

THE FIRST WORD

February, 2018

2018 Legislative Session Underway QBS Under Attack; Step Up Fails in House

The 2018 Legislative Session kicked off in high-gear for ACEC OKLAHOMA, and it's been a very busy first 10 days of the session.

As you know from our "LEGISLATIVE ALERTS" last week, Qualifications-Based Selection (QBS) for counties is under direct attack, and we have been working diligently to head this off.

First of all, THANKS to the many ACEC OKLAHOMA members who have called, written, and emailed their Representative and Senators expressing strong opposition to these two bills.

As a reminder, SB 1262 by Senator Dahm, and a companion bill, HB 2939 by Representative Mulready, would EX-EMPT counties from the State Consultants Act and REQUIRE all counties to PRICE-BID all engineering, architectural, land surveying, and construction management services.

As we learned late last week, the request for the two bills came from Tulsa County, which really caught us off-guard.

UPDATE...BREAKING NEWS!!! Yesterday (Monday) afternoon we met with Tulsa County Commissioner Ron Peters, Purchasing Director Matney Ellis, and Government Affairs Director Terry Simonson, along with Cleveland County Commissioners Rod Cleveland and Darry Stacy.

Tulsa County is wanting to use "Construction Management At Risk" (CMAR) has an alternative delivery system to Design-Bid-Build, and believed that the terminology in the State Consultants Act referring to "Construction Management" was a roadblock. With that, the County requested the two bills as a way of removing the roadblock to CMAR.

What we also learned is that there is a fundamental misunderstanding of the term "Construction Management" (CM) and "Construction Management at Risk." These are two very different things as CM is a service for which the client contracts with a firm to be the clients "eyes and ears" during the construction phase, where CMAR is a "alternative delivery system" the traditional design-bid-build method of procurement and construction. We explained that difference in detail, and believe that they now have a better understanding which will allow us to work with them to address their issues.

Commission Peters assures ACEC OKLAHOMA that it was not and is not their intent to do away with QBS for counties! They simply want to use CMAR and believe that there needs to be some clarification in the statutes to address their concerns.

ACEC OKLAHOMA will be working with the counties in the next few days to attempt to draft new language. This is ongoing, and nothing yet is guaranteed. But, we believe a solution can be reached.

STEP UP PROPOSAL FAILS IN HOUSE! Around 10:00pm last night, after hours of debate and holding the voting "open" on the House floor, the key component of the proposed Step Up program failed to receive the required 75% affirmative vote in the House. HB1033XX of the second special session would have increased taxes on motor fuel, cigarettes, oil & gas, and income taxes, generating the revenue to fund critical state services and raising teacher salaries by \$5000.

With the failure of this revenue package, Oklahoma now faces another critical shortfall in revenue, which most believe can only be made up through additional budget cuts.

What's going to happen next is anyone's guess. ACEC OKLAHOMA will continue to monitor the situation and keep you informed as best as possible.

ODOT to Host National AASHTO Meeting

Jennifer Mason, Manager of the ODOT Procurement Division, is the conference chair for the 2018 AASHTO Agency Administration meeting, to be held in Oklahoma City May 6-9, at the Renaissance Hotel. This meeting is specifically for the Committee on Agency Administration, Civil Rights Training Symposium, Committee on Human Resources and Committee on Knowledge Management.

Any firms have an interest in sponsoring or exhibiting to this group can contact Jennifer at (405) 521-2708 or check out the link below to view sponsorship opportunities.

<http://www.cvent.com/events/2018-adminstration-conference/custom-17-ded321792bff4d87880bbf3abca64290.aspx>

Tetra Tech Wins 2017 ACEC OKLAHOMA Engineering Excellence Awards Competition

Tetra Tech received ACEC OKLAHOMA's highest award in the ACEC OKLAHOMA Engineering Excellence Awards competition. Their design of the Chickasaw Nation "Inkana" Bridge received the "Grand Conceptor Award" as the top project in 2017.

In 2010, the Chickasaw Nation opened the new Cultural Center near the Chickasaw National Recreation Area which is overseen by the National Park Service. The Center's purpose was to preserve their heritage and educate the Chickasaw people and the public about their persevering history. It became apparent that a vital link was needed between the Cultural Center and the National Park, so in 2016, a suspension bridge was constructed across Rock Creek for pedestrians to access both the National Park and the new Cultural Center. To the minimize impact to the park, waterfalls, and Chickasaw grounds, a suspension bridge was determined to be an ideal solution.

The 195-foot, single-span suspension bridge incorporates several unique and innovative features. The towers were set on the outer banks of Rock Creek to minimize tree removal and to not disturb the waterfalls.

A very open and slender Vierendeel truss design constructed of structural steel tube, with the tube ribs supporting the precast concrete deck panels bent on a 2'-4" radius, was used so as not to distract from the area's natural beauty. Other special features include the ornamental handrails and the rock pattern on the towers that required a special concrete form liner. The Southeast Indian spiral design and the National Park arrowhead symbol that are cast in the bridge tower cross beam represents the close relationship and cooperation between the Chickasaw Nation and the National Park Service. The Chickasaw Nation named the new suspension bridge "Inkana", which means friendship in the Chickasaw language.

ACEC OKLAHOMA "Honor Awards" to four firm, and "Finalist Awards" to four additional firms. Recipients of these awards were:

Honor Awards

- Garver - I-244 Multimodal Bridge over the Arkansas River, Tulsa, OK
- Infrastructure Engineers – Post-Earthquake Bridge Inspection Guidelines, Oklahoma Department of Transportation
- Mead & Hunt – USACE Broken Bow Dam Tunnel, Broken Bow, OK
- Burns & McDonnell - Stillwater Energy Center, Stillwater, OK

Finalists

- MacArthur Associated Consultants – I-35 over Washita River Bridges, Garvin County, OK
- Triad Design Group - I-40 & Radio Road Interstate Interchange, El Reno, OK
- Olsson Associates – Oklahoma City Zoo Parking Lot Improvements, Oklahoma City, OK
- CEC – KFOR-TV Tribune Media, Oklahoma City, OK

Congratulations to Tetra Tech, and all of the firms, for their innovative and outstanding projects.

CHICKASAW NATION
"Inkana" Bridge

The Inkana Bridge represents the long and historical relationship between the Chickasaw Nation and the National Park Service. Completion of the bridge in November 2016 fulfilled the vision of both entities to connect the Chickasaw National Recreation Area on the east side of Rock Creek to the Chickasaw Cultural Center on the west side. The new crossing was accomplished with minimal impacts to the environment while providing a natural fit with the area's surrounding beauty.

The use of a suspension bridge was beneficial and important for several reasons. For the National Park Service to participate in the project there needed to be historical justification to do so. One of the first bridges across Rock Creek in the National Park was a suspension bridge built in 1908.


ACEC
100 Years of Excellence

50
ANNIVERSARY

Title: Chickasaw Nation "Inkana" Bridge, Sulphur, OK
Client: Chickasaw Nation and National Park Service, Sulphur, OK
Firm: Tetra Tech, Oklahoma City, OK

Tt TETRA TECH

2017 Honor Awards



I-244 MULTIMODAL BRIDGES OVER THE ARKANSAS RIVER

Client: Oklahoma Department of Transportation, OK / **Location:** Tulsa, OK / **Firm:** Garver - Tulsa, OK

The I-244 Arkansas River crossing sits at the confluence of several important bridges, including the I-244 Highway bridge, the Burlington Northern bridge for rail traffic, and the historic, abandoned Howe Mill Bridge. The existing concrete and steel truss bridge carries four lanes of highway traffic on the upper level. On the lower level, the bridge is designed to carry one lane of light rail (LRT) line, one conventional Light Rail Transit (LRT) line, and pedestrian traffic. The 3,000-foot-long deck bridge carries four lanes of highway traffic on the upper level and includes a pedestrian-bicycle bridge on the lower level, with an access ramp to view the historic Howe Mill Bridge.

During the project development process, it was recognized that the I-244 crossing in this place is a powerful mechanical connector. By combining an existing historic roadway bridge with a new light rail structure, the Oklahoma Department of Transportation is creating a bridge design solution in a complex transportation program. This is the first multimodal bridge in Oklahoma with two levels, and one of the few nationwide. The project required an innovative application of new design techniques such as the development of design guidelines to combine highway and rail loadings for the substructure design. The 3,000-foot-long multimodal reinforced bridge carries four lanes of highway traffic on the upper level. On the lower level, the bridge is designed to carry one lane of light rail (LRT) line, one conventional Light Rail Transit (LRT) line, and pedestrian traffic. The 3,000-foot-long deck bridge carries four lanes of highway traffic on the upper level and includes a pedestrian-bicycle bridge on the lower level, with an access ramp to view the historic Howe Mill Bridge.

The completed I-244 Multimodal Bridges Over the Arkansas River Transportation Infrastructure, encourages economic growth, provides multimodal rail and pedestrian accommodations capabilities, and promotes safety in the region.

Garver

ACEC

Honor Award
GARVER



POST-EARTHQUAKE BRIDGE INSPECTION GUIDELINES

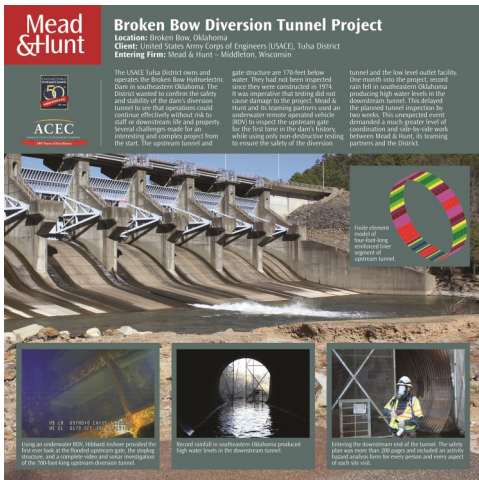
Category A: Studies, Research, and Consulting Engineering Services
Project Location: Oklahoma

In response to a tremendous increase in earthquake activity, the Oklahoma Department of Transportation (ODOT) hired a team of consultant and university professionals in 2015 to develop an earthquake response plan for steel bridges. During Phase I, the team established an inspection protocol, developed a response plan and post-earthquake bridge inspection manual, developed and delivered post-earthquake bridge inspection training, and evaluated 1,000 steel bridges for post-earthquake structural engineering concerns that automatically retrieves earthquake shaking data from ShakeMap, compares structural response against past facilities, and generates potential damage assessment notifications, facility damage maps, and other Web-based products for emergency managers and incident response. During Phase II, the team developed ShakeCast OK and ODOT became the first state DOT in the central United States to implement the use of ShakeCast as the primary means of identifying and targeting bridges for post-earthquake bridge inspection.

Client/Towner: Oklahoma Department of Transportation
Oklahoma City, Oklahoma
Entering Firm: Infrastructure Engineers, Inc.
Edmond, Oklahoma

ACEC

Honor Award
Infrastructure Engineers



BROKEN BOW DIVERSION TUNNEL PROJECT

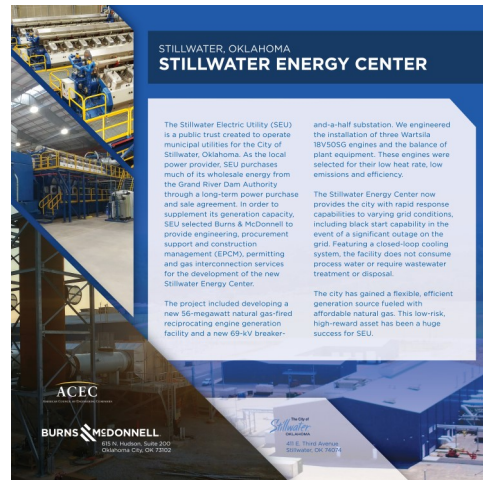
Location: Broken Bow, Oklahoma
Client: United States Army Corps of Engineers USACE, Tulsa District
Entering Firm: Mead & Hunt - Middleton, Wisconsin

The USACE Tulsa District owns and operates the Broken Bow Hydroelectric Dam in northeastern Oklahoma. The dam is a concrete gravity dam with a spillway and powerhouse. The dam and spillway were damaged by a major earthquake in 1974. The dam was repaired and the spillway was replaced with a new concrete spillway. The dam is now in excellent condition. The dam is a concrete gravity dam with a spillway and powerhouse. The dam and spillway were damaged by a major earthquake in 1974. The dam was repaired and the spillway was replaced with a new concrete spillway. The dam is now in excellent condition. The dam is a concrete gravity dam with a spillway and powerhouse. The dam and spillway were damaged by a major earthquake in 1974. The dam was repaired and the spillway was replaced with a new concrete spillway. The dam is now in excellent condition.

Mead & Hunt

ACEC

Honor Award
Mead & Hunt



STILLWATER, OKLAHOMA STILLWATER ENERGY CENTER

The Stillwater Electric Utility (SEU) is a public trust created to operate municipal utilities for the City of Stillwater, Oklahoma. As the local power provider, SEU purchases much of its wholesale energy from the Grand River Dam Authority through a long-term power purchase and sale agreement. In order to supplement its generation capacity, SEU selected Burns & McDonnell to provide engineering, procurement support and construction management (EPCM), permitting and gas interconnection services for the development of the new Stillwater Energy Center.

The city has gained a flexible, efficient generation source fueled with affordable natural gas. This low-risk, high-reward asset has been a huge success for SEU.

ACEC

BURNS & McDONNELL

Honor Award
Burns & McDonnell

2017 Finalist Awards



OKLAHOMA CITY ZOOLOGICAL TRUST

The Oklahoma City Zoological Trust is a non-profit organization dedicated to the care and protection of animals. The trust has a long history of providing a safe and secure environment for its animals. The trust has a long history of providing a safe and secure environment for its animals.

ACEC

OLSSON ASSOCIATES

Finalist Award
Olsson Associates



KFOR-TV TRIBUNE MEDIA

The KFOR-TV Tribune Media building is a modern, multi-story office building located in Tulsa, Oklahoma. The building features a glass facade and a modern interior design. The building is a modern, multi-story office building located in Tulsa, Oklahoma. The building features a glass facade and a modern interior design.

ACEC

CEC

Finalist Award
CEC



I-35 over Washita River

Oklahoma Department of Transportation

The I-35 over Washita River project is a major infrastructure project in Oklahoma. The project involves the construction of a new bridge over the Washita River. The project involves the construction of a new bridge over the Washita River.

ACEC

DOT

MacArthur Associates Consultants

Finalist Award
MacArthur Associates
Consultants



I-40 & RADIO ROAD

Historic Partnership for a Better Tomorrow

ROADWAY & INTERSTATE INTERCHANGE

The I-40 & Radio Road project is a major infrastructure project in Oklahoma. The project involves the construction of a new interchange between I-40 and Radio Road. The project involves the construction of a new interchange between I-40 and Radio Road.

ACEC

Triad Design Group

Finalist Award
Triad Design Group

President's Monthly Update

February 2018

David Raymond, President & CEO

The President's State of the Union address featured a pitch for a \$1.5 trillion infrastructure program to rebuild the nation's roads, bridges, water systems, energy and other critical assets, but failed to identify sources of funding – without which the plan would be a mirage. ACEC is now working with Congress to fund the plan and, in particular, remedy the declining Highway Trust Fund. The large amount we raised for ACEC/PAC in 2017 – a record-breaking \$1,069,704 – will be put to good use in our aggressive 2018 advocacy program recently approved by the ACEC Executive Committee.

General

- The ACEC Executive Committee approved the Council's 2018 legislative agenda, which focuses on infrastructure funding, energy legislation, regulatory reforms, and other key measures.
- The Executive Committee approved the establishment of a new Geotechnical/Geoprofessional Coalition to provide business resources and advocacy for firms engaged in these disciplines.
- The Executive Committee also approved an amendment to the ACEC Bylaws, subject to final approval by the Board of Directors, that would authorize the ACEC Chair to make any needed interim appointment to fill a Vice Chair position that becomes vacant prior to the end of a term.

New York University (NYU) study on the costs of performing work in-house by the Corps versus contracting out to the private sector.

- Asked the Department of Labor to reconsider its 2013 decision to apply Davis-Bacon wage rules to survey crews.
- The author of the ACEC-sponsored study *Superfund 2017: Cleanup Accomplishments and the Challenges Ahead* (Kate Probst) testified on the study before the House Energy and Commerce Committee.
- Collaborated with ACEC/Illinois on outreach to their state congressional delegation to help address FAR compliance concerns at Illinois DOT.
- ACEC/Indiana became the first state to meet its 2018 PAC goal; Georgia's Jay Wolverton became the first fully paid ACEC/PAC Capitol Club member for 2018 (contributing the legal maximum of \$5,000 in a calendar year).

Government Advocacy

- Advocated for the extension of key expired tax provisions, including the Section 179D energy-efficient commercial buildings tax deduction.
- Submitted comments to the Office of Management and Budget (OMB) and General Services Administration (GSA) seeking elimination of the term "professional engineering" in GSA's Federal Supply Schedule in order to clarify that such services should be procured using QBS procedures.
- Met with GSA's new Public Buildings Commissioner to brief him on: the importance of QBS, the need for increasing the number of engineering projects funded through the agency, and action on other issues related to the \$5 billion Public Building Fund.
- Briefed senior U.S. Army Corps of Engineers staff on the status and purpose of the ongoing

Business Resources

- Nearly 400 sites registered for January online classes on critical industry topics, including tax reform, DFARS, and workplace harassment; a webinar on the impact of the new tax reform law in particular was a blockbuster with 160 registrants.
- With more than 60 registered sites, *Sexual Harassment Prevention in the A/E Workplace: Understanding the Law; and Establishing and Improving Policies, Procedures and Effective Training*, was another popular webinar which helped identify the elements of effective policies on sexual harassment.

