

THE FIRST WORD

October, 2011

Leadership For Engineers

**6 Half-Day Sessions, 26 Hours of Learning Covering 9 Topics
Designed to Prepare Your Firm's Future Leaders, Principals, and Owners.**

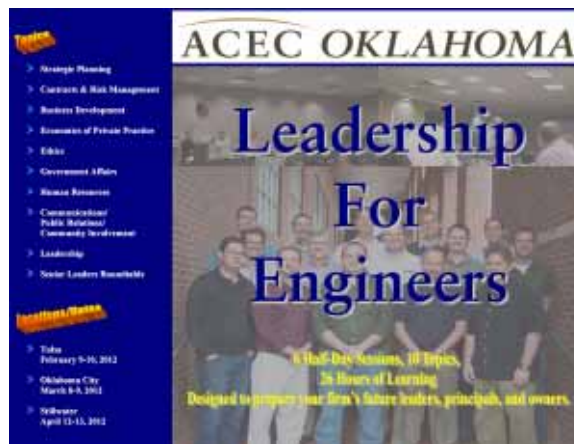
ACEC OKLAHOMA is excited to announce that registration is now open for **Class #3** of the critically acclaimed *Leadership for Engineers* program beginning in February, 2012. The program is designed to prepare your firm's future leaders, principals, and owners for the challenges and opportunities of leading your design consulting firm.

ACEC OKLAHOMA's *Leadership for Engineers* program is targeted to all rising industry professionals who are committed to developing their leadership and management skills and abilities, and identified by your firm as a "future leader" of your business. **This may include design firm business and administrative coordinators, marketing managers, HR managers, project managers, new principals and middle managers.....anyone interested in developing solid management skills.**

The program was created to provide professional and personal leadership development for Oklahoma's most promising professionals in the design community. The program launches up-and-coming professionals on a development track leading to successful general management, project management, and principal positions within design firms.

A distinguished faculty of professionals from both inside and outside the engineering profession has been put together to address a variety of management topics including: **Leadership; Human Resources/Managing People; Ethics; Strategic**

Planning; Government Affairs; Economics of Private Practice; Business Development; Risk Management/Contract Language; and, Communications/Public Relations/Community Involvement.



SPACE IS LIMITED TO THE FIRST 15 REGISTRANTS!

SLOTS ARE ALREADY FILLING SO DON'T DELAY IN SUBMITTING YOUR FIRM'S NOMINATION!

Firms nominating an individual will be making a commitment of that person's time to attend ALL sessions regardless of work conflicts. For that reason, the application **MUST BE SIGNED**

by a firm Principal to verify the firm's commitment to the individual as well as the *Leadership for Engineers* program.

The **Registration Deadline will be December 15, 2011** and only one individual from a member firm will be allowed. Tuition will include all meeting materials, professional development hours, and meals/breaks as appropriate. **Tuition does not include lodging or travel expenses.**

Registration information has been sent to all member firms, and is also available on the ACEC OKLAHOMA website, www.acecok.org

Leadership for Engineers -- ACEC OKLAHOMA helping your firm prepare for the future!!!!

ACEC Business Insurance Trust Deductible Assistance Program Now Offers up to \$1,000 Reimbursement

The ACEC Business Insurance Trust (BIT) is excited to announce an enhancement to its “MEMBER ONLY” Deductible Assistance Program to help ACEC member firms with claims costs. The program enhancements include raising the maximum assistance from \$500 to **\$1,000 per claim** and also removing the maximum allowable per year, thereby creating substantial savings for member firms in the ACEC BIT program.

The BIT wants to provide additional value as an exclusive benefit of ACEC membership. This association benefit will be made available to those ACEC member firms that choose to participate in the ACEC Business Insurance Program. The BIT is pleased to be in a financial position to provide voluntary assistance to members.

The specific terms of the Member Only Benefit are subject to change on an annual basis. Members that have incurred losses and paid deductibles related to **Property** and **Automobile** insurance (comprehensive and collision) under the ACEC Business Insurance Program are eligible to request from the BIT financial assistance to help with the cost of the deductible. The BIT undertakes no commitment to make any payment in response to such a request. Payments will be made on a voluntary basis subject to available funds. Assistance will be limited to \$1000 per claim.

There will be no change in the actual claim process. ACEC member firms will continue to submit claims to the Program’s carrier as per the terms of their insurance policies. The carrier will manage the claim and compensate the member firm in the same manner. Once the claim is settled and payment is made to the ACEC member firm, the firm can then request assistance from the ACEC BIT for losses within the deductible (up to \$1,000 per claim).

If you have additional questions or need more information regarding the enhanced program, contact the BIT Treasurer Woody Germany at 406-728-4611 or email wgermany@wmggroup.com, or BIT Trustee Wayne Shuler at 231-599-2480 or e-mail wshuler@cds-assoc.com.

ACEC OKLAHOMA and the BIT encourages all of its ACEC member firms to take advantage of this improved program and to learn more about how this benefit and the other BIT programs can help your firm.

For more information on all of the products and services offered by the BIT exclusively to ACEC Member Firms, visit the BIT website at: <http://www.acecbit.com>

You will be glad you did!

2011 ACEC OKLAHOMA Engineering Excellence Awards

Entry information for the ACEC OKLAHOMA **2011 Engineering Excellence Awards**, sponsored by the **ACEC Business Insurance Trust**, has been sent to all member firms is also available on the ACEC OKLAHOMA website: www.acecok.org

The 2011 Entry form has been sent to all member firms, and is also available for download on the ACEC OKLAHOMA website at www.acecok.org.

All member firms are encouraged to enter the competition which is a prelude to the ACEC National Engineering Excellence competition.

This is a great way for ACEC OKLAHOMA member firms to

showcase their top projects, and we hope that everyone will seriously consider submitting an entry.

Entry Deadline is November 4, 2011.

The top 5 entries in the ACEC OKLAHOMA competition are eligible to enter ACEC's national competition. Deadline for submission to the national competition is January 6, 2012.

Reclaiming Water and Revenue
Garver introduces advanced arsenic-treatment technology

High arsenic levels within drinking water have forced cities to shut down their supply wells. Norman, Okla. is one such municipality that had had to well field. Rather than accept the tedious, city leader's opted to pursue an innovative arsenic removal system to reclaim their abandoned wells.

In 2006, the Environmental Protection Agency lowered the maximum contaminant level (MCL) for arsenic in drinking water from 0.05 milligrams per liter (mg/L) to 10 µg/L. Consequently, all non-compliant wells were removed from service. The City of Norman had 15 wells — nearly 50 percent reduction in its well field capacity.

Taking a proactive approach, Norman officials placed a wellhead arsenic removal system on Well No. 31 which tested above 40 µg/L of arsenic. Following engineering, regulatory assistance, system start-up, and project reporting, Garver worked with the City and the Oklahoma Department of Environmental Quality to ensure the success of the SCRD 338 Arsenic Removal System in Oklahoma well's success.

The SCRD 338 system employs an adsorptive process that flows pressurized water through a fixed bed pressure vessel containing arsenic media. As water passes through the media, arsenic attaches to the surface. Entrapped media can then be removed and sent to a non-hazardous landfill for disposal.

Project Success
Throughout the pasting demonstration, the adsorption system successfully removed arsenic and produced product water with arsenic levels safely below 10 µg/L per gallon. As an added bonus, nearly 75 million gallons of drinking water were produced during the demonstration and generated revenue for the city of Norman.

Well House No. 31 goes to engineering

ACEC

GARVER
1018 10th Avenue NW
Norman, Oklahoma

Governor Fallin Unveils Plan to Revamp State Bridge System

Plan Mandates Design & Construction by Private Sector



Governor Mary Fallin on Monday, October 3rd announced a new initiative to target and fix all 706 of the Oklahoma state highway system's currently identified structurally deficient bridges by 2019. Oklahoma has frequently and notoriously topped national "bad bridge" lists. Fallin's new **"Bridge Improvement and Turnpike Modernization**

Plan" would, upon completion, bring the number of currently known structurally deficient highway bridges to less than one percent and make Oklahoma a national leader in that area.

Her plan also calls for projects that would significantly reduce congestion on the Creek and Kilpatrick turnpikes. These improvements would be made without increasing taxes or tolls. Fallin said the historic number of upcoming infrastructure improvements will benefit safety, commerce and travel in Oklahoma for decades to come.

"Having a safe, reliable and modern transportation infrastructure is important for Oklahoma's economy and important for the safety of our citizens," Fallin said. "Our new 'Bridge Improvement and Turnpike Modernization Plan' will ensure that Oklahoma's poor rankings on national transportation issues become a thing of the past. By the end of this decade, Oklahoma will be one of the top five states in the nation for well-maintained highway bridges."

"Our plan also delivers much-needed improvements to two of the state's most widely traveled highways: the Creek and Kilpatrick turnpikes. I'm looking forward to working with both ODOT and the state legislature to fully implement this plan, improve our turnpikes and to finally deliver a safer, more modern bridge system to Oklahoma."

Oklahoma Transportation Secretary Gary Ridley said that Fallin's plan would allow ODOT to clear its backlog and to make dramatic improvements to Oklahoma's transportation infrastructure.

The first play of Fallin's "Bridge Improvement & Turnpike Modernization Plan" was put into motion later in the day when the Oklahoma Transportation Commission approved the FFY 2012-2019 Eight-Year Construction Work Plan. The plan includes replacement or rehabilitation of 539 structurally deficient bridges, including 126 that Fallin directed be added to the program.

Secretary Ridley praised Fallin's proposal noting that in recent years, additional transportation investment by state leaders has led to a 50 percent reduction in deficient highway bridges, down from nearly 1,200 in 2005.

"This is a light at the end of a long, long tunnel," Ridley said. "We've made progress in reducing the number of deficient highway bridges. With Fallin's vision, this journey will finally reach a major milestone."•

"Today's announcement puts us on the fast track to finish the remaining critical backlog of on-system bridge improvements," Ridley said. "Our agency is committed to getting projects ready for construction and to make the improvements that Oklahoma citizens deserve."

Three immediate actions called for by Gov. Fallin include:

- Directing the ODOT to include 126 additional projects targeting structurally deficient bridges into its FFY 2012-2019 Construction Work Plan. With 413 bridges already in the plan, this represents the largest number of highway bridges ever scheduled for work in the department's 8-Year Plan.
- Beams removed from the I-40 Crosstown bridge replacement project in Oklahoma City will be offered for use in county bridge projects. Beams will be inspected for reuse, and could help reduce costs for around 300 county bridge projects statewide.
- The OTA is directed to include projects in its Capital Plan to add capacity and for safety improvements on the Creek and Kilpatrick Turnpikes, at a cost of about \$150 million.

Fallin will ask legislators to provide funding for the 167 structurally deficient bridges through the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund and an increase through the County Improvement for Roads and Bridges (CIRB) fund to help hundreds of county bridge projects. The additions are generated by raising the annual ROADS fund increases to \$56.7 million from \$41.7 million, and raising the cap to \$550 million from \$435 million. Similarly, the counties would benefit from increases of about \$25 million a year to the CIRB program, phased in over a three year period.

See Pages 5 & 6 for "Bullet Points" providing specifics of the Governor's "Bridge Improvement and Turnpike Modernization" Plan.

PRESIDENT'S MONTHLY UPDATE

September, 2011

David Raymond, ACEC President & CEO

We've had a busy month – lobbying full bore on infrastructure funding, 3% repeal, and other critical issues. The Army Corps of Engineers adopted our position that commissioning services need to be performed by engineering firms and selected through QBS. Our outside auditors gave us an “A+” and said we were “among the best managed associations.” Congratulations to ACEC/MA, ACEC/SD, and ACEC/WA for being the latest to cross the ACEC-PAC goal line. And registrations for our Fall Conference are strong. State leaders should be receiving their Board materials within the next few days. Hope to see you next month in Las Vegas.

General

- * Secured important extensions for aviation and highway/transit programs at current funding levels for four and six months, respectively, following an ACEC Action Alert that generated nearly 1600 letters and emails to Members of Congress.
- * ACEC's auditing firm Larson Allen gave the Council a clean bill of health, commended “ACEC's capable professional staff, well-designed policies and procedures, and effective planning” and said ACEC is “among the best managed associations.”
- * ACEC and ASCE leadership held joint meeting to discuss ISI, RCEP, licensure, and advocacy – toward mutual understanding and potential new areas for collaboration.
- * At the request of the coalitions, launched *Coalitions Quarterly*, a consolidated newsletter of five ACEC coalitions – CASE, COPS, CAMEE, SFC and LDC – to replace the five individual coalition newsletters.
- * ACEC/Massachusetts, ACEC/South Dakota and ACEC/Washington became the latest MOs to meet their annual ACEC/PAC goal.
- * Army Corps of Engineers adopted ACEC's position that commissioning services be performed by engineering firms and selected through QBS in a recent Corps ID/IQ solicitation.
- * Successfully worked with the U.S. Air Force, Air Combat Command to publish solicitations for A/E services through *FedBizOps* in a manner that will attract more proposals for work.
- * Urged Secretary of State Hillary Clinton to issue a “presidential permit” needed to allow the Keystone XL pipeline to cross from Canada into the United States, bringing petroleum from Canadian oil sands to U.S. refineries, creating over 20,000 engineering, construction, and manufacturing jobs.
- * Hosted leaders from ACEC/New York and ACEC/West Virginia for Hill visits and issue briefings.
- * ACEC/PAC hosted fundraising events for Representatives Gerry Connolly (D-VA), Peter DeFazio (D-OR), Wally Herger (R-CA), Duncan Hunter (R-CA), Ileana Ros-Lehtinen (R-FL), Frank Wolf (R-VA) and Senator Kristen Gillibrand (D-NY); also hosted in-state fundraisers for Congressmen Larry Bucshon (R-IN), John Culberson (R-TX), Tim Holden (D-PA), and Mike Honda (D-CA) and Congresswomen Allyson Schwartz (D-PA), Niki Tsongas (D-MA) and candidate Roger Goodman (D-WA).

Government Affairs

· ACEC chairman urged Congress to repeal the 3 percent withholding mandate at a Capitol Hill press conference (see ENR.com for 9/26/11 at <http://bit.ly/opzzCe>); and both the chairman and president met with Senator Scott Brown (R-MA) – a Senate champion for 3% repeal who will be featured in the November/December issue of *Engineering Inc.*

ACEC
AMERICAN COUNCIL OF ENGINEERING COMPANIES
100 Years of Excellence

2011 **Fall Conference** **Las Vegas**

Registration Today!!!!
 Visit www.acec.org for more information

October 19-22, 2011 at **CAESARS PALACE**

Governor Fallin's Bridge Improvement & Turnpike Modernization Plan 2011-2019

ODOT Bridges

- * Over the last several decades, Oklahoma consistently ranked at or near the bottom of the list of states with the nation's worst bridge conditions. Crumbling transportation infrastructure and deficient bridges hurt Oklahoma commerce, job creation and economic growth and can even endanger our citizens. **Governor Fallin has introduced a solution to that problem: the "Bridge Improvement and Turnpike Modernization Plan" that will bring Oklahoma to the Top 5 of those rankings and reduce the percentage of structurally deficient on-system bridges.**
- * "Structurally deficient" means structural members of a bridge are showing signs of deterioration and the structure itself needs to be significantly rehabilitated or replaced.
- * 706 of the state's nearly 6,800 bridges on the state highway system are currently identified as structurally deficient due to bridge conditions documented during the latest cycle of federal bridge inspections which ended in Dec. 2010. Increased funding in recent years has begun to reduce the number of structurally deficient bridges in Oklahoma from a high of almost 1,200 in recent years.
- * 413 of these bridges are currently scheduled to be replaced in the next seven years, but **293 structurally deficient bridges remain unfunded.** Improvement costs for these unfunded bridges are estimated at \$869 million in today's dollars.
- * As part of Phase 1 of the Governor's Bridge Improvement and Turnpike Modernization Plan, ODOT is directed to add projects **to improve an additional 126 of the 293 unfunded structurally deficient bridges** to its FFY 2012-2019 Eight - Year Construction Work Plan, pending commission approval. These much-needed bridge rehabilitations or replacements on the 126 bridges are estimated to cost \$430 million.
- * As part of Phase 2, the governor is requesting legislation to raise the incremental annual contribution to the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund by \$15 million starting in 2013 and increasing the total funding cap to \$550 million. By doing this, an estimated \$479 million can be generated between 2012 and 2019.
- * By passing that legislation, **all of the remaining 167 unfunded structurally deficient bridges can then be added to the FFY 2012-2019 Eight - Year Construction Work Plan.** The 167 unfunded structurally deficient bridges have an estimated improvement cost of \$439 million in today's dollars or \$478 million as inflated through state fiscal year 2019.
- * All of the proposed bridge projects will be designed and constructed by the **private sector.**
- * ODOT will be required to provide a progress report each year to state leaders and to the public for accountability purposes. This report will include an on-system state bridge update to assess progress.

County Bridges

- * The county road system in Oklahoma is extensive, and many structurally deficient bridges on this system are in need of immediate replacement.
- * Critically-needed maintenance and replacement projects are beyond the fiscal reach of most counties.
- * As part of the current I-40 Crosstown bridge replacement project in Oklahoma City, between 1,500 and 1,800 safe, usable steel beams can be recycled from the old structure. Beam sections will be inspected for continued use by engineers selected by the county. Selected beams could be reused in as many as 300 fifty-foot-long bridge spans.
- * Under Phase 1, counties will be offered the recycled I-40 beams for use on the county road system to assist in the replacement of structurally deficient bridges.

Governor Fallin's Bridge Improvement & Turnpike Modernization Plan 2011-2019 (cont.)

County Bridge (Cont.)

- * Under Phase 2, Governor Fallin is requesting legislative action that would increase revenues incrementally over a three-year period for the County Improvement for Roads and Bridges (CIRB) program. CIRB projects, primarily structurally deficient bridges, are chosen, developed and constructed by the counties with direct oversight by ODOT.
- * The CIRB program is currently funded with 15 percent of the motor vehicle taxes and fees. The Governor's proposal would increase the program's portion to 20 percent. The additional revenue, which would be phased in over three years, would increase the estimated annual funding for the CIRB program from approximately \$80 million to more than \$105 million.
- * The proposed bridge projects will be designed and constructed primarily by the private sector.
- * All of the proposed bridge projects using the I-40 Crosstown beams can be under contract or completed by Dec. 2014.
- * ODOT will be required to provide a CIRB annual progress report for review by state leaders and the public on the progress of the structurally deficient county bridge program and the use of the I-40 Crosstown bridge beams.

Turnpike Improvements

- * Original portions of the Creek Turnpike linking US-75 to US-64 in south Tulsa and the Kilpatrick Turnpike linking I-35 to SH-74 in north Oklahoma City were opened to traffic in 1991.
- * Segments of the Creek and Kilpatrick turnpikes exceed original traffic projections with over 55,000 vehicles per day, significant peak hour volumes and a growth rate of up to four percent per year.
- * Portions of the turnpikes will be extremely congested by 2016 and would provide inferior service if capacity and safety issues are not addressed. Governor Fallin proposes to widen sections of these roads to alleviate congestion and insure that Oklahoma's two largest cities are serviced by modern, easily navigated turnpikes.
- * On Aug. 28, 2011, the Oklahoma Turnpike Authority received approval from the Council of Bond Oversight to issue new debt to fund the plan.
- * This is the first major bond issue and related construction program without increasing tolls.
- * The Governor has requested that the OTA include these two expansions in its Capital Plan. Construction plans are being completed to add lanes in the median and begin in spring 2012. Estimated costs are about \$76 million for the Creek and \$68 million on the Kilpatrick.
- * Construction is estimated to take about two years to complete. Two travel lanes would remain open in each direction for turnpike customers during that time.
- * Governor Fallin has requested these turnpike projects be expedited and completed ahead of schedule.
- * The OTA will be required to provide an annual progress report of these improvements to bondholders and the public.