE RANGE
RECOGNITION EVENT**

*celebrating our Senior
Companions and their years of
National Service and the many
hours of service to their
communities*

FRIDAY, AUGUST 18, 2023

AT 10:30 A.M.

The Journey Museum
Second floor
222 New York Street
Rapid City

RSVP BY August 11

cmerbach@good-sam.com

605-721-8884

**SENIOR
COMPANIONS**
OF SOUTH DAKOTA

"Sharing Friendship At Home!"

Invitation to CFR 8/3 State and Local Officials Webinar: Building a Competitive U.S. Workforce

1 message

Irina A. Faskianos <stateandlocal@cfr.org>
To: Heath Greenough <commissioners@frcounty.org>

Thu, Jul 27, 2023 at 10:58 AM

COUNCIL *on* FOREIGN RELATIONS

State and Local Officials Initiative

Building a Competitive U.S. Workforce

Dear Commissioner Greenough:

On behalf of the Council on Foreign Relations (CFR), I invite you to participate in a CFR State and Local Officials Webinar via Zoom on Thursday, August 3, from 3:00 p.m. to 4:00 p.m. (EDT).

Bo Machayo, director of federal government and public affairs at Micron Technology, and Rebecca Shearman, program director for technology, innovation, and partnerships at the National Science Foundation, will discuss the increasing demand for technical talent in the current age of automation and how to foster a competitive workforce. Sherry Van Sloun, national intelligence fellow at CFR, will moderate. They will also share resources available to state and local governments through the CHIPS and Science Act. A question-and-answer session will follow opening remarks. Please note that the webinar, including the question-and-answer portion, will be on the record.

To respond, click the *Register or Decline* button. We will send the meeting access instructions the day prior to the webinar. This invitation is transferable but limited to state and local officials and their staffs. If they wish to register, they may write to stateandlocal@cfr.org with their name, professional title, and affiliation.

I look forward to your participation.

Best regards,
Irina

Invitee

Heath Greenough,
Fall River County Commission

Date and Time

Thursday, August 3, 2023
3:00 p.m. to 4:00 p.m. (EDT)

Register or Decline

The CFR State and Local Officials Initiative is a nonpartisan, independent resource on pressing international issues that affect the priorities and agendas of state and local governments. For more information, visit [CFR.org/state-and-local](https://cfr.org/state-and-local).

Irina A. Faskianos

Vice President, National Program and Outreach

Council on Foreign Relations

58 East 68th Street, New York, New York 10065

tel 212.434.9465 cell 201.463.4515

ifaskianos@cfr.org www.cfr.org



Council on Foreign Relations — 58 East 68th Street — New York, NY 10065

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Summit Carbon stopped an Iowa county's pipeline law. South Dakota counties could be next.

Dominik Dausch, Sioux Falls Argus Leader

Thu, July 20, 2023 at 5:01 AM MDT · 6 min read

Summit Carbon Solutions, a company looking to build a multi-state carbon dioxide pipeline, now likely has a stronger argument against South Dakota counties attempting to block them from building said pipeline on the grounds of "safety."

This likelihood comes after a July 10 ruling by Chief Judge Stephanie Rose in the federal Southern District of Iowa, in which it was ruled that Shelby County attempted to restrict Summit Carbon's pipeline from being built through an ordinance.

Similar to other measures proposed or already adopted by counties in South Dakota, Shelby County's ordinance establishes setbacks — the minimum distance a pipeline must maintain from urban and other areas — as well as requirements for pipeline companies to acquire a conditional-use permit from the county and other processes.

However, Rose prohibited Shelby County from enforcing their ordinance through a temporary injunction, in part because the ordinance is preempted by Iowa law and federal regulations.

- ADVERTISEMENT -

Rose said the Secretary of Transportation and the United States Pipeline and Hazardous Materials Safety Administration (PHMSA) have authority on pipeline safety provisions. Shelby County's ordinance expressly refers to Summit Carbon's pipeline, in particular, as a safety risk, which was a primary reason for the injunction.

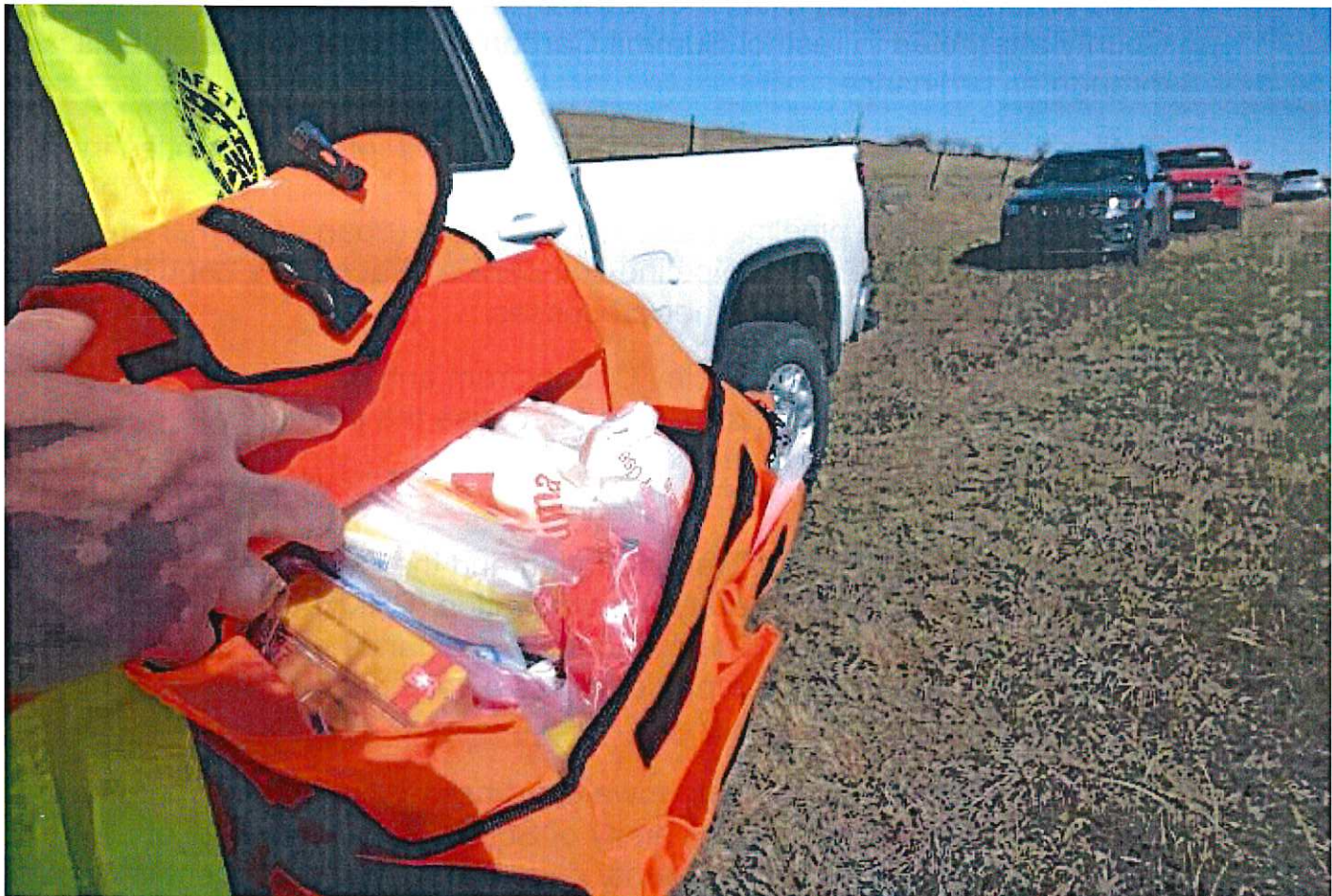
While a ruling made in a federal Iowa court has no direct effect on other states, Neil Fulton, dean of University of South Dakota's School of Law, told Argus Leader the Shelby County case could set a precedent in South Dakota courtrooms.

Fulton explained this is because such rulings, especially when the case at hand is similar in nature to the former, may have enough persuasive value to convince a judge to lean toward the set precedent.

Related: [South Dakota landowners call on Noem, lawmakers to pick a side in pipeline battle](#)

There are a few factors that come into play, however. The similarity of the issue, the thoroughness and strength of the judge's reasoning, and even the judge's reputation could all influence whether a ruling has value in other states, Fulton said.

"It might have persuasive, precedential effects for judges in cases with similar kinds of statutes," Fulton said. "If you look at a statute or an ordinance and it's very similar, the likelihood that the ruling gets followed goes up. If it's only a little similar, the likelihood goes down."



A security guard contracted by Summit Carbon Solutions opens a first-aid kit on Wednesday, May 3, 2023. The guard, who refused to give his name, said the kit is intended to be used for minor injuries that occur while crews survey but added they were prepared to apply first-aid in the event a landowner opposed to Summit Carbon's CO2 pipelines became violent. More

Summit Carbon believes it has new ammunition against moratoria and ordinances in South Dakota

When the news broke that Summit Carbon Solutions won the important court case in Iowa, Sabrina Zenor, the company's director of community relations, couldn't stop checking her phone. But it came at a bad time: Zenor was in the middle of managing visitors at a pipeline safety meeting in Sioux Falls that was intentionally low-key.

Summit Carbon believes the ruling could have implications for South Dakota, and Zenor confirmed as much.

Shortly after learning about the good news in Iowa, Argus Leader asked Zenor if such a case could set a precedent in South Dakota.

Without hesitation, Zenor said "yes." She pointed to the federal safety standards created by PHMSA, which the judge cited as a preempting regulation over Shelby County's ordinance, as rules that should also preempt county measures in South Dakota.

Argus Leader reached out to Summit Carbon for clarification on Zenor's comments but did not receive a response.

South Dakota counties anticipate lawsuits over pipeline ordinances

Over the last two years, Summit Carbon has pressed forward with lawsuits against some South Dakota counties that have tried to limit or delay the company's project.

Brown, McPherson and Spink Counties are currently named in separate, ongoing cases after they each imposed temporary moratoriums on issuing permits for carbon dioxide pipelines. The moratoriums were issued, in part, to give county commissioners more time to weigh the takeaways of the projects.

But Summit Carbon has argued in each case that the counties overstepped their boundaries with these moratoriums. One of Summit Carbon's primary arguments is the moratoriums were originally drafted from a public health and safety perspective, which, similar to the Shelby County case, should be preempted by federal regulations.

In all three original complaints against the counties, Summit Carbon's legal counsel wrote, "The moratorium violates and is preempted by the federal Pipeline Safety Act and the Supremacy Clause of the U.S. Constitution because it impermissibly regulates safety aspects of SCS's planned carbon dioxide pipeline."

Both Brown and Spink County allowed their moratorium to expire on Wednesday, but similar arguments could be made against county ordinances regarding CO2 pipelines.

According to Spink County Board of Commissioners Chair Suzanne Smith, they already have.

"I do expect to be sued over the proposed ordinance we set at the first reading on Tuesday. Well, a Summit rep [sic] did say it will be challenged in court after the reading on Tuesday. But, that's what bullies do when they can't get their way!" Smith wrote in an e-mail to Argus Leader.

Related: [Calls for SD special session on pipelines grow, but a two-thirds consensus is a long-shot](#)

Unlike the Shelby County's halted ordinance that outright stated the safety concerns associated with the project — which contributed to the injunction in the first place — none of the three South Dakota counties under litigation have references to public health and safety in their own ordinances that would place them under similar judicial critique.

"Some people have put an ordinance in, and they mentioned it's 'a high-volume dangerous gas. It's a safety issue.' Well, we have no control over Control safety. That's all done by the federal government," Doug Fjeldheim, vice-chair of the Brown County Board of Commissioners, told Argus Leader.

Brown County's variant of a pipeline ordinance, which the commission approved on April 25, established a 1,500-foot setback from residential areas, including schools, churches, homes and daycares.

More: [Residential distance to CO2 pipeline sliced in new Minnehaha County ordinance](#)

Shelby County, by comparison, had been enforcing a variety of setback distances — including minimum setbacks of two miles from city limits, half a mile from schools, churches, homes, daycares and other buildings, and

1,000 feet from occupied buildings — until the July 10 ruling. In her ruling, Judge Rose said this ordinance “would eliminate all or almost all land in Shelby County on which an (Iowa Utilities Board)-approved pipeline could be built.”

Fjeldheim said the commission explicitly created the Brown County ordinance with "economic development" in mind. He said the county has created similar ordinances for CAFOs, or concentrated animal feeding operations.

"Our ordinance doesn't say anything about safety," Fjeldheim said. "Why do we put 1,500-feet on a CAFO? Well, we wouldn't want some guy building his CAFO 50 feet from your house, would we? So, that's why it's in to protect those people. It's not so much that it's about safety."

But that doesn't mean there aren't similar attitudes influencing how ordinances are drafted by some South Dakota county commissioners. Smith said Spink County's pipeline ordinance isn't expressly about safety, but it's an implicit impetus.

"We can't write this up as safety, but that's what it's all about: safety for our residents in the county [and] for their livelihood," Smith said.

But regardless of how the ordinances are worded or the reasons behind their creation, obvious or otherwise, counties in the way of Summit Carbon's pipeline may have to gear up for another legal battle.

"I do believe that when it's all said and done, that Summit Carbon Solutions is going to challenge our ordinance. There's no doubt in my mind that they're going to do that," Fjeldheim said. "Now, how is that going to shake out? That's the million-dollar-question."

Dominik Dausch is the agriculture and environment reporter for the Argus Leader and editor of Farm Forum. Follow him on [Twitter](#) and [Facebook](#) @DomDNP and send news tips to ddausch@gannett.com.

This article originally appeared on Sioux Falls Argus Leader: [More CO2 pipeline legal battles may be on the horizon for SD counties](#)

June XX, 2023

From: Bon Homme County Commission, Tyndall, SD
To: South Dakota Public Utilities Commission
Subj: Letter of Opposition to Proposed CO2 Pipelines

The Bon Homme County Commission wishes to express opposition to the use of eminent domain for private gain by Summit Carbon Solutions and Navigator proposed CO2 pipelines running through 23 counties in South Dakota. The original intent of the 5th Amendment of the US Constitution was to allow eminent domain takings by the government for public use, such as roads, electricity and water. Carbon sequestration has never been determined by law to be considered a "public good". Private companies that are not public utilities seek to exploit the eminent domain concept to sequester CO2 deep into the ground, which is not a "public use". While Bon Homme County is not yet directly affected by these CO2 pipelines, the precedent set by granting these permits is a future threat to property owners in our county.

In addition, the public safety threat of a large CO2 pipeline explosion has not been thoroughly studied. A CO2 pipeline explosion occurred in Samaria, MS, resulting in 45 people being hospitalized (some needing supplemental oxygen for several months) and health issues for many people 3 years later such as increased asthma attacks, chronic lung issues, etc. Compressed CO2 could suffocate people and animals; vehicles will not operate in the absence of oxygen making escape impossible. The shut off valves are many miles apart. The potential for a humanitarian disaster is unprecedented. We do not believe that emergency services in any of our remote counties would be capable of handling such a disaster.

Lastly, with the recent failure of HB1133 in the legislature, it falls back to the counties to try and conduct risk assessments and determine risk/benefit of the CO2 pipelines. Therefore, Bon Homme County encourages the Public Utilities Commission to protect South Dakota residents, not the billions of government dollars the private pipeline companies will earn under the guise of "climate change". At the very least, a comprehensive risk assessment needs to be completed before any decision is made on proceeding with this project.

Signed///

Bon Homme County Commission

Cc:

Governor Kristi Noem

Lieutenant Governor, Larry Rhoden

Attorney General, Marty Jackley

South Dakota Association of County Commissioners

County Commissioners of the affected counties: Beadle, Brookings, Brown, Clark, Codington, Edmunds, Hamlin, Hand, Hyde, Kingsbury, Lake, Lincoln, McCook, Miner, McPherson, Minnehaha, Moody, Spink, Sully, and Turner

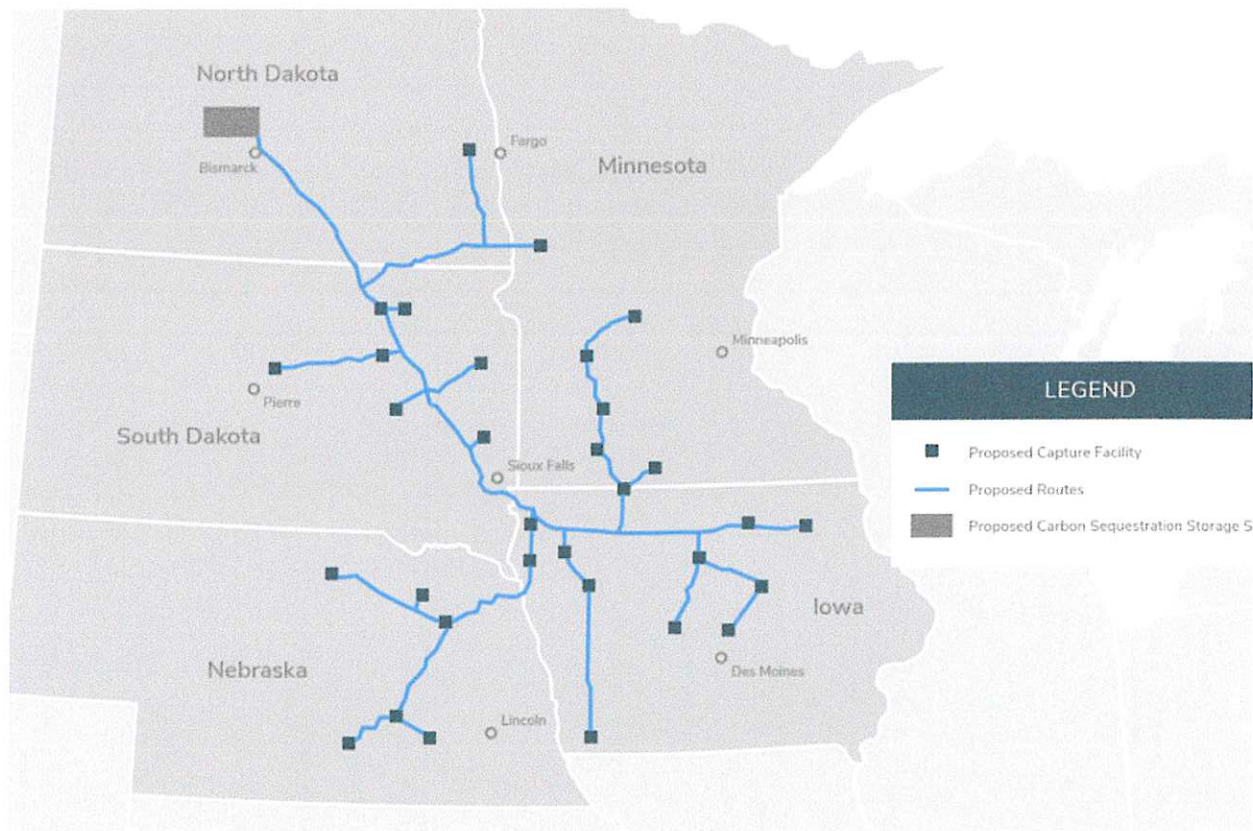
Briefing Sheet for the Bon Homme County Commissioners re: CO2 Pipelines

1. Issue: the South Dakota PUC will make a decision about CO2 pipeline permits in South Dakota in September; eminent domain takings of private land “for the common good” is being opposed by numerous farmers and ranchers in South Dakota who do not want to lose their land and have grave safety concerns about the pipelines

- Proposed action: commissioners send letters to the PUC opposing the pipelines

2. What are the CO2 pipeline projects?

- Two CO2 pipeline projects: Summit Carbon Solutions and Navigator [major foreign backers involved]
- Objective: transportation of sequestered carbon dioxide under high pressure, produced by ethanol and biofuel refineries, for burial in a North Dakota aquifer (Summit) and in Illinois (Navigator) for reprocessing/resale³
- Approximately 470 miles of pipelines through 18 South Dakota counties (and other states, as well); the Summit pipeline network is depicted below



3. Why is this being pursued?

- The World Economic Forum (globalists) created “Sustainable Development Goals” that are being pursued through the implementation of Environmental, Societal, and

Governmental (ESG) rankings to rate and influence companies to achieve arbitrary goals and objectives – in this case, those associated with “the Democrats’ Green New Deal”). Refer to: <https://www.weforum.org/press/2020/09/measuring-stakeholder-capitalism-top-global-companies-take-action-on-universal-esg-reporting/> and Biden’s Executive Order 14057, Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability (<https://www.federalregister.gov/documents/2021/12/13/2021-27114/catalyzing-clean-energy-industries-and-jobs-through-federal-sustainability>)

- Companies are being forced to “go green” in order to achieve ratings allowing them to receive bank loans, avoid additional invasive government inspections, and seek to gain “credits” for making “green decisions” such buying and selling carbon tax credits (including those obtained from carbon sequestration)
- Bottom line is money: the federal government subsidizes the whole efforts in the form of the [45Q tax credit](#), which would offer Summit Carbon and other carbon companies hundreds of millions in federal tax dollars each year for “carbon sequestration”

4. How is it being pursued?

- The pipeline project takes advantage of legal loopholes in South Dakota domain law (SDL 49-7-11) which states, “Any pipeline companies owning a pipeline which is a common carrier as defined by 49-7-11 may exercise the right of eminent domain in acquiring right-of-way as prescribed by statute.”
- HB 1133 (Eminent Domain reform to protect private property rights) was defeated in committee during the last legislative session due to heavy lobbying by Summit and Navigator affiliated companies [Note: it passed the House 40-28 and was killed in Energy and Commerce Committee 9-0.]
- As of 12 June, 81 landowners in 10 counties face eminent domain lawsuits by Summit Carbon Solutions in order to grant temporary or permanent easements for the pipelines
- Summit is sending survey teams with armed guards onto private property without owner permission to conduct invasive surveys (down to 200 ft in some instances)

5. Concerns:

- Safety: high pressure CO₂ is ^{heavier} ~~heavy~~ than air and can suffocate humans and animals after a significant leak [in-depth studies including a risk assessment should be completed to support any PUC permitting decision made]
- Liability reverts to the landowner; insurance companies refuse to insure against liability on the land proposed to be crossed by the CO₂ pipelines by citing a “pollution exclusion” clause
- CO₂ when leaked turns into carbonic acid when coming into contact with water (from ground water or lake water)
- Takings by a private company violate due process rights
- Precedent setting: other projects such as the Gregory pump project could follow the same path for eminent domain takings for that project

- The underlying purpose is flawed: CO2 is plant food; there are ***no*** studies (only than computer models) that point to CO2 – a trace gas in the atmosphere – as being responsible for “catastrophic” climate change being claimed by various activists and proponents [We should not be providing millions of taxpayer dollars to incentivize projects that are based on false assumptions.]
 - Flawed studies: <https://amgreatness.com/2023/05/24/the-corruption-of-climate-science/>
 - More flawed studies: <https://arxiv.org/pdf/2304.01245.pdf>
 - It’s the sun, not CO2 (summarized): <https://electroverse.info/global-warming-is-caused-by-the-sun-not-co2/>
 - CO2 is greening the earth, per NASA: <https://www.nasa.gov/feature/goddard/2016/carbon-dioxide-fertilization-greening-earth>

6. Recommended actions:

- Commissioners approve and sign two letters to the South Dakota PUC opposing the building of two CO2 pipelines in South Dakota (examples provided)

To: South Dakota Public Utilities Commission
Commissioner Chris Nelson
Commissioner Gary Hansen
Interim Commissioner Josh Haeder

Re: Docket #HP22-001 – (Summit Carbon Solutions)

Ziebach County Commission wishes to express **opposition** to the use of **eminent domain for private gain** in the state of S.D. by Summit Carbon Solutions' proposed CO2 pipelines running through eighteen counties in South Dakota: McPherson, Edmunds, Brown, Spink, Sully, Hyde, Hand, Beadle, Codington, Hamlin, Clark, Kingsbury, Miner, Lake, Minnehaha, Turner, Lincoln, and McCook.

The original intent of the 5th Amendment of the US Constitution was to allow eminent domain takings by the government for "public use" such as roads, electricity, and water. So-called carbon sequestration has never been determined by law to be considered a "public good". Private companies that are not public utilities seek to exploit the eminent domain concept and plan on sequestering CO2 into the ground, which is not for "public use." These actions should not be permitted by the South Dakota Public Utilities Commission for the reasons stated below.

While Ziebach Co. is not directly affected by the proposed pipeline project, we express support for affected South Dakota counties and their county commissioners, some of whom are being sued by Summit for exercising their full legal authority to route and cite the CO2 pipelines via setbacks and ordinances, as well as for passing moratoriums to study the proposed project and protect their citizens.

We also oppose the recent farm land condemnation proceedings which have been filed on approximately 80 South Dakota farm families with more to follow. This is unconstitutional and should not be happening in South Dakota. We value and respect our God-given, constitutional right to "life, liberty, and **property**". This has to be protected and preserved above any law or decree. We owe it to our constituents to keep our constitutional oaths to preserve our freedoms and liberties.

We believe the pipeline project is directly tied to the 30x30 program, 30% of the land taken by the government by 2030 for "conservation purposes" associated with the unscientific "Green New Deal." We are also concerned with the easements that these private companies are asking landowners to sign. The result will be that landowners will not only be giving away control of the 50'-150' strip of their land for the proposed pipeline, but the whole quarter through which the pipeline passes! This is a massive land grab.

We are also concerned for our fellow S.D. county's citizens' safety with these proposed hazardous CO2 pipelines and the dangers they would pose to people, animals and the environment including our river and ground water, (CO2 mixed with water turns to carbonic acid). Compressed CO2 from pipeline leaks could suffocate people and

animals. Should a rupture occur on the 8" and 12" feeder line and 24" mainline with 20 miles between shut-off valves, the supercritical liquid CO₂, under 2200 PSI would explode and quickly turn back to a gas. The asphyxiant gas, odorless and colorless, is heavier than air and would sink to the ground displacing oxygen, making it impossible to escape since combustion car engines would not run.

Large leaks could lead to an immense humanitarian disaster that our rural, all volunteer, fire and rescue first responders could not handle. With the PHMSA federal regulations for CO₂ pipelines just now being considered and not yet written, our fellow S.D. counties are shooting into the dark, with limited budgets, and training on how best to protect their citizens.

Lastly, with the recent failure of HB1133 in the legislature, the burden falls back to the counties to try to conduct a risk assessment and to determine the cost-benefit of this project. This project requires much more study and much more consideration before making any go-ahead decision.

Therefore, we **oppose** granting a permit to these private companies who stand to make billions of tax dollars while condemning fellow South Dakotans' land to sequester CO₂ for the political theory of "climate change" and respectfully ask you **NOT** to grant these private companies permits.

Sincerely,

Ziebach County Commission

CC: South Dakota Association of County Commissioners
South Dakota Governor, Kristi Noem
South Dakota Lieutenant Governor, Larry Rhoden
South Dakota Attorney General, Marty Jackley
County Commissioners for the counties currently affected by the pipelines
(Beadle, Brookings, Brown, Clark, Codington, Edmunds, Hamlin, Hand, Hyde, Kingsbury, Lake, Lincoln, McCook, Miner, McPherson, Minnehaha, Moody, Spink, Sully, and Turner)

FACTS OF THE CO2 PIPELINES

Summit Carbon Solutions (a privately owned company) is planning to build a pipeline that is 2,000 miles long and will be sequestered in North Dakota (west of Bismarck).

Navigator (a privately owned company) is mainly financed by Larry Fink's Blackrock, is planning to build a pipeline that is 1,300 miles long (with plans to expand) and will be sequestered in Illinois.

The 5th Amendment of the S.D. and U.S. Constitutions proclaim that eminent domain is to be used by the government for "public use" only. Summit Carbon Solutions and Navigator have declared they are a "common carrier," therefore they have the right to eminent domain under S.D. statute.

Summit's land agents have intimidated land owners by sitting in drive-ways or on front porch steps for hours, or called incessantly, even going through mail boxes which is a federal crime. Summit and Navigator proclaim they want "voluntary" easements but they have harassed, coerced, and threatened landowners into signing easement agreements declaring if they don't sign that they will just take the land anyway. If landowners sign the easements, they will not only be giving away control of the 50'-150' strip of their land for the proposed pipeline, but the whole quarter through which the pipeline passes. It will be a massive land grab.

Summit Carbon Solutions has already begun filing condemnation, "eminent domain" proceedings against 80 South Dakota farm families with more to follow with no PUC permit.

Summit Carbon Solution's land surveyors have abused and disrespected private property rights by repeatedly trespassing on private land without permission even with "No Trespassing" signs posted. Surveyors are escorted by armed guards. The Summit land surveyors have drilled holes in gravel roads and highways without permission. These surveyors have falsely accused Brown Co. farmer, Jerad Bossly of threatening to shoot them and falsely reporting to law enforcement. They opened the door to his home and yelled in with his wife home alone (recovering from surgery and in the shower) and then proceeded to enter his shop, (caught on video), a breaking and entering crime.

Summit Carbon Solutions then filed a restraining order against farmer Bossly and a contempt of court order to which he was exonerated of by a judge in a hearing on May 31st. However, he was not given the opportunity to prove his innocence thereby allowing Summit to get away with their false reporting and breaking and entering crimes.

Summit Carbon Solutions has filed suit against four S.D. counties and county commissioners for exercising their full legal authority to route and cite the hazardous CO2 pipelines via setbacks and ordinances and passing moratoriums to study and learn how best to protect their constituents.

The 2023 legislature failed to pass HB1133, which would have protected S.D. landowners from eminent domain. HB1133 passed in the House 40-28. However HB1133 was then killed in the Senate Commerce and Energy Committee 9-0 led by Sen. Lee Schoenbeck, Senate Pro Tem. Similar "shut-downs" were also orchestrated in the N.D. and Iowa legislatures.

Some S.D. legislators have completely disregarded their oath to the constitution by refusing to protect their constituent's constitutional private property rights by voting against or failing to pass HB1133 or failing to call a special session to hold a vote.

Governor Kristi Noem (who proclaims that she stands for/with farmers and ranchers and property rights and has pushed legislation against foreign land ownership) has refused, thus far, to meet with S.D. landowners, farmers, ranchers, on this issue and has thus far remained completely silent. **Summit Carbon Solutions is part owned by foreign entities and countries. Therefore, if a landowners signs an easement, he/she is giving his/her land away to foreign control.**

Summit Carbon Solutions is 10% percent owned by a South Korean company, SK Holdings which was convicted and fined \$70 million for defrauding the U.S. Dept. of Defense and is also owned 10% by the country of Saudi Arabia which the former head of the S.D. GOP, Dan Lederman, is a registered foreign agent for Saudi Arabia receiving a salary of \$10,000 a month and a paid lobbyist for Summit Carbon Solutions.

The S.D. GOP State Treasurer, Brett Kennecke, is a lobbyist and lawyer for Summit Carbon Solutions whose law firm May, Adams in Pierre, S.D. has filed 80 condemnation lawsuits against S.D. farm families with more to follow.

31 N.D. legislators recently held a press conference and called for an investigation into Summit Carbon Solution's investors and owners. The N.D. Northwest Landowners Association recently filed suit against the state of N.D. over amalgamation having to do with the loss of property rights due to the CO2 pipelines.

A judge in Iowa recently ruled the land surveys unconstitutional and "a taking" of private property rights. Meanwhile two judges in S.D. ruled against landowners on this issue with one more yet to rule.

PHMSA, (a federal agency), has just begun to study rules and regulations that should be established for the regulation of CO2 pipelines. The rush to get these pipelines in the ground before the new regulations take effect will leave county commissions to shoot into the dark as to how best to protect their citizens.

CO2 pipelines are under immense pressure, 2200 PSI. Should there be a leak or rupture, the supercritical liquid would explode out and then turn into an asphyxiant gas, colorless and odorless and be heavier than air. It would stay low to the ground. With 20 miles between shut-off valves and with rural, volunteer, fire and rescue personnel, not properly trained or equipped and with the CO2 displacing oxygen car engines would not run making escape impossible which could lead to great loss of lives and animals. This could be a humanitarian disaster. CO2 when mixed with water, turns to carbonic acid and would contaminate lakes, rivers, ground water, and drinking water sources. Summit has refused to release any plume studies showing simulations of what would happen during a rupture.

Summit Carbon Solutions has asked law enforcement officials to facilitate "HIGH LEVEL, CONFIDENTIAL" meetings with county commissioners without the public's knowledge and behind constituents' backs.

The liability falls squarely on the landowner should something happen. Insurance companies refuse to insure against liability on the land proposed to be crossed by the CO2 pipeline stating "pollution exclusion" clause.

Should the landowners be forced to sign easements or be condemned, they still have to pay taxes on the land while the CO2 pipeline companies get the use of the land without paying. These pipeline companies will have full access 24/7 365 days a year and will completely limit what can be done with the land and, therefore, control it.

Land values will go down should a hazardous materials pipeline be installed. This will cause loss to the landowner if he should try to sell, and thus tax revenue for the county will go down too.

Summit and Navigator proclaim they have secured so much of their route without proving their numbers or how they arrived at them.

The CO2 pipelines are proposed to be buried only three to four feet deep running diagonally across many farm fields and pastures causing great concern with heavy farm machinery running across the land with the worry of leakage or rupture and thus perhaps preventing that area from being farmed.

Many S.D. Farm families have been living with great stress and worry for the last two years over these proposed CO2 pipelines and have had to endure mounting legal bills to protect their land.

Should these private, foreign owned companies be allowed to proceed with their world's largest carbon capture project, it will open the floodgates to the loss of private property rights. It has been said the goal is to build 65,000 miles of CO2 pipelines across the U.S. These CO2 pipelines are part of the 30x30 land grab program

The S.D. Freedom Caucus has come out against the CO2 pipelines and eminent domain for private gain and issued a statement and set up a petition.

The S.D. Farmers Union has come out against the use of eminent domain for private gain and against Summit Carbon Solution's CO2 pipelines and abuse of landowners and S.D family farmers and ranchers.

The landowner pays the taxes. Our tax dollars are paying for these pipelines...for these companies to take private land with our tax dollars.

No Eminent Domain for private gain.
This is a property rights issue.
It is an unconstitutional land grab.

Landowners gather at South Dakota's capitol building; say 'no eminent domain' for carbon pipelines

By Carrie Stadheim
Editor

Over 500 people stood for property rights at the South Dakota capitol building July 6, 2023.

The group called on Governor Noem and the South Dakota legislature to call a special session to address help protect property owners from the threat of eminent domain in the face of two carbon capture pipelines hoping to cross the state.

Summit Carbon Solutions and Navigator, two different CO2 capture pipelines in the planning stages, both intend to collect CO2 from ethanol plants and deliver the waste product to underground disposal sites. The first intends to dispose the CO2 near Beulah, North Dakota; the second, in Illinois.

Both pipeline companies are privately-owned, with large corporate investors. The investors provide working capital for the pipeline projects, and tax credits would provide an income stream.

Summit and some legislators who have publicly supported it say that the project will help the ethanol business by potentially giving ethanol plants the ability to sell into markets such as the west coast, where laws may demand that the fuel be produced with a lower "carbon footprint."

Landowner Jared Bossly of Brown County, South Dakota joined several other landowners to organize the July 6 rally. The Summit pipeline proposes to cross Bossly's land, near

his cattle pens, and through an area he had hoped to someday build calving barns and another calving lot, in order to expand his operation to make room for his kids to ranch with him.

Bossly said the event was powerful. "I'm used to talking to cows and tractors that don't work, and maybe a nice looking bale," said Bossly. "It was powerful to be in there. To talk to people. To hear them cheering."

Capital police reported that about 560 people attended.

"The whole rotunda was full, top to bottom," said Bossly.

Some who attended were not personally affected, but wanted to support property rights, he said.

Summit asked Bossly for a permanent easement on his land for the pipeline, but he declined, as did his neighbors. Summit entered his property without permission to talk to him about surveying. The company then took him to court to get a restraining order against him. Bossly was ordered by the court to remain 100 feet away from Summit when the company surveyed his property. South Dakota law states that surveys are allowed, even without permission from the property owner. The survey included equipment that drove over new tree plantings, killing trees, and a drilling rig which bored 90 feet into the ground on both sides of a slough on his property, said Bossly. The company then dumped the slurry into a ditch.

"They asked if they could dump the slurry in my field and I said no."

Bossly said he noticed after the truck moved to a different field that a barrel of slurry was tipped over in the ditch. "That's littering. We don't take scoops of manure or grass clippings or whatever and dump it in the ditch. If we did, we'd get a ticket."

Brown County Commissioner Drew Dennert, a six generation farmer and rancher, said that the county Sheriff did ask Summit to clean up the slurry, but he doesn't know if any charges were filed or fines levied.

Dennert, whose land is not affected by the pipeline, said he is dedicated to helping property owners. A year ago, the Brown County Commission approved a one-year moratorium on any CO2 pipelines being built. That moratorium expires soon and the commission could renew it for one more year but he doesn't know if they will or not. The commission also approved an ordinance requiring any CO2 pipeline to have a 1,500 foot "setback" from dwellings. He said county planning and zoning board recommended the setback. When the commission first discussed it, some representatives and investors from a local ethanol plant that will be on the pipeline route (Glacial Lakes Energy) asked the commission not to move forward with the ordinance, and to look at a compromise option. The commission agreed and asked those individuals to bring their suggestions to the next meeting. But those suggestions never came.

- See *Rights* on page A3 -

Landowners, supporters call for special session addressing eminent domain during rights rally

- Rights from page A1 -

"The ethanol industry never came forward with a proposed plan that could have been a compromise. That was an eye opening experience for me. They asked for that opportunity and we granted it, but they never worked with us. It turned out to be all or nothing deal for them," he said. So the commission eventually did approve the 1,500 foot setback.

Dennert believes that the South Dakota Public Utilities Commission, which is expected to rule on Summit's permit request this fall, (a hearing is scheduled for Sept. 11-12), will likely have the authority to require Summit to follow county ordinances if it so chooses.

"The PUC will have the opportunity to accept or deny permits or accept some with conditions. They could accept some or all county regulations," he said.

At this point he isn't sure what else the commission can do to protect landowners, although that is a very important issue for him, and he fears that a lot of landowners who signed easements may now regret it.

"I think a lot of people did sign easements because they didn't want to have to go through the process of eminent domain, hiring an attorney, and going to court," he said. Dennert pointed out that many ag producers don't have the financial backing to counter a multi-national corporation in court. "Farmers and ranchers are out here trying to make a living off

the land. They don't want to spend the money or time in court," he said. Will Rozell, loan officer and vice president of Bank North, Warner, South Dakota, attended the rally.

Some of Rozell's clients own land in the pipeline's pathway. So do his uncles, as well as his father.

"My dad and uncles are concerned about the devaluation of the land," he said. And so is he, but his main concern is the violation of property rights.

Rozell said the landowners in his area, including his dad, have been digging to find out the truth about the carbon pipeline concept. He believes their safety concerns, along with a lack of integrity on Summit's part, has landowners very leery of signing easements.

Many of his clients are corn farmers, but as their banker, he doesn't necessarily believe this pipeline will uphold the value of corn.

"I believe if you own stock in the ethanol companies, you might benefit from this, sure. But just because the investors see bigger dividends, will they start paying \$4 more for corn? Just because of their carbon credits? Why would they artificially inflate the price of corn? Just to be nice? That's not how they do business," he said.

Additionally, he questions the claim that the ethanol from the plants along the pipeline route will sell their "environmentally friendly" ethanol to California. "Everything you read says California will be all electric in 10 years. So that doesn't make sense to me, either," he said.

Will property affected by the pipeline be devalued? Rozell says yes. "Permanent easements change the value of the land. You see it all the time on appraisals. If there is an easement on an appraisal, it gets docked down for that. Someone has already taken the value out of it, so the next person can't," said Rozell.

District 16 Representative Karla Lems, Canton, South Dakota, points out that the easements being offered give Summit the right to "sell, assign, apportion, mortgage, or lease" the "agreement" (easement).

She would know, since both pipeline companies are pursuing easements on land she and her husband own.

She has no plans of signing an easement and has battled hard to defend property owners throughout this ongoing saga.

"Our property rights are being chipped away at, and we need to draw a line sooner rather than later," said Lems after the rally. She said she joined the group in asking Governor Noem and/or her fellow legislators to call a special session to address the issue.

Lems sponsored HB 1133 during the 2023 session which would have re-defined a "commodity," effectively shutting down C02 pipelines from using eminent domain to claim property from unwilling sellers.

She said if the governor or the legislators call a special session (the

Governor can do so at will, the legislators can call a special session with a 2/3 vote of both the House and Senate) she would hope to see something similar to her HB 1133 bill approved during the special session.

If landowners don't find success through those avenues, they could pursue an initiated ballot measure, she pointed out.

Her message at the rally was clear. "We just celebrated Independence Day. The reason we have this country is because people came here in search of independence. We are celebrating freedom but at the same time fighting for our freedom with those outside forces that come in and jeopardize that. Freedom comes ultimately from God. It's built into the very fabric of our being. And if you cannot own private property, you will be slaves. That's why we have people come from all over the world coming here. So they could live free," said Lems.

"Why is this a big deal? There are foreign companies invested in this company. The easement says they can sell, mortgage, lease it. Who do you think is going to come in and buy these easements criss crossing through the heart of America? We are going to allow them to have access to our farmland?"

"We are saying, 'not on our watch.'"

