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American Council of Engineering Companies
100 Years of Excellence

PUBLISHED BY THE AMERICAN COUNCIL OF ENGINEERING COMPANIES

MARCH/APRIL 2009

ENGINEERING INC.

THE AWARD-WINNING BUSINESS MAGAZINE

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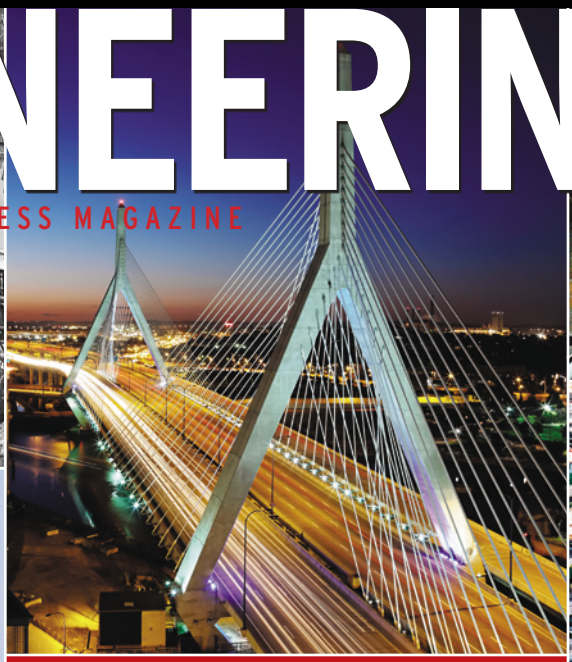

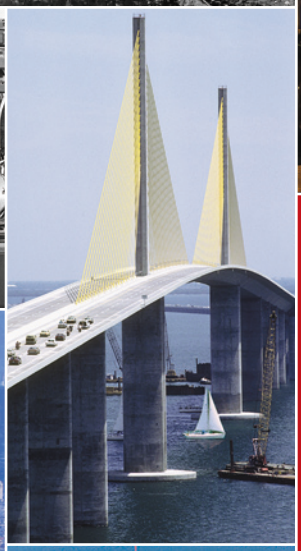

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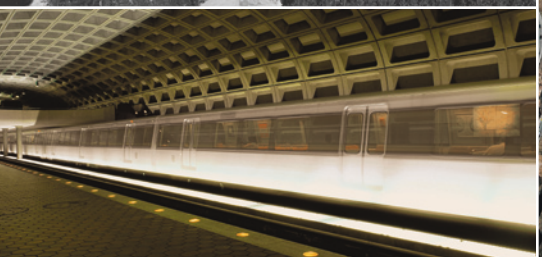

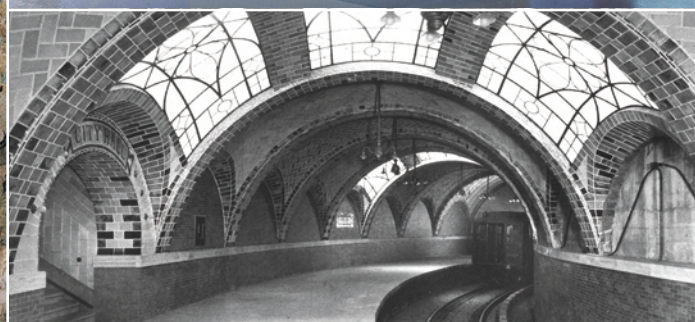

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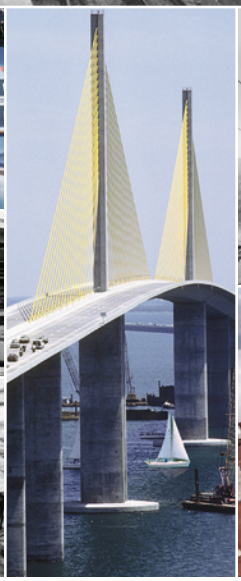

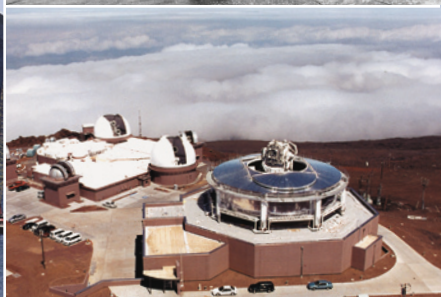

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100 Years of Excellence

Engineering Inc. promotes the advocacy and business interests of ACEC by offering news, legislative analysis and business practice information to member firms, clients, opinion leaders and policy makers.

The articles and editorials appearing in this magazine do not represent an official ACEC position or policy unless specifically identified as doing so.

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100 Years of Excellence

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ACEC Turns 100!

Welcome to the commemorative issue of *Engineering Inc.*, which celebrates ACEC's 100 years of industry service.

This special issue recognizes Council and Member Firm achievements—and how ACEC and its predecessor organizations were there every step of the way to protect and enhance the business climate for our industry.

The story begins in the spring of 1909, when a small group of consulting engineers in New York City founded the American Institute of Consulting Engineers (AICE), and continues through the founding and accomplishments of the Consulting Engineers Council (CEC) and the present-day American Council of Engineering Companies (ACEC).

Since the beginning, ACEC and its predecessors have been committed to one simple but essential goal—promoting the business interests of engineers in private practice. The Council's programs in advocacy and education have grown but maintain the original goal.

We thank the members who submitted photographs and purchased advertisements to support this issue. We also express appreciation to the authors of *Engineering the Future*, published in 1993 under the auspices of the Committee of Fellows, which provided early historical information.

Today, at 100, ACEC is the preeminent voice of the engineering industry. The story of how that came about is a tribute to the more than 5,000 Member Firms and 51 State Member Organizations that constitute ACEC.

John F. Hennessy III
ACEC Chairman

David A. Raymond
ACEC President & CEO

A Century of Engineering Excellence!

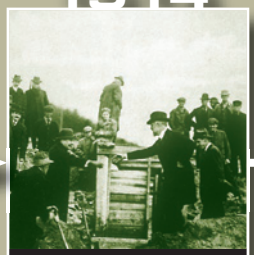
American Council of Engineering Companies
1909-2009

Parsons Brinckerhoff, founded in 1885, congratulates the American Council of Engineering Companies on its centennial. Together with other members of ACEC, we are proud to have contributed to many of the projects that have defined American engineering during the past century.

1904

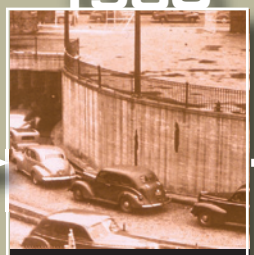
IRT Subway
New York City

1914



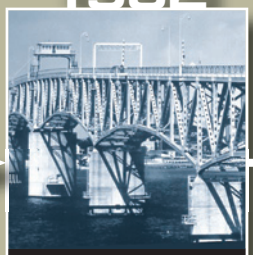
Cape Cod Canal
Massachusetts

1930



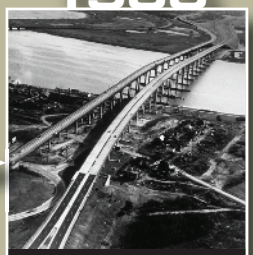
Detroit-Windsor
Tunnel

1952



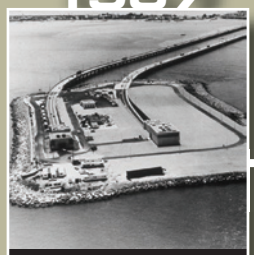
Coleman Bridge
Virginia

1955



Garden State Parkway
New Jersey

1957



Hampton Roads
Bridge-Tunnel, Virginia

1964

NORAD
Colorado

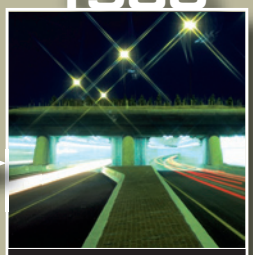
1972

Bay Area Rapid Transit
San Francisco

1979

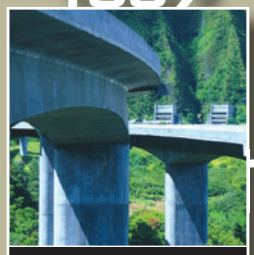
MARTA
Atlanta

1985



Fort McHenry Tunnel
Baltimore

1997

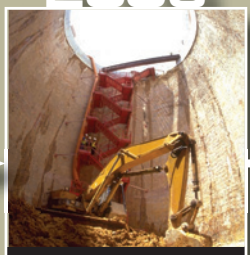


H-3 Highway
Hawaii

2005

Arthur Ravenel, Jr. Bridge
Charleston, South Carolina

2006



Singapore Deep Tunnel
Sewerage System

2007

Taiwan High
Speed Rail

2008

Woodrow Wilson Bridge
Washington, D.C.

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100 YEARS OF INFLUENCE AND EXCELLENCE

The beginning of the 20th century was a heady time for the engineering profession. In the first decade of the century, the Chicago Ship Canal was completed—the largest earth-moving operation in North America: The massive project reversed the flow of the Chicago River and connected the Great Lakes to the Mississippi.

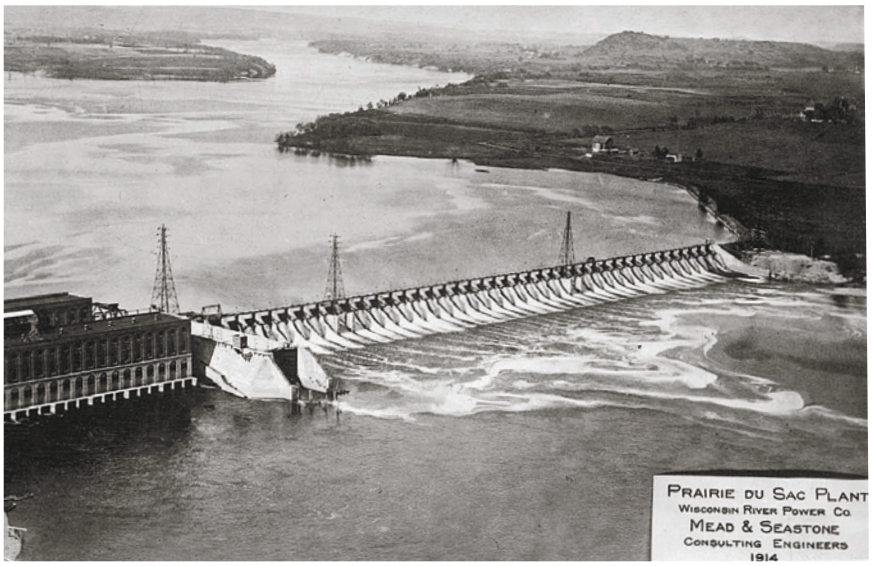
The world's first reinforced concrete skyscraper, The Ingalls Building, was erected in Cincinnati. And the nation's largest subway system and largest water supply system were built in New York.

In the spring of 1909, a small group of visionary consulting engineers—most of whose names are lost to history—gathered in a brownstone in New York City and founded the American Institute of Consulting Engineers (AICE)—the first organization dedicated to promoting the business interests of engineers in private practice.

That organization merged in 1973 with the Consulting Engineers Council (CEC), established in 1956, to form the modern ACEC; first called the American Consulting Engineers Council, it was renamed the American Council of Engineering Companies in 2001.

Throughout the 20th century, the efforts of AICE, CEC and ACEC created the foremost business association of America's engineering industry, representing more than 5,000 engineering firms nationwide.

When the president of the United States addressed ACEC's Annual Convention in 2006, he commended the membership for its "great entrepreneurial spirit" and contributions to America's success.



Designed by Mead & Seastone Consulting Engineers, a forerunner of **Mead & Hunt**, the Prairie Du Sac (Wis.) Plant is one of the nation's first hydroelectric power plants. *(Photo courtesy of Mead & Hunt)*

When AICE was born in 1909, it had 39 consulting engineers; by the end of 1919, it had grown to more than 100 and was headquartered in a small office at 111 Broadway in New York City.

With more than half its members working locally, AICE was largely a New York City-focused organization, also evidenced by its important role in the revision of the New York City Building Code.

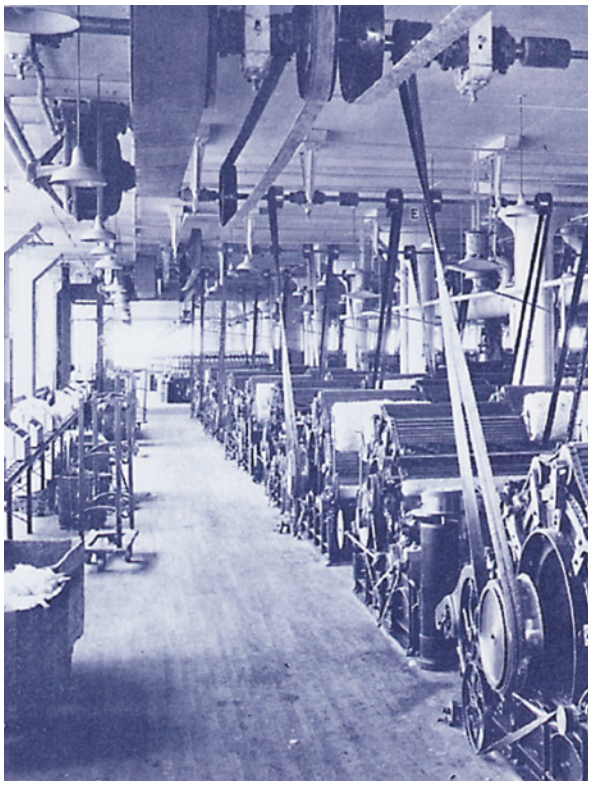
The organization's first president, Alfred Noble, urged the group to branch out and "strive to be a truly national society."

During the decade, engineers in private practice were involved in a range of national engineering works—from the Woolworth Building in New York (1913) to the Los Angeles Aqueduct (1913).

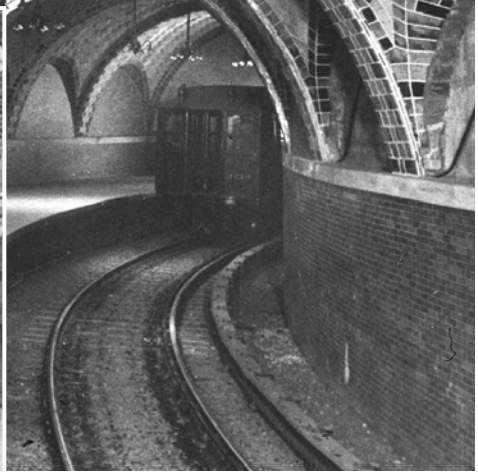
In 1917, AICE succeeded in its first foray into federal legislation when it supported creation of the Engineer Officers Reserve Corps, a group composed of engineers recruited from the nation's private railroads to serve with the U.S. Army Corps of Engineers.

The organization also spoke out on an issue that remains central to its agenda today: competition from publicly employed engineers. AICE delivered resolutions to President Woodrow Wilson and the secretaries of Treasury, War, Interior, Navy and Agriculture that "deplored" the government's undertaking of engineering work exclusively through the Army rather than through private engineers.

AICE advocated "proper methods for soliciting work" and exposed a "strained relationship" between engineers and architects underscored by architects' use of manufacturers and contractors to perform "free engineering."



Lockwood Greene, America's oldest continuously operating engineering and consulting firm, was the first to successfully apply an electric drive to a manufacturing operation, such as this textile mill in Columbia, S.C. Lockwood Greene was acquired by **CH2M HILL**. *(Photo courtesy of CH2M HILL)*



Engineering feats such as this New York City subway line designed by **Parsons Brinckerhoff**, which opened in 1909, were accomplished by individuals active in the formation of **AICE**. *(Photos courtesy of Parsons Brinckerhoff)*

The Willamette River "Steel" Bridge in Portland, Ore., designed in 1914 by Harrington, Howard & Ash, the forerunner of **HNTB**, remains the only double-deck bridge with independent lifts in the world. *(Photo courtesy of HNTB)*

Pneumatic caissons for the Woolworth Building, which was completed in 1913, were designed by Daniel Moran, who later would establish **Mueser Rutledge Consulting Engineers**. The Woolworth Building remained the tallest building in the world until the construction of the Chrysler Building in 1930.

Other Highlights

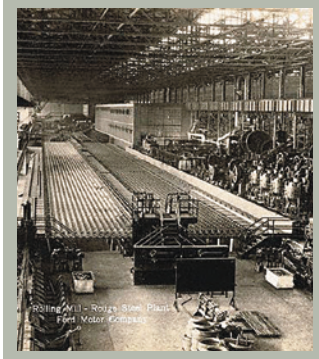
1913
The Lincoln Highway, beginning in Times Square and ending in San Francisco, is the first auto highway across the United States

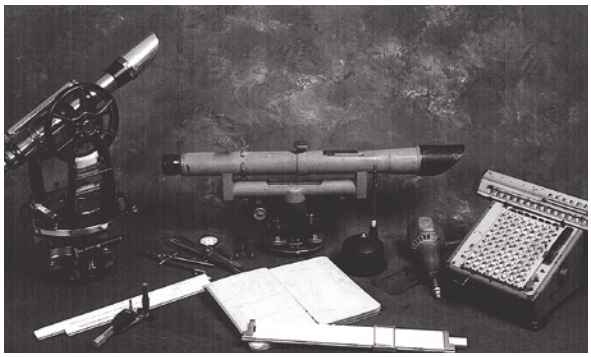
ROBERT L. BRACKLOW/CORBIS

1914
Panama Canal opens

TIME LIFE PICTURES/GETTY IMAGES

1917
Construction starts on the Rouge River Plant in Dearborn, Michigan, the largest integrated factory in the world





Early 20th-century tools of the trade for consulting engineers included non-digital surveying instruments, slide rules and adding machines. *(Photo courtesy of T. Baker Smith)*

In response to a rapid rise in automobile traffic, AICE supported the federal government's allocation of the then-princely sum of $633 million in 1920 "for the improvement and extension of the national highway system."

AICE offered advice on how highways should be designed to accommodate "vehicles plus horse traffic"—and forecast that trucks would never play a major part in the transportation system because they would be uneconomical for distances exceeding 30 to 40 miles!

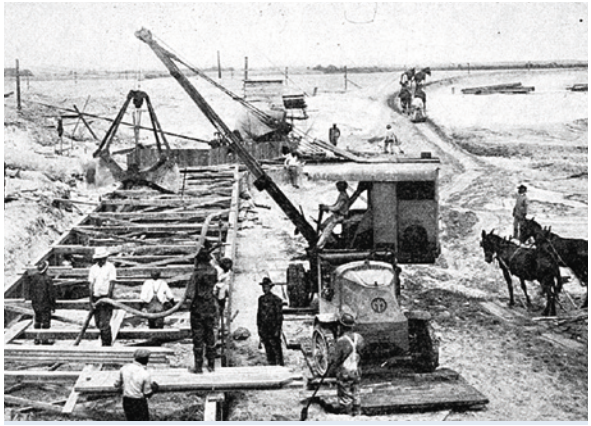
Among the 111 AICE members in 1921 were 30 railroad engineers and one "illumination engineer." Still based in New York, AICE sought to form organizations of consulting engineers in other cities. Groups already operating independently included the New York Association of Consulting Engineers, the Chicago Association of Consulting Engineers, the Institute of Consulting Engineers of St. Louis and the Consulting Engineering Society of the Pacific Coast.

The Institute flexed its muscle by urging the appointment of an engineer to the Interstate Commerce Commission. It lobbied for the establishment of a single federal public works agency, and supported legislation to increase the consultant's per diem from federal agencies to $50.

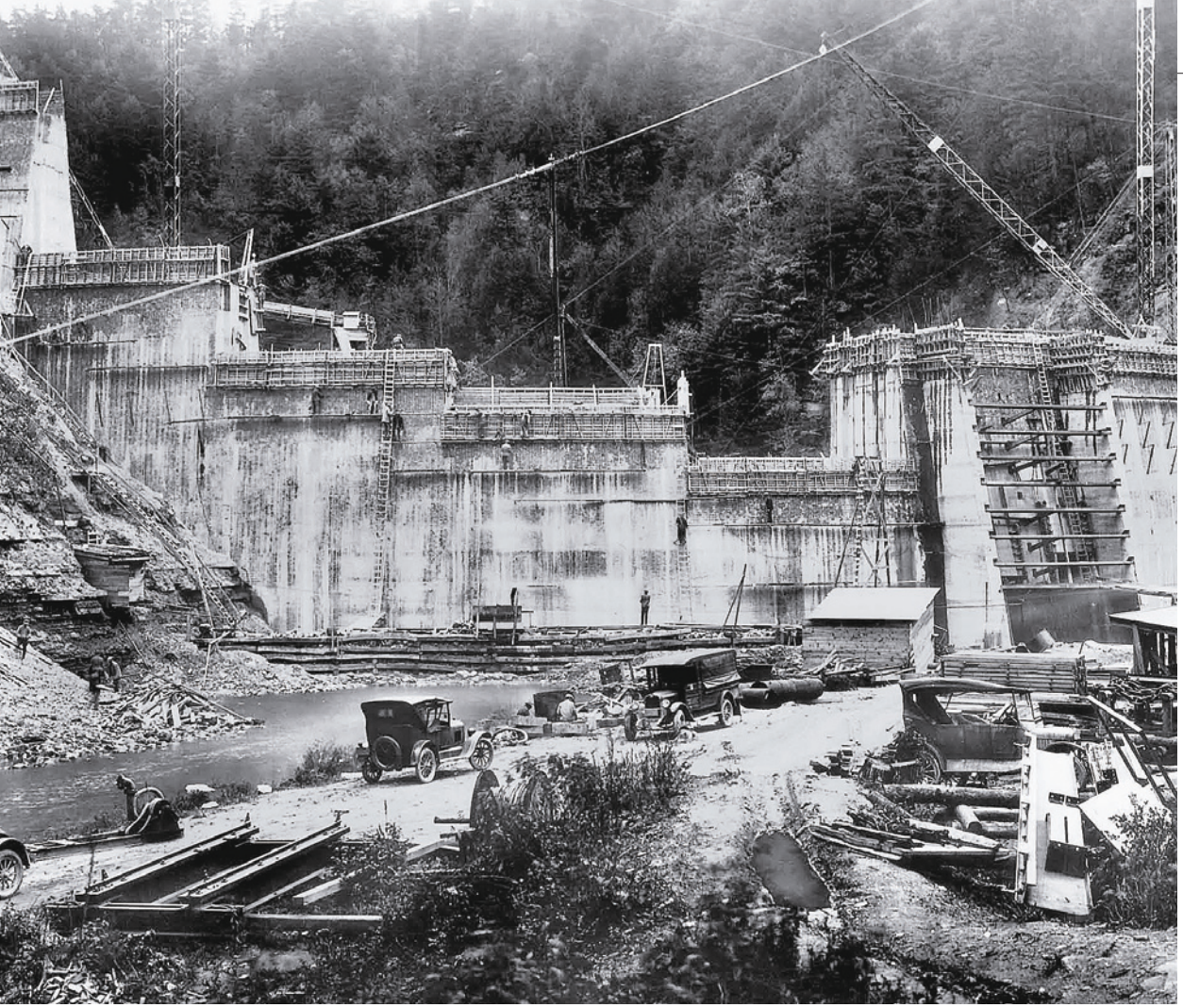
It also endorsed arbitration as a means of avoiding litigation and successfully opposed a bill that would have permitted the Bureau of Public Roads to use Bureau engineers as consultants on foreign projects in competition with private engineers.

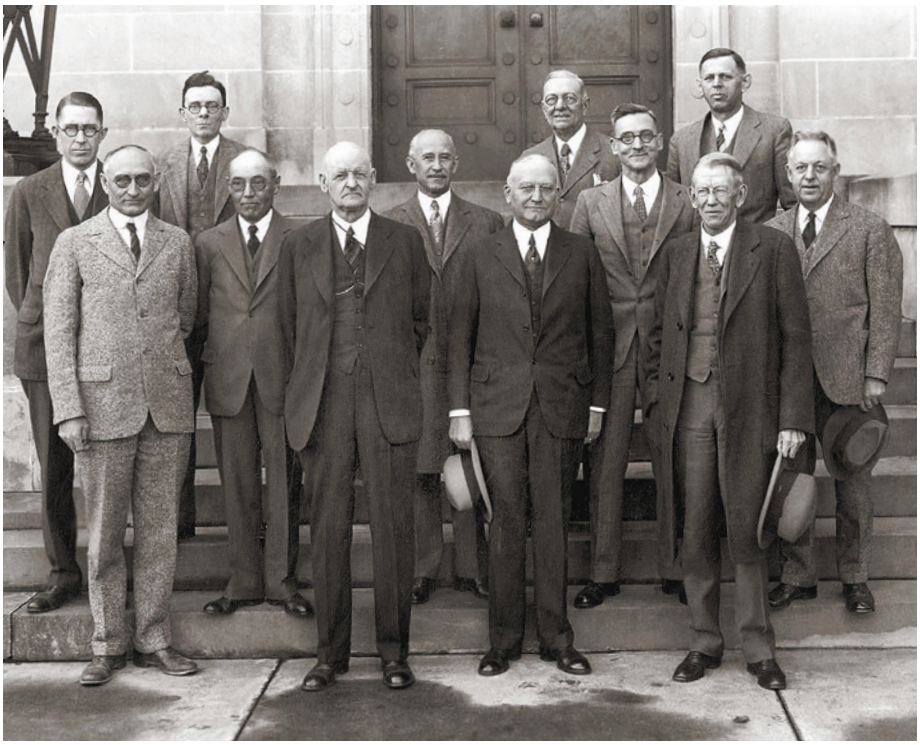
In the rapid economic expansion prior to the 1929 stock market crash, AICE members, along with consulting engineers throughout the nation, were involved in major engineering achievements, including Cleveland Hopkins Airport (1925), New York's Holland Tunnel (1927) and Washington State's Cascade Tunnel (1928)—at 7.8 miles, still the longest railroad tunnel in the United States.

The Jones Island Wastewater Treatment Plant in Milwaukee opened in 1925. At the time, it was the nation's largest facility using natural microorganisms to clean wastewater. *(Photo courtesy of Milwaukee Metropolitan Sewerage District)*



Horsepower was still the norm in 1927, as seen in this photo of a West Palm Beach, Fla., water system intake designed by **Malcolm Pirnie, Inc.**, to satisfy the demand for water during the Florida land boom. *(Photo courtesy of Malcolm Pirnie)*





Under construction in 1926, the **Gannett Fleming**-designed Caneadea Dam in Western New York was, at the time, the highest arch dam ever built east of the Rockies. *(Photo courtesy of Gannett Fleming)*

AICE members such as Daniel Mead, founder of **Mead & Hunt**, were active in the early promotion of consulting engineers on major projects. Mead (sidewalk, far right) is shown in this 1929 photo of an advisory committee for construction of the Hoover Dam. Orville Wright (second row, third from left) was also a member of the committee. *(Photo courtesy of Mead & Hunt)*

Other Highlights

1927
Holland Tunnel under the Hudson River opens in New York City

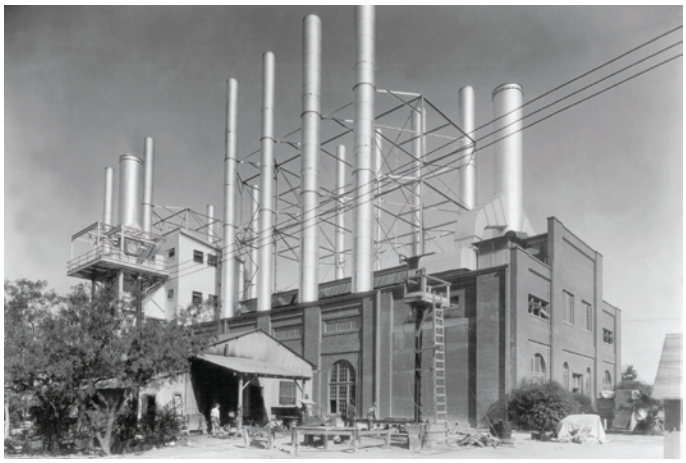
BETTMANN/CORBIS

1928
Boring the New Cascade Tunnel in Washington, the longest railroad tunnel in the U.S.

UNDERWOOD & UNDERWOOD/CORBIS

1929
Stock market crash

PHOTO BY MPI/GETTY IMAGES



The **Black & Veatch**-designed San Antonio Power Plant, which opened in 1930 in Southern California, featured the first system of alternating current generators and oil-filled transformers to transmit power a world-record 29 miles to San Bernardino, Calif. *(Photo courtesy of Black & Veatch)*

As the Great Depression dragged on through the 1930s, the federal government launched several grand public projects in which AICE members played instrumental roles. Among these were the George Washington Bridge (1931), the Hoover Dam (1935), the San Francisco-Oakland Bay Bridge (1936) and the Golden Gate Bridge (1937).

In 1931, AICE member Malcolm Pirnie proposed the creation of the Engineers' Advisory Board to President Herbert Hoover's Reconstruction Finance Corporation. It provided important input on national initiatives to stimulate the economy.

The Institute also successfully put its weight behind the National Industrial Recovery Act of 1933. Several AICE members served on a Technical Advisory Board that worked with the administration on technical and policy matters related to engineering in New Deal programs.

The Institute's membership barely held even at 125 during the Depression. To economize, it moved its office from 111 Broadway to less expensive quarters at 75 West Street.

In 1936, AICE polled its members on which industry issues they considered most pressing. Topping the list was concern over the explosive growth of engineering staffs in federal agencies. Private engineers feared that raising their voices to defend their interests would jeopardize prospects for government work.

By the end of the decade, a robust business for the design industry included work on the World's Fair in New York, which attracted 50 million visitors and pumped $150 million into the region's economy.

Workers in 1930 prepare to pour concrete for the new City of Sparks, Nev., sewage treatment plant designed by Clyde C. Kennedy, whose firm was the forerunner of **Kennedy/Jenks Consultants**. *(Photo courtesy of Kennedy/Jenks Consultants)*

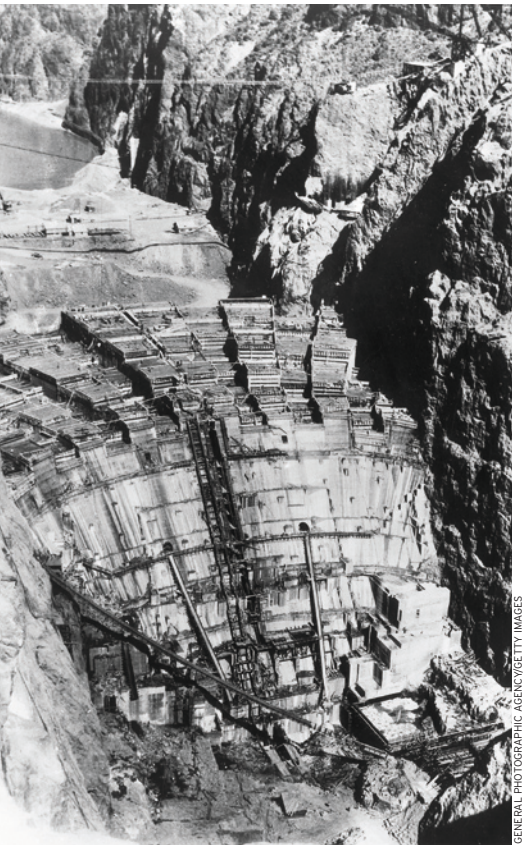
Representatives of Young and Stanley, a predecessor of **Stanley Consultants**, check the hardware that would eventually deliver electricity to Renwick, Iowa, in 1937. The firm would play a major role in bringing cooperative power systems on line throughout the rural Midwest. *(Photo courtesy of Stanley Consultants, Inc.)*

ATLAS PHOTOS/GETTY IMAGES

Syska & Hennessy provided engineering services for the original New York Municipal Airport, which opened in 1939 and later was renamed LaGuardia Airport.

HULTON ARCHIVE/GETTY IMAGES

Moran & Proctor, founded by Daniel Moran, was a consultant for construction of the Golden Gate Bridge—the longest span in the world when it opened in 1937. Moran would later become a founding partner of **Mueser Rutledge Consulting Engineers**.



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In 1931, Morrison Knudsen, a predecessor of **URS Corporation**, organized a joint venture (which included a forerunner of **Bechtel**) to build the Hoover Dam across the Colorado River. Photo on the left shows a front view of concrete blocks that form the dam foundation. Photo on the right shows how the dam appears today.

Other Highlights

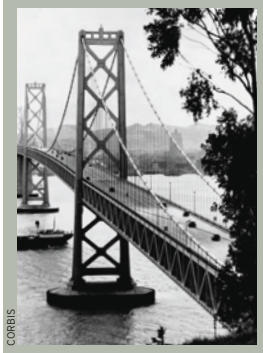
1931
Empire State Building completed

GENERAL PHOTOGRAPHIC AGENCY/GETTY IMAGES

1933
FDR launches the New Deal

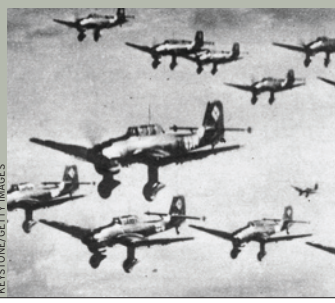
HULTON ARCHIVE/GETTY IMAGES

1936
San Francisco-Oakland Bay Bridge, with foundations in water up to 100 feet deep

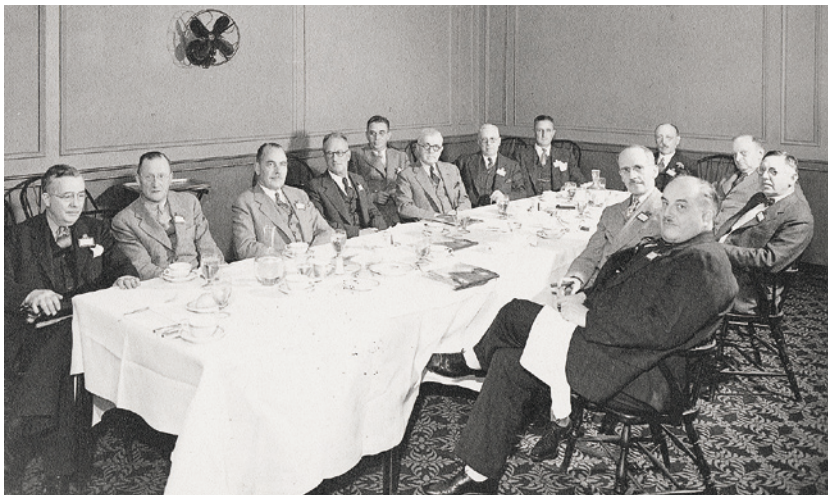


CORBIS

1939
World War II begins



KEYSTONE/GETTY IMAGES



AICE President **Malcolm Pirnie** served as an adviser to U.S. economic recovery efforts during the decade. He is shown in this photo of a Water Works Engineering Advisory Council Meeting in Buffalo, N.Y., seated third from the left. In the photo below, his firm designed the new water system for the city of San Juan, Puerto Rico, which included dozens of miles of steel-reinforced concrete pipelines over difficult hilly terrain. *(Both photos courtesy of Malcolm Pirnie)*

The Institute maintained an active role throughout World War II, working closely with federal agencies, including the War Department, Army Corps of Engineers, Civil Service Commission, Federal Works Agency, Bureau of Yards and Docks and the Army Specialists Corps—an impressive display of activism for an organization of only 129 members by the end of the war.

In 1942, the Institute called for expansion of public works programs to support the economy and restraint of government activities in competition with private enterprise.

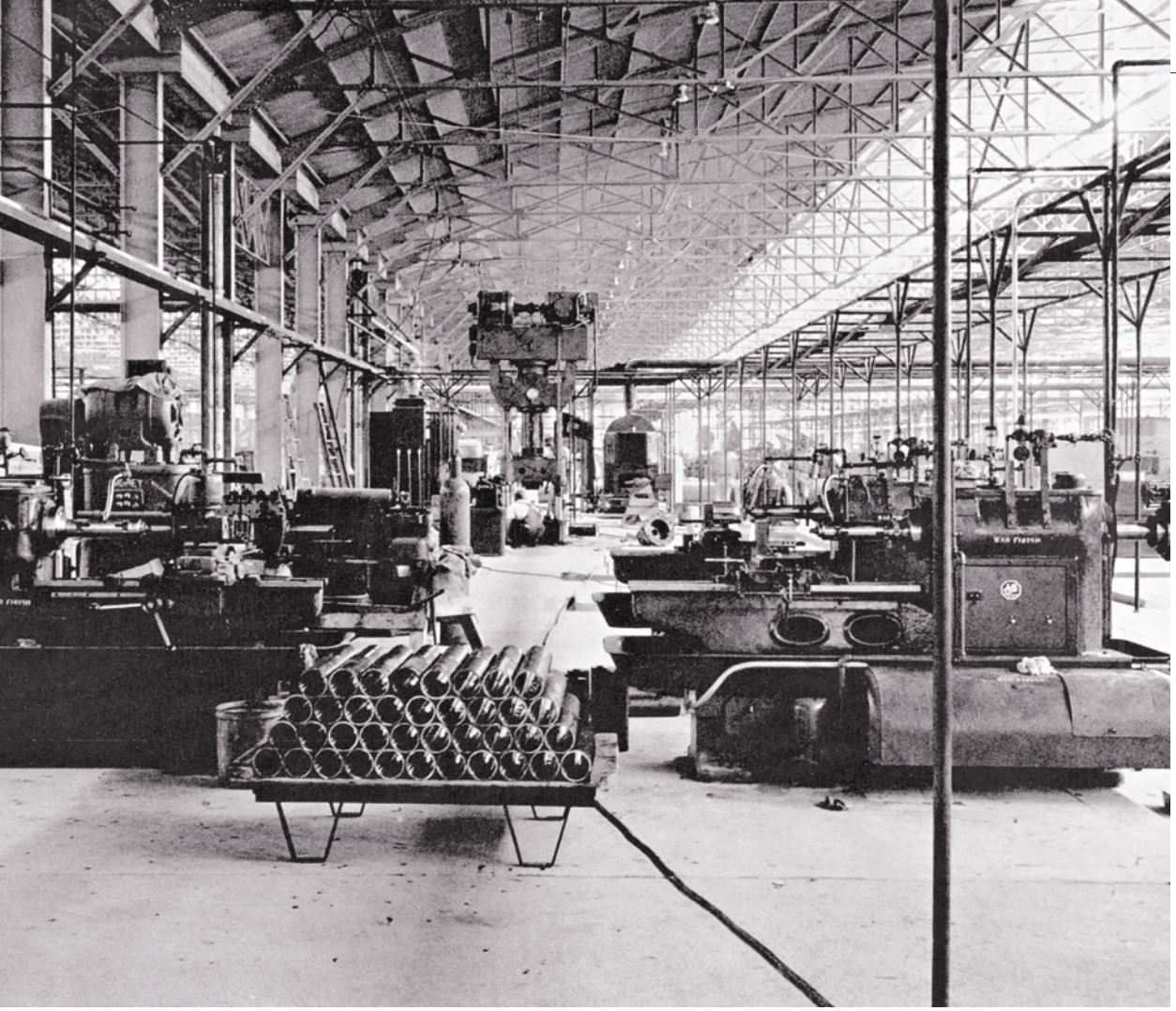
In 1944, AICE defeated an effort in New York City to prohibit consulting engineers and private architects from working on public works projects.

AICE also established relations with the National Society of Professional Engineers and the National Council of State Boards of Engineering Examiners, forerunner of the National Council of Examiners for Engineering and Surveying (NCEES).

During the war years, consulting engineers worked on several important national projects, including the Pennsylvania Turnpike (1940), Colorado River Aqueduct (1941), Grand Coulee Dam (1942), Alaska Highway (1942), the Pentagon (1943), Tennessee Valley Dams (1944), and Hanford B Nuclear Reactor (1944).

EWING GALLOWAY/PHOTOLIBRARY

The Grand Coulee Dam, located on the Columbia River in Washington, is both the largest electric-power-producing facility and largest concrete structure in the United States.



In 1945, **Gannett Fleming** designed and supervised construction of this chemical mortar shell manufacturing plant in Houston, which produced more than 300,000 shells per month. *(Photo courtesy of Gannett Fleming)*

When it opened in 1947, the Maine Turnpike, designed by **HNTB**, was the first modern turnpike financed entirely through revenue bonds sold to private investors. *(Photo courtesy of HNTB)*

The first 160-mile section of the Pennsylvania Turnpike opened to traffic in 1940. **Michael Baker Corp.** and **Gannett Fleming** provided important design services for this turnpike—referred to as "America's First Superhighway." *(Photo courtesy of the Pennsylvania Turnpike Commission)*

Other Highlights

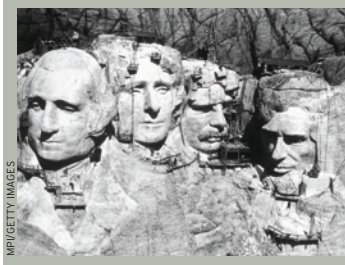
1940
Rockefeller Center completed in New York

MARGARET BOURKE-WHITE/TIME & LIFE PICTURES/GETTY IMAGES

1941
Japanese attack Pearl Harbor

MPI/GETTY IMAGES

Mount Rushmore completed



MPI/GETTY IMAGES

1943
The Pentagon opens

MPI/GETTY IMAGES

Led by a hydraulic engineer from Stanley Engineering Company (now **Stanley Consultants**), this 1958 reconnaissance party is assessing the feasibility of the St. John River falls in Liberia as a possible location for a hydroelectric plant. *(Photo courtesy of Stanley Consultants, Inc.)*

In 1957, **HDR** won its first major highway design project, the $9 million Grover Street Interchange in Omaha, Neb., for the Interstate Highway System. *(Photo courtesy of HDR)*

The 1950s saw a huge growth in private engineering practice as 1,462 new firms set up shop, more than doubling the national total to 2,749.

AICE actively supported legislation signed into law in June 1956 by President Dwight D. Eisenhower to create the Interstate Highway System. Called the "greatest public works project in history," it put thousands of engineers to work under a $33.4 billion program to construct a 41,000-mile national highway network.

The same year, representatives of 10 state associations of consulting engineers met in Tulsa, Okla., and formed a new nationwide association to promote the business interests of engineers in private practice—the Consulting Engineers Council (CEC). Though the group had considered AICE for this role, it determined that AICE had never truly developed a national reach.

The new organization had an initial membership of 494 individuals and firms, dwarfing AICE's membership of 200 engineers. It didn't wait long to make its presence felt. In late 1956, the Council won a landmark change in the Department of the Interior's Contract Negotiation Procedural Manual to eliminate requests for competitive bids.

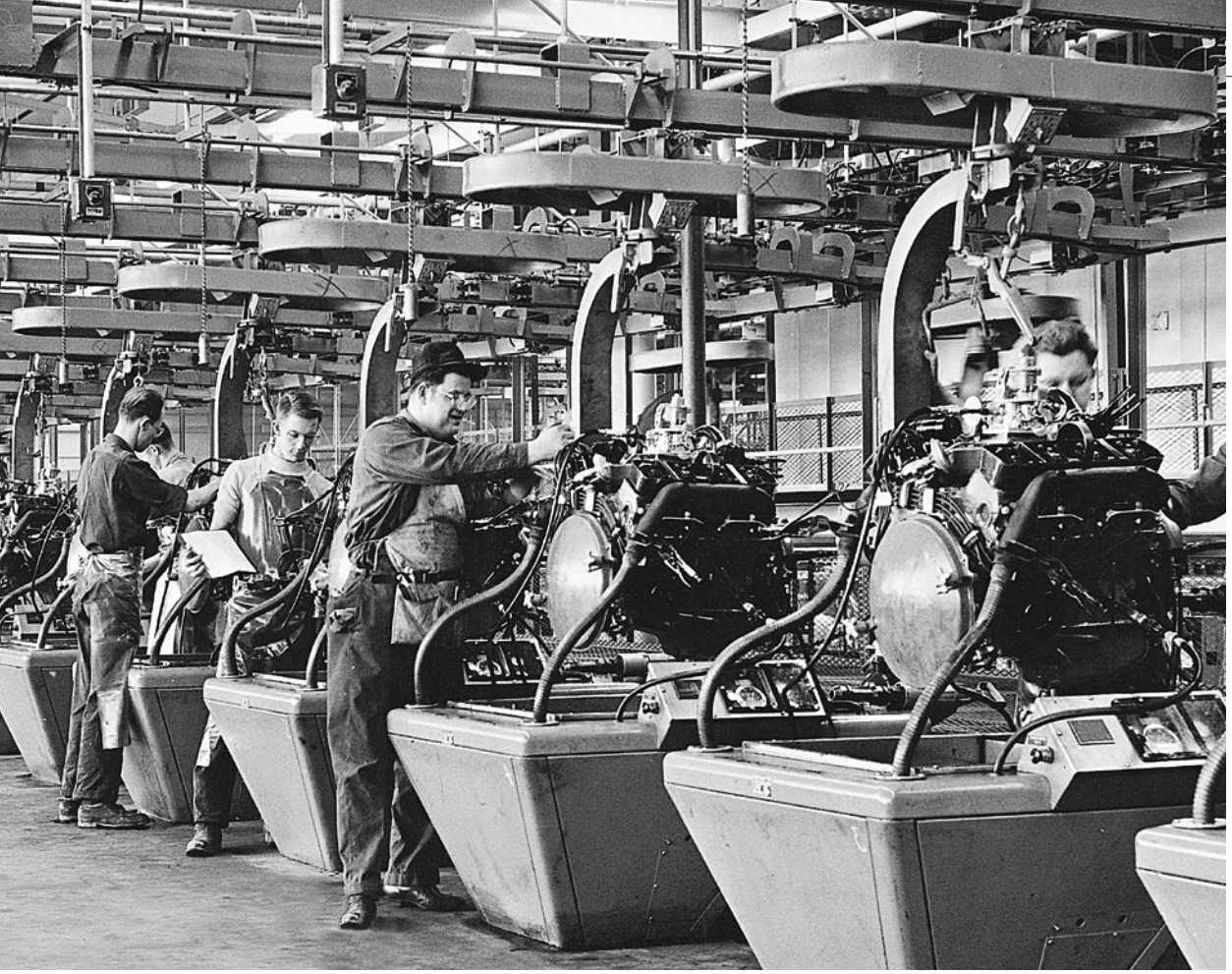
In 1957, CEC hired its first executive secretary, Larry Spiller, to work out of its new offices in Springfield, Ill. Spiller would serve the Council for the next 28 years.

In 1959, CEC retained its first Washington, D.C., representative, Lyle Jones, charged with "keeping members informed on all government matters affecting engineers in private practice."

The same year, the Council joined the International Federation of Consulting Engineers (FIDIC), which at the time consisted of engineering associations from 10 countries. Today, FIDIC represents 75 countries, with ACEC as its largest member.

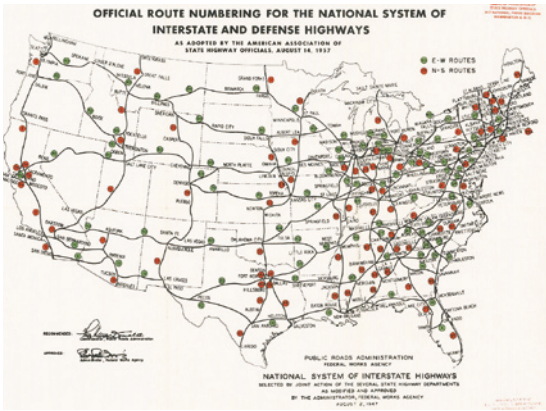
In addition to the Interstate Highway System, consulting engineers helped the nation achieve two other important engineering milestones during the decade: the Shippingport Atomic Power Station (1957), the world's first full-scale atomic power plant devoted exclusively to electricity generation; and the St. Lawrence Seaway (1959), the canal system that allows vessels to travel from the Atlantic Ocean to the Great Lakes.

By the end of the decade, CEC had 29 Member Organizations representing more than 1,000 firms. It published a *Manual of Practice*, established a group liability insurance program and engaged in an active advocacy effort.



One of Ford Motor Company's Detroit assembly plants, designed by a **URS Corporation** predecessor, helped modernize the automotive manufacturing industry. *(Photo courtesy of URS Corp.)*

AICE President Scott Turner, right, presents the 1954 Award of Merit to former President Herbert Hoover—the only professional engineer to hold the nation's highest office.



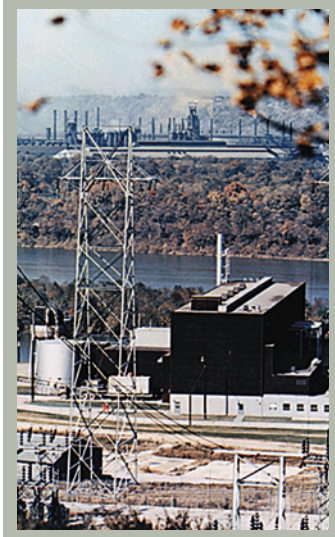
A map of the proposed U.S. Interstate Highway System, which President Dwight D. Eisenhower launched in 1956. *(Photo courtesy of the American Association of State Highway Transportation Officials)*

Other Highlights

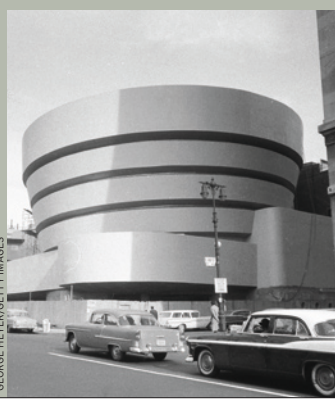
1955
Disneyland opens in California

GENE LESTER/GETTY IMAGES

1957
Shippingport Atomic Power Station, the nation's first commercial nuclear power plant, completed in Pennsylvania



1959
Guggenheim Museum opens in New York City



GEORGE HEYER/GETTY IMAGES

Designed by **Walter P Moore**, the Houston Astrodome was hailed as the "eighth wonder of the world." It was the first ballpark to have a roof over the playing field and the first to use synthetic grass known as AstroTurf. *(Photo courtesy of Walter P Moore)*

The decade saw CEC and AICE join in cooperative efforts to curb government competition, defend engineer registration and limit unfair liability.

In 1960, the General Accounting Office (GAO) reported that using consulting engineers in the Federal Aid Highway Program resulted in higher costs. CEC countered with the publication *Government vs. the Consulting Engineer,* prompting congressional requests for GAO to produce "meaningful comparative cost numbers."

CEC also was active in the courts. In 1961, a New Jersey engineer was charged with infringing upon architectural practice, as defined by the state's architectural registration law. In what became known as the McCamy Case, CEC successfully argued that the registration laws were for the public's protection and that clients should be free to retain the design professional of their choice.

In 1962, CEC moved its headquarters from Illinois to Washington, D.C., to be closer to the "heartbeat of the nation's power." With a seven-person staff headed by Executive Director Donald Buzzell, the group began to lay the groundwork for closer coordination between CEC and federal agencies and to enhance its presence on a national scale.

In 1964, CEC was pivotal in overturning an unfair liability judgment against a New York engineering firm involved in a fatal construction accident; and in 1966, helped overturn the conviction of an engineer "for practicing architecture" in Nevada without a license, arguing that the state's architectural registration law specifically permitted registered engineers to design buildings.

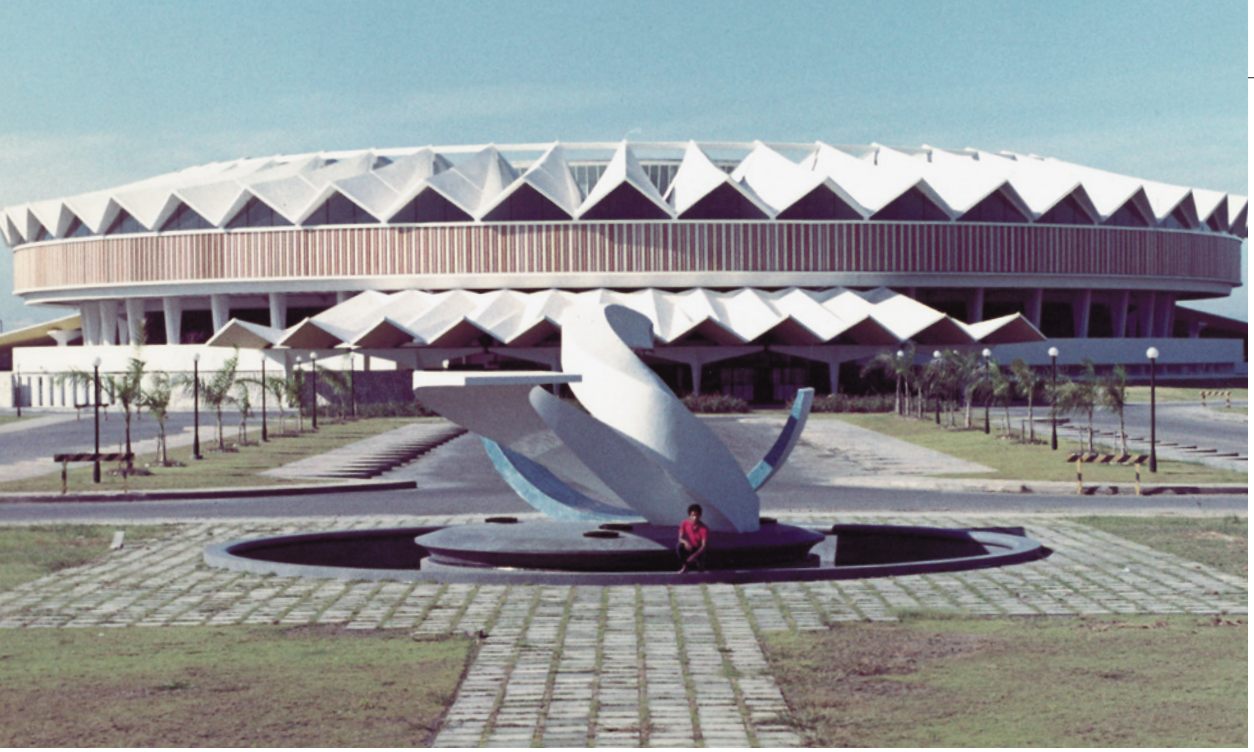
The Council's first national convention in Denver in 1964 was attended by 550 members and guests, representing 41 of 43 Member Organizations throughout the country.

The Council created a life-health insurance plan for its membership, which eventually became the ACEC Life/Health Trust. It also held its first Legislative Conference in Washington, D.C., in 1965, and its first national awards competition, the Engineering Excellence Awards, in 1967.

The Lake Tahoe water system opened in 1961 as a model for future wastewater treatment facilities and also marked the first joint venture between Clair A. Hill & Associates and CH2M, which later became **CH2M HILL**. *(Photo courtesy of CH2M HILL)*

Most important, CEC adopted a policy in 1967 to urge introduction of federal legislation to exempt engineers and architects from competitive price selection requirements—a cause adopted by Rep. Jack Brooks of Texas. This touched off a congressional battle that would last more than four years.

The GAO continued its attacks with a report in 1969 that suggested public agencies would save money using government engineers—even if private firms provided their services free.



The Louis Berger Group designed this multipurpose Olympic stadium in Bangkok in 1967. *(Photo courtesy of The Louis Berger Group)*

Reynolds, Smith and Hills, Inc. designed all three Saturn V Mobile Launcher Umbilical Towers in the 1960s for the Apollo moon landing program. *(Photo courtesy of RS&H)*

Syska & Hennessy provided design services for New York City's Madison Square Garden, which opened in 1968. *(Photo courtesy of Syska Hennessy Group)*

T.Y. Lin International's Banco de America in Managua, Nicaragua, was one of only two structures left standing after a 6.19-magnitude earthquake hit downtown Managua in 1972. *(Photo courtesy of T.Y. Lin International)*

Other Highlights

1962
TWA Airport Terminal at JFK Airport completed

BETTMANN/CORBIS

John Glenn becomes the first American to orbit the Earth

AFP/AFP/GETTY IMAGES

1964
Chesapeake Bay Bridge Tunnel, the world's largest bridge-tunnel, completed

DAVID BOYER/GETTY IMAGES

1969
Engineer Neil Armstrong becomes the first man on the moon

NASA/TIME LIFE PICTURES/GETTY IMAGES

ANNE RIPPY/GETTY IMAGES

Firms engineering the Trans-Alaska Pipeline included **Ocean Technology, Inc.**, a subsidiary of **WHPacific**; **Lounsbury & Associates, Inc.**; and **Michael Baker Corp.** Completed in 1977, the pipeline runs almost 800 miles from the Arctic Ocean to the Gulf of Alaska at Valdez. *(Photo courtesy of United States Geological Survey)*

After an initial defeat on Qualifications-Based Selection (QBS) in Congress in 1970, the Council bounced back two years later and won a landmark victory for the industry. The passage of the A/E Selection Procedures Law, also known as the Brooks Act, established QBS for federal procurement. Most states followed suit over the next three decades.

Over succeeding years, CEC fought numerous efforts by federal agencies to void QBS. In 1977, the Council beat back a Department of Defense (DOD) effort to restrict contracting out; in 1979, the Council defeated a DOD test program seeking to use price-based services in procurements.

The design industry's stand against competitive bidding was, however, attacked by the Department of Justice (DOJ) in anti-trust actions against a number of design professional associations, asserting that ethical codes against competitive bidding amounted to price fixing. In 1978, the U.S. Supreme Court ruled that such codes violated the anti-trust laws.

A milestone in Council history occurred in 1973 when CEC and AICE merged to form the American Consulting Engineers Council (ACEC).

To accommodate the difference in the composition of their memberships—AICE had individual members while CEC and the new ACEC had member firms—the ACEC College of Fellows was created for those AICE members whose firms didn't belong to ACEC at the time of the merger. The College of Fellows would induct peers of outstanding merit and preside over scholarship and awards programs.

Executive Directors of the new Council's state organizations formed the National Association of Engineering Council Executives to share information on state operations.

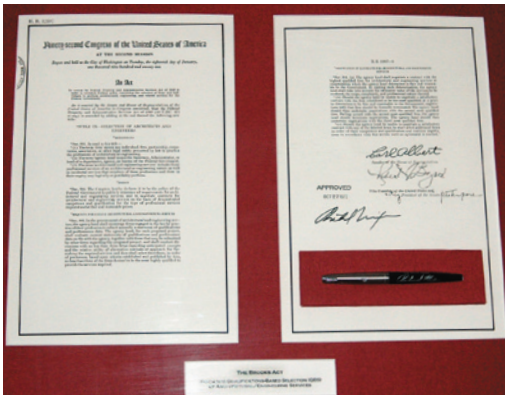
In 1978, the ACEC Research and Management Foundation was established to accommodate government and foundation funds for educational and research programs in support of Council goals.

By the end of the 1970s, ACEC's expanded lobbying program also included a political action committee—ACEC/PAC.

Vice President Gerald R. Ford addresses more than 400 engineers and architects at the 1973 Council-sponsored National Conference on Public Affairs.

The decade marked the completion of several important projects in which consulting engineers figured prominently: the Eisenhower Tunnel (1973), the World Trade Center (1973), the Sears Tower (1974) and the Trans-Alaska Pipeline (1977). By the end of the decade, Council membership had surpassed 3,000 firms.

Designed by **Mueser Rutledge Consulting Engineers**, the Dupont Circle Metro station in Washington, D.C., opened in 1977 as part of a beautiful new transit system that included engineering design contributions from many ACEC Member Firms.

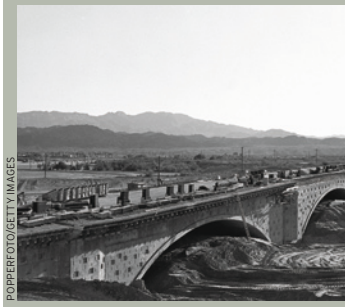


The 1972 Qualifications-Based Selection law and the pen President Richard Nixon used to sign it are displayed at ACEC headquarters.

Thomas J. Collins, founder of **Collins Engineers, Inc.**, is shown in this 1970s photo preparing for an underwater bridge inspection. Collins helped pioneer the use of professional engineers as diving inspectors. *(Photo courtesy of Collins Engineers, Inc.)*

Other Highlights

1971
London Bridge transplanted and rebuilt in Lake Havasu City, Arizona



POPPERFOTO/GETTY IMAGES

1973
Eisenhower Tunnel, the highest vehicular tunnel in the world, opens in Colorado

1974
Sears Tower, today the tallest building in the U.S., completed in Chicago

BETTMANN/CORBIS

Parsons Brinckerhoff and **Sverdrup** designed and managed construction of the 1.5-mile, eight-lane Fort McHenry Tunnel in Baltimore. When completed in 1985, it was the world's widest underwater tunnel for vehicular traffic.

The decade began with an antitrust suit filed against the Council by the Department of Justice claiming that ACEC's prohibition on competitive bidding amounted to price fixing. The Council agreed to draft new Professional and Ethical Conduct Guidelines that eliminated price competition as an ethical breach.

ACEC also signed a consent decree requiring annual certifications over the next 10 years that neither the national organization nor any of its Member Organizations would have any professional guidelines discouraging firms from entering into design competition or providing free services on a contingent basis.

In the wake of the case, ACEC established a Legal Defense Fund—later renamed the Minuteman Fund—to aid firms in conflict with federal agencies on issues affecting the practice of engineering.

Throughout the decade—and more than 50 times in 1982 alone—the Council had to point out to federal agencies that they were required to follow the Brooks Act in the procurement process. In many cases, the agencies were unaware of the law.

As membership surpassed 4,500 firms, the Council enjoyed several significant legislative victories, including a 1982 law that required federal agencies to "pay on time" or include interest payments; the Surface Transportation Assistance Act of 1982; and major tax provisions in the 1987 Budget Reconciliation Act, such as the use of cash accounting and allowance of taxes and payments on a fiscal-year basis.

The Design Professionals Coalition was created in 1983 by ACEC's larger firms to represent their business interests at a time when more small business set-asides were being initiated in government.

The same year, ACEC conducted a national public relations campaign to promote consulting engineering. The campaign placed 40 advertisements in 20 national publications and reached an estimated 7 million readers. An ACEC-sponsored exhibit at the Smithsonian Institution's National Museum of American History attracted several hundred thousand visitors.

ACEC launched the Voluntary Peer Review Program in 1984. Later renamed Organizational Peer Review, the program attracted more than 1,200 firms for peer reviews over the next 20 years.

In 1986, ACEC founded the American Tort Reform Association (ATRA), led by then-ACEC Executive Vice President James Coyne, a former congressman. ATRA's mission was to address unfair liability statutes nationwide. The American Medical Association later joined ACEC as a sponsor of ATRA.

In 1987, the Council named Howard Messner executive vice president. Messner, who had previously served in high-level administrative roles in government, would serve as the Council's chief staff executive for the next 12 years.

The ACEC Legal Counsel Forum was established in 1987 to enable lawyers in Member Firms to discuss legal issues facing engineering companies.

The same year, the Council created the Coalition of American Structural Engineers (CASE) to address insurance and liability issues unique to structural practices.

Opened in 1987, the **FIGG**-designed Sunshine Skyway Bridge crosses Florida's Tampa Bay and is one of the nation's most recognized cable-stayed bridges. *(Photo by Kelly C. Cook)*

In 1986, ACEC President Arnold Windman was one of 20 corporate and association leaders invited by President Ronald Reagan to discuss the national budget.

Designed by **Sverdrup & Parcel and Associates, Inc.**, the Glenn Jackson Memorial Bridge spans the Columbia River between Vancouver, Wash., and Portland, Ore. *(Photo courtesy of ODOT Photo and Video Services)*

McClelland Engineers and **CBM Engineers, Inc.**, helped design the 75-story Texas Commerce Tower in Houston, now known as the JP Morgan Chase Tower. Completed in 1982, it is the tallest building in Texas. *(Photo courtesy of McClelland Engineers)*

Other Highlights

1981
IBM introduces personal computers

SAL DIMARCO JR./GETTY IMAGES

1984
Vietnam War Memorial opens in Washington, D.C.

MPI/GETTY IMAGES

1987
Completion of the Upper Stillwater Dam, part of the Central Utah Project

1989
Berlin Wall comes down

TOM STODDART/GETTY IMAGES

Designed by **Michael Baker Corp.**, Philadelphia's Vine Expressway opened in 1992 and was called "the most significant urban public works project carried out in this city in a century."

The 1990s saw ACEC take on the Occupational Safety and Health Administration (OSHA) on two key pieces of legislation: First, ACEC defeated a measure that would have increased engineer liability and exposure to civil penalties for safety hazards on construction sites. Second, the Council turned back an effort to subject engineers to OSHA safety standards solely for having a "relationship" to a project.

ACEC also supported passage of the landmark Intermodal Surface Transportation Efficiency Act of 1991 (called ISTEA), which for the first time combined highway, rail, air and marine transportation for planning and funding purposes.

The Council established partnering agreements with the U.S. Army Corps of Engineers and the Naval Facilities Engineering Command, creating cooperative business relations between the organizations.

The Council backed the North American Free Trade Agreement and, in 1994, joined the Federacion Panamericana de Consultores (FEPAC), which represented consulting engineers in the Americas. (ACEC later left the organization in favor of concentrating its international efforts through FIDIC.)

Based upon the success of the Council's DPC and CASE coalitions, two additional coalitions were formed—the Small Firm Coalition in 1990 (later renamed the Small Firm Council), and the Council of Professional Surveyors (COPS) in 1995.

Also in 1995, ACEC created the Senior Executives Institute (SEI) to provide advanced management, leadership and public-policy training for emerging A/E leaders. It would graduate more than 300 executives from its program by the end of the next decade.

In 1998, the Council won a key provision in the passage of the Transportation Equity Act for the 21st Century (TEA-21) to require that all state transportation departments follow QBS guidelines. (A loophole that allowed 11 states to avoid the requirement was plugged in 2005.)

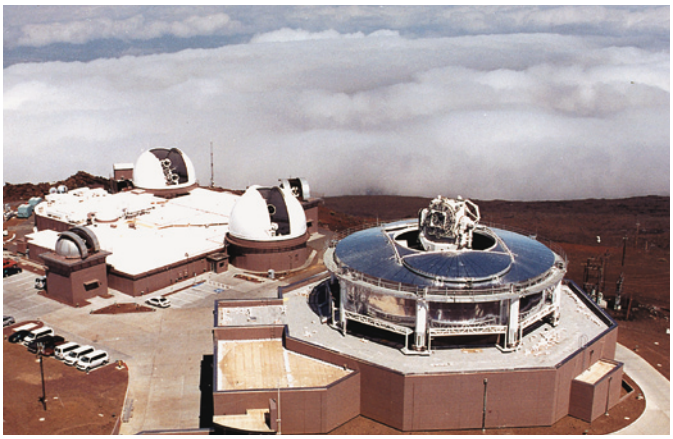
President George H.W. Bush meets with an ACEC-sponsored engineering student during National Engineers Week in 1990.

In California, ACEC helped defeat the "Competition Killer" ballot initiative, which would have denied work to private engineers on public projects.

At the end of the decade, with the appointment of David A. Raymond as its chief executive, the Council brought on board a 30-year veteran of the engineering industry and government to help guide the organization in the new century.

Sparling designed KCPQ Channel 13 in Seattle, the nation's first all-digital commercial television production facility. *(Photo courtesy of Sparling)*

In 1993, **Cagley & Associates, Inc.**, devised a method to remove the Statue of Freedom from her perch atop the U.S. Capitol for restoration. *(Photo courtesy of Cagley & Associates)*



Sato & Associates, Inc. designed this telescope facility on the summit of Maui's Mount Haleakala. Completed in 1999, it is one of the world's largest satellite tracking stations. *(Photo courtesy of Sato & Associates, Inc.)*

ACEC organized a rally on the steps of the U.S. Capitol in March 1997 to support passage of the Transportation Equity Act for the 21st Century (TEA-21).

The Louis Berger Group designed the Bangkok Expressway, a 41-mile (32 miles elevated) viaduct carrying six lanes of traffic. *(Photo courtesy of The Louis Berger Group)*

Other Highlights

1990
Hubble Telescope launched into space

NASA/TIME LIFE PICTURES/GETTY IMAGES

1994
Channel Tunnel connects Britain and France

THOMAS COEX/AFP/GETTY IMAGES

1995
Denver International Airport opens

JOHN MADERE/JUPITER IMAGES

1997
Maeslantkering, the world's largest movable flood barrier, completed in the Netherlands

ED OUDENARDE/AFP/GETTY IMAGES

TranSystems designed the world's largest rail "flyover"–the Argentine Connection in Kansas City–to eliminate major bottlenecks through the nation's second-busiest railroad center. *(Photo courtesy of TranSystems)*

At the outset of the new millennium, the National Council changed its name from the American Consulting Engineers Council to the American Council of Engineering Companies in recognition of its firm-based membership—and by mid-decade, virtually all State Member Organizations had followed suit—creating a unified nationwide brand.

The Council also issued a new, highly focused six-point strategic plan, emphasizing advocacy and business education as its primary objectives, while also enumerating PAC fundraising, state legal and legislative initiatives, communications and membership growth goals.

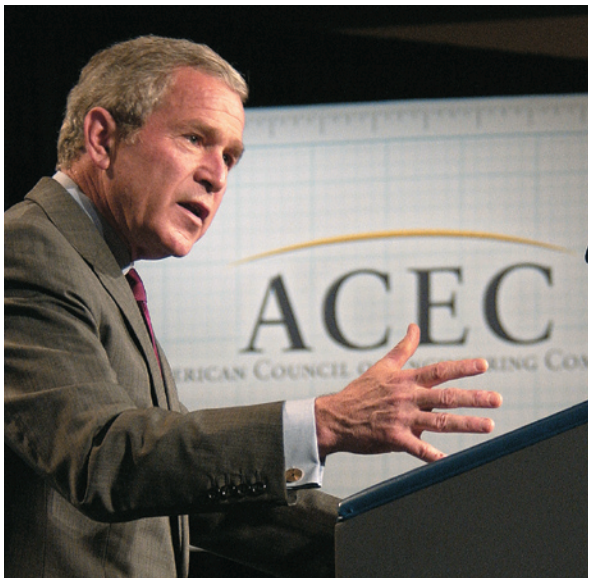
Major legislative successes during the decade began in early 2000 with passage of a Council-backed amendment to the Water Resources and Development Act, the "Thomas Amendment," limiting the ability of the U.S. Army Corps of Engineers to compete with private engineering firms in municipal works such as schools and utilities.

The Council went on to defeat five serious efforts to circumvent QBS or increase government competition. In 2003, for example, ACEC successfully defended QBS at the Federal Emergency Management Agency and the U.S. Forest Service.

A year later, it persuaded the Federal Highway Administration to disallow the use of "reverse auctions" to secure engineering services for federally funded highway projects. It also defeated a measure to allow the Department of the Interior to maintain a monopoly on providing engineering and related services to the federal government.

In mid-decade, the Council secured passage of a 9 percent tax deduction for engineering firms as part of the American Jobs Creation Act. It also gained a 30 percent increase in funding for surface transportation in the six-year, $287 billion Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) authorization bill.

Other legislative successes included: defeat of an effort by the Small Business Administration to restructure the small-business size standard for engineering firms; passage of legislation eliminating the ability of state departments of transportation to place arbitrary caps on overhead, and requiring all state DOTs to use QBS for federally funded design work; and an innovative student loan forgiveness program to address a worsening engineer shortage.



CHARLES FAZIO

President George W. Bush addresses the ACEC 2006 Annual Convention.

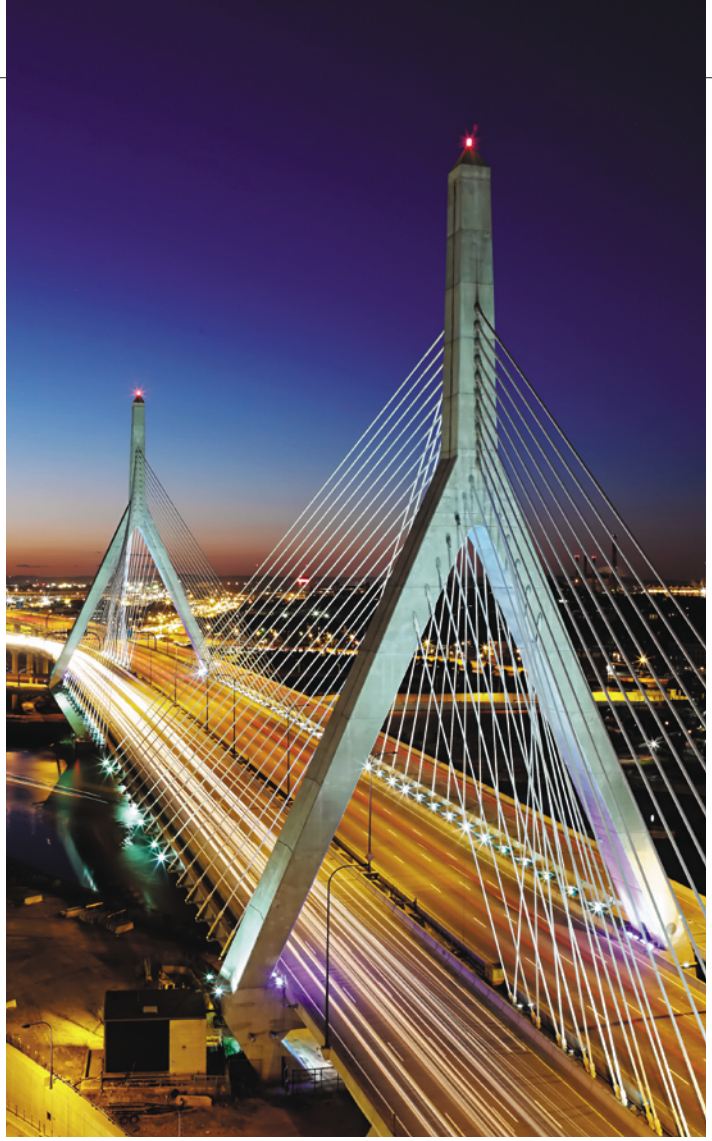
The decade also witnessed the rise in prominence of ACEC's Engineering Excellence Awards, highlighted by an elegant annual black-tie gala, attended by leading members of Congress, and recognized as the "Academy Awards" of the engineering industry.

Last Word, the Council's weekly newsletter, won first place in national media competitions throughout the decade as the leading business association publication.

Kleinfelder provided design services for the Comcast Center in Philadelphia—one of the largest LEED-certified buildings in the nation. *(Photo courtesy of Kleinfelder)*

The **CDM**-designed, state-of-the-art Walter J. Sullivan water purification facility in Cambridge, Mass., is located on the site of the city's former water treatment plant, which was designed by CDM founder Thomas Camp. *(Photo courtesy of CDM)*

Terracon provided engineering design services for Minute Maid Park, home to the Houston Astros. The $250 million complex occupies more than 1 million square feet in downtown Houston. *(Photo courtesy of Terracon)*



HNTB served as lead designer for the Leonard P. Zakim Bunker Hill Bridge, a centerpiece of Boston's Central Artery/Tunnel project—the largest public works project in the nation's history. The joint-venture of **Bechtel/Parsons Brinckerhoff** provided design and construction management of the overall project, also known as the "Big Dig." *(Photo courtesy of HNTB)*

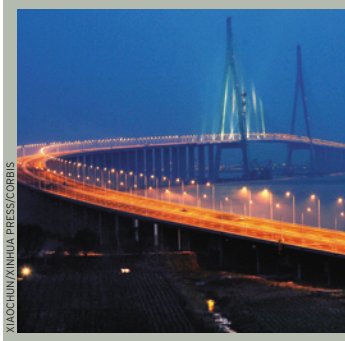
Leo A. Daly provided architecture and engineering services for the World War II Memorial on the National Mall in Washington, D.C.

Other Highlights

2001
Sept. 11 terrorist attacks

2008
Barack Obama interviewed by ACEC during historic election

Sutong Bridge, a cable-stayed bridge with the longest main span in the world, completed in China



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2009
Burj Dubai, when completed in 2009, will be the world's tallest building at 2,684 ft.

ALEXANDER HASSENSTEIN/GETTY IMAGES

Designed by **MWH Americas, Inc.**, the Montgomery Point Lock and Dam alleviated low water-level problems, which hampered shipping at the vital port where the Mississippi and White rivers meet in eastern Arkansas. *(Photo courtesy of MWH Americas, Inc.)*

In addition, a newly redesigned Council magazine, *Engineering Inc.*, with a heavy focus on advocacy and business, replaced *American Consulting Engineer* magazine in 2002; it, too, has won major awards.

Several new business Forums were established early in the decade to provide networking opportunities for members in human resources, information technology, finance and sales. Forums for educational practitioners were added later in the decade.

The Council consolidated its educational programs in 2003 into an Institute for Business Management providing a single, comprehensive resource to meet the business education needs of its membership.

The Institute collaborated with NCEES in 2006 to create the Registered Continuing Education Program, featuring a one-stop online portal for engineers seeking to meet state licensing requirements or fulfill other management needs.

In mid-decade, the Council of American Mechanical and Electrical Engineers was formed to represent the interests of MEP firms in ACEC. Later, the Land Development Coalition was formed for firms active in the private client development arena.

In 2006, the president of the United States, George W. Bush, addressed the Council's Annual Convention in Washington, D.C.

With the election of Barack Obama in 2008—amid an economic downturn—the Council worked closely with the president-elect's transition team and then with the new administration and Congress the following year in the passage of the American Recovery and Reinvestment Act.

Thornton-Tomasetti Group, Inc. provided structural design for Taipei 101, which, when it opened in 2005, was the world's tallest building. *(Photo courtesy of Thornton-Tomasetti Group, Inc.)*

In 2009, the Council released the first empirical research study on the value of QBS, confirming the benefits of QBS and advocating its use widely.

The Council announced that its Political Action Committee (ACEC/PAC) had grown to more than $1.1 million in the recent election cycle and was in the top 4 percent of PACs nationwide.

The Minuteman Fund for state legal and legislative activities had grown to $1.8 million, well above its original goal at the outset of the decade, and has helped 37 ACEC state organizations advance critical interests.

By the end of the decade, the Council's membership comprised more than 5,000 firms across all 50 states, including more than 75 percent of the country's largest engineering firms, representing an employee base of almost half a million. ■

A Century of Volunteer Leadership

ACEC's long tradition of volunteer leadership is exemplified by those who have chaired the organization (see below) as well as the tens of thousands who have served on ACEC committees, coalitions and special interest groups.

AICE

Alfred P. Boller, 1910-11
Alfred Noble, 1912-13
Frank J. Sprague, 1914-15
Elmer L. Corthell, 1915-16
George Gibbs, 1916-17
Lewis B. Stillwell, 1918-19
Alexander Humphreys, 1920-22
Charles W. Leavitt, 1923-24
Wilson S. Kinnear, 1924-25
H. deB. Parsons, 1926
Frederic H. Fay, 1927
John Francis Coleman, 1928
Charles T. Main, 1929
F.A. Molitor, 1930-31
Charles Page Perin, 1932-33
George W. Burpee, 1934-35
Edwin F. Wendt, 1936-37
Dugald C. Jackson, 1938-39
Philip W. Henry, 1940
Ole Singstad, 1941
Malcolm Pirnie, 1942
R. E. Bakenhus, 1943
Harold E. Wessman, 1944
E. Rowland Hill, 1945
Enoch R. Needles, 1946
George S. Armstrong, 1947
Walter W. Colpitts, 1948
Ezra B. Whitman, 1949
Leslie G. Holleran, 1950
Ernest P. Goodrich, 1951
Carroll A. Farwell, 1952
Scott Turner, 1953-54
Francis S. Friel, 1955
Carlton S. Proctor, 1956
Edward H. Anson, 1957
Herschel H. Allen, 1958
George S. Richardson, 1959
Richard H. Tatlow III, 1960
Gerald T. McCarthy, 1961
Gilbert I. Ross, 1962
James P. Exum, 1963
Mason G. Lockwood, 1964
Samuel P. Brown, 1965
John G. Hoad, 1966
Richard O. Walker, Jr., 1967
Richard Hazen, 1968
George E. Brandow, 1969
Robert B. Richards, 1970
Carl L. Erb, 1971
Richard Q. Praeger, 1972
Wilson V. Binger, 1973

CEC

John K.M. Pryke, 1956-57
Edward J. Wolff, 1957-58
Charles C. Pate, 1958-59
Ralph M. Westcott, 1959-60
Hueston M. Smith, 1960-61
Harold P. King, 1961-62
Lester L. Bosch, 1962-63
Sanford K. Fosholt, 1963-64
William W. Moore, 1964-65
Leonard K. Crawford, 1965-66
Eugene B. Waggoner, 1966-67
Samuel A. Bogen, 1967-68
John G. Reutter, 1968-69
Art V. Maxwell, 1969-70
T.B. Robinson, 1970-71
William A. Sowers, 1971-72
N.P. Turner, 1972-73

ACEC
American Council of Engineering Companies
100 Years of Excellence

* In 2000 the title of the Council's top volunteer leader was changed from President to Chairman, and that of the chief staff executive from Executive Vice President to President and CEO.

ACEC

William N. Holway, 1973-74
Malcolm R. Meurer, 1974-75
Billy T. Sumner, 1975-76
Richard H. Stanley, 1976-77
William A. Clevenger, 1977-78
R. Duane Monical, 1978-79
George W. Barnes, 1979-80
Everett S. Thompson, 1980-81
William R. Ratliff, 1981-82
Russell L. Smith, Jr., 1982-83
Shelby K. Willis, 1983-84
Clifford E. Evanson, 1984-85
Arnold L. Windman, 1985-86
Lester H. Poggemeyer, 1986-87
Lester H. Smith, Jr., 1987-88
Robert E. Hogan, 1988-89
James W. Poirot, 1989-90
William D. Lewis, 1990-91
Andrew J. Parker, Jr., 1991-92
John H. Foster, 1992-93
Paul F. Sprehe, 1993-94
J. Les MacFarlane, 1994-95
Richard Weingardt, 1995-96
Stanley K. Kawaguchi, 1996-97
James R. Thomas, Jr., 1997-98
Donald R. Trim, 1998-99
Leo R. Peters, 1999-2000
Arlo J. Spiess, 2000-01
Stephen G. Goddard, 2001-02
Daniel J. DeYoung, 2002-03
Eric L. Flicker, 2003-04
William S. Howard, 2004-05
Edward J. Mulcahy, 2005-06
Jeff M. Daggett, 2006-07
Orrin B. MacMurray, 2007-08
John F. Hennessy III, 2008-09
Timothy Psomas, 2009-10

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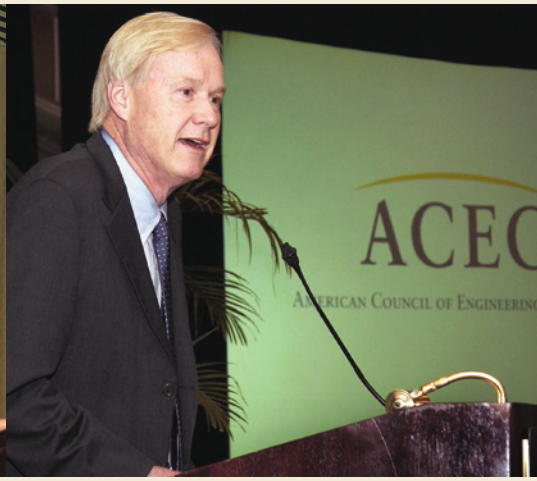
The Value of Membership

The key to ACEC's success throughout the century has been its dedicated membership, committed to bettering their engineering practices in order to advance the public interest.

From only a handful of members in 1909 to more than 5,000 companies today—joined in a strong federation of 51 State and Local Organizations—the Council represents a wide range of engineering practices, across all engineering disciplines, and from very small businesses to very large national corporations. ▶

ACEC Annual Conventions regularly attract noted personalities, including former House Speaker Newt Gingrich (left) and political analysts George Will (center) and Chris Matthews (right).



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"Providing a wide range of services for a membership that includes a broad range of firm sizes and practices has always been a challenge and strength of ACEC," says past Council Chairman Richard Stanley (1976–1977), former chairman of **Stanley Consultants**. The Council has worked hard over many years to develop the programs that its members need to navigate a changing environment.

Council veterans point to four distinct advantages of ACEC membership: aggressive political advocacy, business management education, professional networking, and general organizational clout—at local and national levels.

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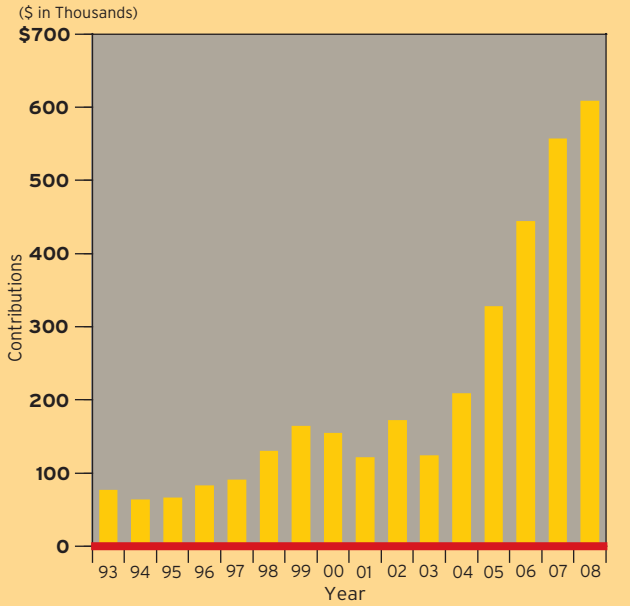

Source: *American Council of Engineering Companies*

ACEC/PAC has grown from less than $90,000 in the 1993–1994 election cycle to more than $1.1 million in the 2007–2008 cycle.

PHOTO BY ANDREA KEENEY

Congressional Ties: ACEC's aggressive advocacy efforts ensure that industry priorities receive a fair hearing, such as in this meeting with Sen. John Thune (R-SD) (left) and ACEC members Monty Miller of Sayre Associates in Sioux Falls and Daniel Eisenbraun of Eisenbraun Associates in Yankton to discuss industry issues.

"It's the only organization that emphasizes the business interests of our firms," says Bill Howard, executive vice president at **CDM** in Cambridge, Mass., and past ACEC chairman (2004–2005). "The more you look at all the things that ACEC does, the more you appreciate the importance of the organization."

Ralph Peterson, chairman and CEO of **CH2M HILL,** says, "Our investment in membership and active participation in ACEC has been the best investment in our professional and business future that we've ever made."

Effective Government Advocacy

From its earliest days, the Council has been engaged in advocacy efforts—to revise building codes, to seek appointment of qualified engineers in public regulatory and advisory bodies, to oppose government agency efforts to compete with the private sector, to advance QBS and other regulatory measures, and to boost infrastructure funding.

"Membership in ACEC allows us to deal with important business issues as an industry, rather than as an individual firm," says Ken Graham, CEO of **HNTB Corporation** in Kansas City, Mo. "As an individual firm, your motives might be questioned, but as an industry, we are more compelling. Until you've seen that dynamic at work, you won't believe the impact."

"As a western U.S. firm, we really value ACEC's work with the federal government," says David Kennedy, senior principal at **Kennedy/Jenks Consultants** in San Francisco. "The Council's advocacy—on the funding of infrastructure or reform of the Fair Labor Standards Act—has been vital for us."

ACEC's advocacy efforts are enhanced by its large federal political action committee—ACEC/PAC—which grew to more than $1 million in the 2007–2008 election cycle, putting it at the top of PACs nationwide (see chart at left).

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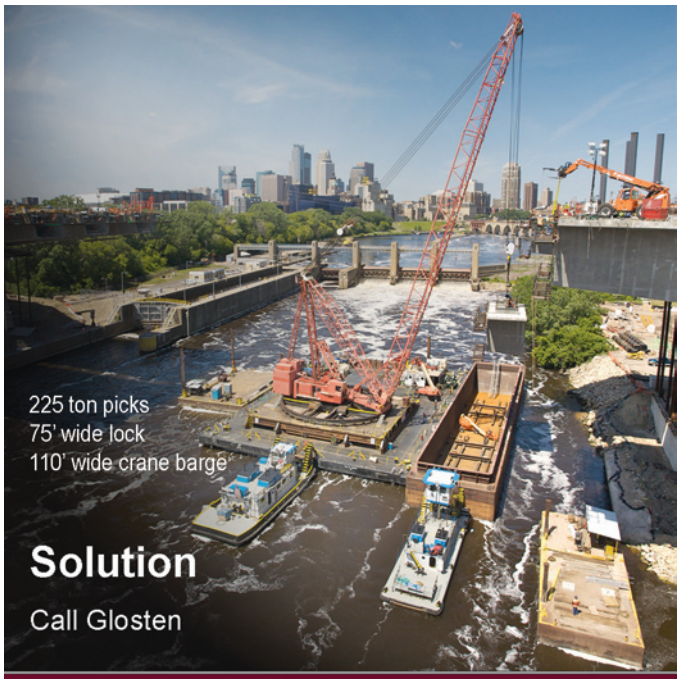

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"The PAC sends a message to the decision-makers in Washington regarding the broad support of an association's membership for their legislative agenda, and whether they take it seriously or not," says past ACEC Chairman Steve Goddard (2001–2002), who was executive vice president of HNTB Corporation.

Business Practice Resources

As ACEC membership has grown, so has its business practice resources, contract documents, CEO Roundtables and a range of other practical activities.

"I believe education in business management is one of the areas where we have seen the greatest development in the Council," says past Chairman Arnold Windman (1985–1986), who was president of **Syska & Hennessy**, and who played a pivotal role in the creation of ACEC's landmark educational seminar *The Business of Design Consulting.*

ACEC's educational program also includes the highly respected Senior Executives Institute (SEI). "The future of our industry not only depends on engineers with technical expertise, but also those who are skilled in leadership and public policy," says past ACEC Chairman Ed Mulcahy (2005–2006), a principal at **TranSystems** in Kansas City. "This is where SEI becomes such a valuable benefit."

In 2003, ACEC merged all of its educational programs into an Institute for Business Management, designed to provide a single, comprehensive resource base.

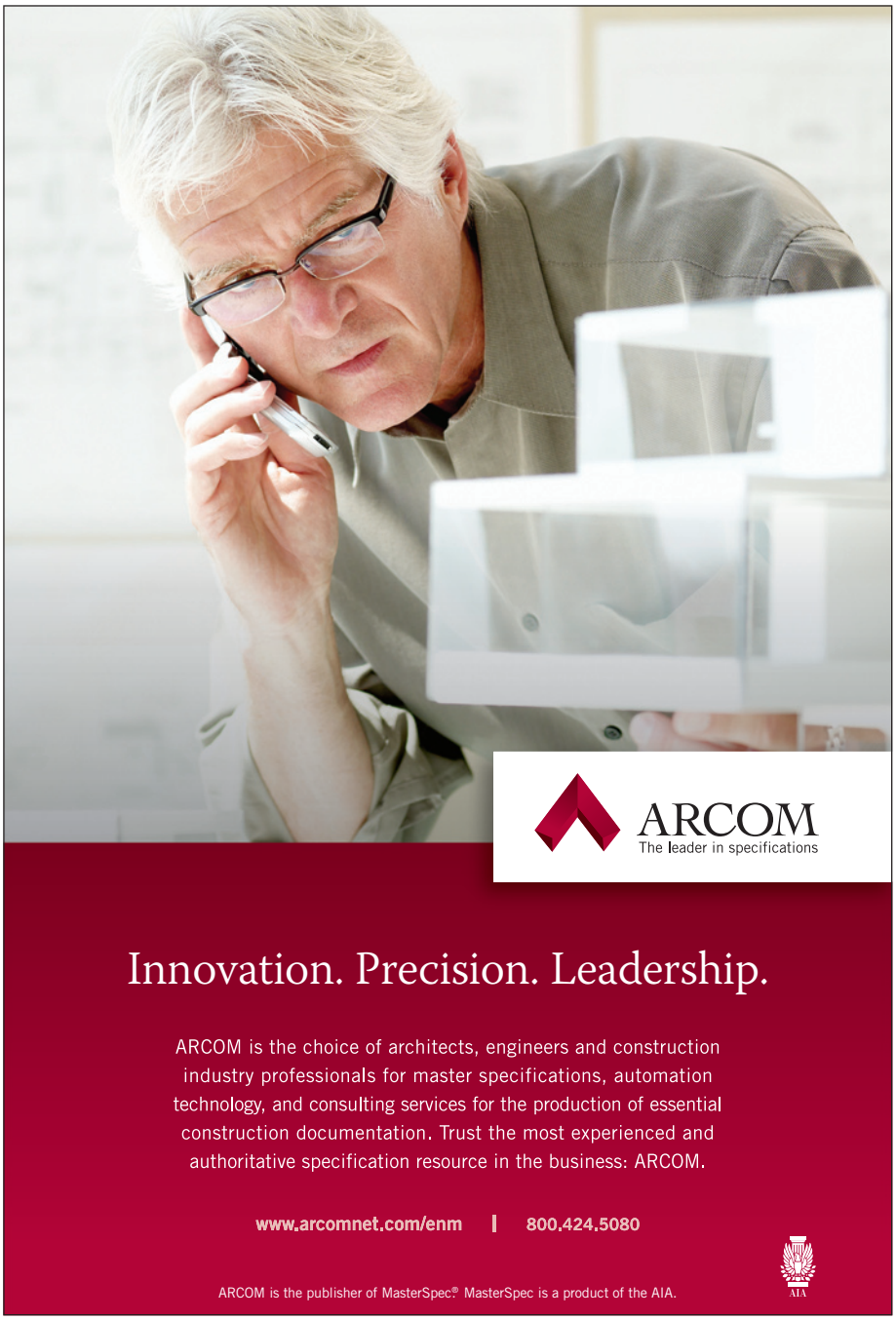
"Our firm has become successful in large measure based on things we learned from ACEC," says Chris Poland, CEO of **Degenkolb Engineers** in San Francisco, adding: "The CEO Roundtables and other educational programs have allowed us to grow exponentially over the past 20 years. That's a real success story."

James Poirot, the former CH2M HILL chairman and CEO, who served as ACEC chairman from 1989–1990, is a "big advocate" of ACEC's Peer Review Program, launched in 1984 to allow members to learn effective business practices from each other.

Valuable Networking

"Networking at ACEC is an extra benefit," says Billy Sumner, who served as ACEC chairman from 1975–1976 and was co-founder of **Barge, Waggoner, Sumner and Cannon, Inc.**, in Nashville, Tenn.

"One of the primary benefits of being a member and going to the meetings is relationship-building with other members who have been through a range of experiences and can help you," says Sumner.



Legislative Action: ACEC President Dave Raymond (center) at a Capitol Hill news conference in March 2007 to promote House passage of important water legislation. He is joined by Jeff Moore of the Water Infrastructure Network (left) and Adam Krantz of the National Association of Clean Water Agencies.

Honoree: ACEC regularly recognizes national and world leaders for their contributions to science and engineering, such as astronaut Neil Armstrong, an engineer, who received ACEC's Distinguished Award of Merit in 2005.

"Moreover, ACEC provides access for us to meet with others on common ground rather than as competitors," says HNTB's Graham. "From both an individual and firm perspective, this creates confidence and understanding."

Networking also includes member relations with government officials at national and state events. Philios Angelides, senior vice president of **Alpha Corporation** in Dulles, Va., says that networking with clients at ACEC meetings "allows a better understanding of client operations and provides an opportunity to influence the way a client does business."

Brand Recognition

When the Council changed its name in 2001 to the American Council of Engineering Companies—and when, over the next several years, virtually all the State Member Organizations followed suit—a powerful national brand was created. It provided a boost to the Council's overall political muscle—on Capitol Hill and in the states.

"The common name enhances ACEC's advocacy program in the U.S. Congress by making it easier for House and Senate members to 'connect the dots' between the national and state ACEC organizations," says Eric Flicker, past ACEC chairman (2003–2004) and CFO of **Pennoni Associates**.

Since the change, Member Firms have also used the ACEC Member Seal in their business communications. "I proudly use the ACEC logo on my material because of what it conveys to my clients—professionalism, education and high ethics," says Mark Hamouz, a principal at **LONCO, Inc.**, in Denver.

RN&M's Vice President Jeff Reece says: "The ACEC Member Seal provides a clear sign to our clients that we are part of an organization that is the unmistakable leader of our industry."

Seeing the ACEC logo displayed behind the president of the United States when he spoke at the 2006 ACEC Annual Convention reinforced the brand at the highest level. ■

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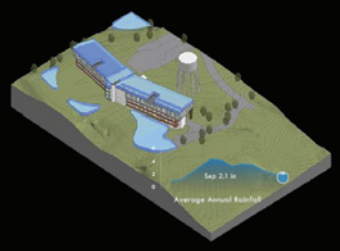

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Gary Landsman

Public Policy Achievements

ACEC Chairman John Hennessy (left) and ACEC President Dave Raymond (center) meet with Congressman Kendrick Meek (D-Fla.), who is taking a lead role in repealing an onerous 3 percent withholding mandate, one of the Council's critical legislative priorities.

In 1918, the American Institute of Consulting Engineers—a predecessor of ACEC—delivered a resolution to President Woodrow Wilson and to the secretaries of Treasury, War, Interior, Navy and Agriculture that "deplored" government efforts to contract engineering work only through the Army, while barring private engineers from participating.

It marked the beginning of a fight against government competition that ACEC continues to wage to this day. Other prominent advocacy efforts on behalf of the industry have included the advancement of Qualifications-Based Selection (QBS); increased investments in water, energy and transportation infrastructure; and tax, liability and procurement reforms. ▶

David Oates, chairman of ACEC's Transportation Committee, delivers testimony in 2008 on the economic benefits of transportation and other infrastructure improvements to the House Small Business Committee.

The Council's ability to mobilize its grass roots on these issues has made it the "voice of the engineering industry" in the nation's capital and in the state houses.

Qualifications-Based Selection

With the 1972 passage of the A/E Selection Procedures Bill—also known as the "Brooks Act"—ACEC achieved a decades-long goal of requiring all federal agencies to use QBS when procuring architectural and engineering services.

The Council's long-standing position has been that design services—which are provided by engineering firms and directly affect public health, safety and welfare—are too important to be procured solely on the lowest bid.

Each year, ACEC has had to mount special efforts to ensure federal agency compliance with QBS. ACEC has also succeeded in expanding QBS's reach.

Today, QBS is used by all federal agencies, 46 state governments and many localities. ACEC and its state organizations continue working to further expand QBS. In 2005 new legislation mandated the use of QBS by all state departments of transportation for federally funded design work.

Opposition to Government Competition

ACEC has consistently argued that federal and state agencies should not engage in commercial activities that are readily available in the private sector.

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FUNDAMENTAL STRENGTH – CAPITAL AND PEOPLE

Congressman James Oberstar (D-Minn., left), chairman of the House Transportation and Infrastructure Committee, with Tim Psomas, 2009–2010 ACEC chairman.

ACEC won passage in 1979 of the Federal Grant and Cooperative Agreement, which directed agencies to contract out for goods and services.

During the 1980s, ACEC contributed to the Grace Commission recommendations for increased efficiency in government, reduction of in-house engineering staffs, and outsourcing of design work.

ACEC also was instrumental in repeal of the Commercial Conservation Service, which directly competed with engineers offering energy services to owners of commercial buildings.

During the 1990s, California became the target of public-employee union efforts to deny private engineers work on public projects. In 1998, with support from the National Council and members throughout the country, ACEC/California defeated Proposition 224, the anti-contracting-out initiative. Two years later, the California organization was instrumental in the passage of Proposition 35—a state constitutional amendment giving state and local agencies the ability to contract out. ACEC/California Executive Director Paul Meyer declared, "ACEC and its Minuteman Fund have been a stalwart ally throughout our long battle for contracting out in California."

In 2000, Congress adopted the ACEC-backed Thomas Amendment, which limits the U.S. Army Corps of Engineers from engaging in commercial design activities in direct competition with the industry.

Three years later, Congress passed legislation mandating specific contracting-out targets for the Bureau of Reclamation.

In recent years, ACEC has worked with allies in the business community to defeat numerous efforts in Congress to curtail contracting out.

9 Percent A/E Tax Deduction

In 2004, ACEC secured an important tax deduction for engineering firms in the American Jobs Creation Act. Initially intended only for manufacturing firms, ACEC mounted an aggressive lobbying campaign that made A/E firms eligible for the tax benefit and assured it would apply to both large corporations and small businesses (including partnerships, S-corporations and LLCs).

The law permitted firms to receive an income tax deduction of 3 percent during 2005–2007, 6 percent in 2008–2009 and 9 percent by 2010 and beyond.

Federal Highway Funding

ACEC has been a major advocate for expanding federal funding for highway, bridge and transit projects.

From the $633 million Federal Highway Act of 1921 to the Federal Aid Highway Act of 1956 that initiated the interstate highway system, to the series of "TEA" bills—ISTEA, TEA-21 and SAFETEA-LU—from the 1990s to 2005 that boosted federal investment from $150 billion to nearly $300 billion, ACEC has been a forceful voice for increased federal responsibility in transportation investment.

Water Funding

In the late 1970s, ACEC achieved a major legislative victory in the Federal Clean Water program by prohibiting the EPA from changing the rules in mid-stream for projects already approved

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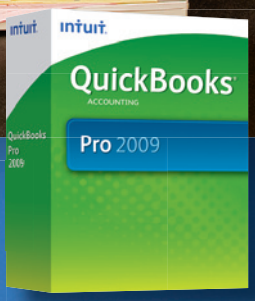

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With ACEC's strong support, President Bill Clinton signed into law the Aviation Investment and Reform Act for the 21st Century (popularly known as AIR 21).

for construction. This amendment was in response to the EPA's regulatory actions after construction grants had already been approved, which effectively delayed or derailed many water infrastructure projects.

ACEC continues to address the nation's water needs through increased funding for the State Revolving Fund programs. In addition, the Council was successful in 2009 in helping to secure $7.4 billion in new funding for water and wastewater projects.

Uniform, FAR-Based Procurement Rules

Between 1995 and 2006, ACEC achieved a major public policy goal through passage of successive pieces of legislation requiring state departments of transportation to use federal procurement rules on federally funded design projects.

Starting with passage of the National Highway System Designation Act in 1995, through TEA-21 in 1998 and culminating with the F.Y. 2006 Transportation-Treasury Appropriations bill, ACEC-backed legislation has required states to use uniform rules based on the Federal Acquisition Regulations.

When fully implemented at the state level, this effort will greatly ease compliance burdens faced by engineering firms, resulting in cost savings for both firms and government agencies, better project delivery and improved oversight of the federal-aid program.

Student Loan Forgiveness for Engineers

In 2008, the Council secured a new student loan forgiveness program for engineers, as an area of "national need," in the Higher Education Opportunity Act.

In response to growing concern over the decline in the number of engineering students graduating from U.S. colleges and universities, the legislation, which ACEC helped draft in 2007

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We look forward to joining the ACEC in its achievement as we look ahead to the next 100 years of bringing bright people with the right solutions to our clients.

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Bright People. Right Solutions.

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B

Be better at it.

At URS, we share ACEC's commitment to excellence and offer our congratulations on a century of accomplishments. We believe success comes from a determination to do it better. Which is why, whether it's an airport, highway, light rail line, or water treatment plant, more people in the Infrastructure sector are turning to us to get it done. We are the new URS.

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POWER
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with Rep. Emanuel Cleaver (D-Mo.), is designed to support young people pursuing engineering careers. When implemented, engineering graduates will be eligible for up to $2,000 in student loan forgiveness for each of five years of full-time work in the profession.

Prompt Payment Legislation

In the early 1980s, ACEC released a study showing that A/E firms had to wait an average of two and a half months to be paid by the federal government, forcing some firms to borrow funds to meet their payrolls.

With the prime interest rate at the time exceeding 20 percent, ACEC took the industry concern to Congress. In 1982, Congress passed and President Ronald Reagan signed the Prompt Payment Act, which mandates that the federal government pay on time or pay interest penalties on the late payments.

Fair Labor Standards Act Reform

ACEC achieved substantial changes to the Fair Labor Standards Act in 2004 to more clearly delineate exempt and non-exempt employees in the Act's minimum wage and overtime requirements.

The "white collar" exemptions, in particular, which had exempted persons "employed in a bona fide executive, administrative or professional capacity" from minimum wage and maximum hour requirements, caused enormous difficulties for engineering employers.

ACEC successfully argued that regulations governing overtime and minimum wage eligibility had not been revised in more than 50 years, did not reflect the realities of the modern workplace, and left too much room for interpretation, hence resulting in unfair and costly enforcement actions against many Member Firms.

ACEC-backed new regulations simplified compliance, ensured fair treatment for employees and protected firms from burdensome enforcement actions and lawsuits.

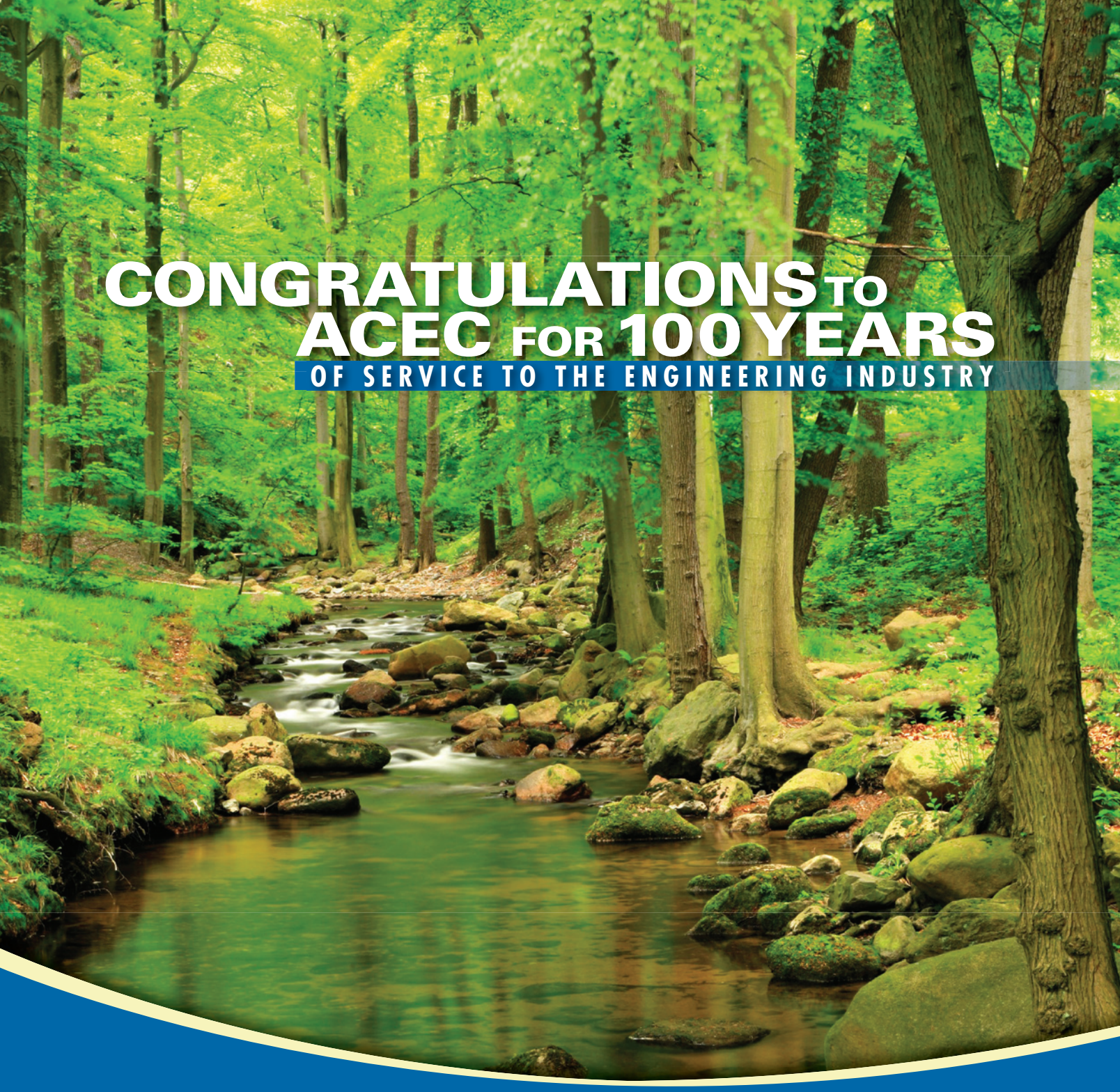
Tort Reform

In 1986, ACEC created the American Tort Reform Association, an organization dedicated to limiting liability on actions over which firms have limited or no responsibility.

ACEC also helped to achieve passage of major tort reform legislation in 2005 when President George Bush signed into law the Class Action Fairness Act, designed to stem the tide of unfair lawsuits against Member Firms.

With Member Firms increasingly targeted in unscrupulous lawsuits, the new law responded to abuses, including frivolous claims, gaming of the system to keep cases in lenient state courts, and collusive statements. The law allows multistate class-action litigants to move their cases from state to federal court, thereby avoiding certain courts known for antibusiness jurors and outrageous jury awards.

The Council continues to urge further tort reform, including legislation to curb runaway medical malpractice awards that drive up the cost of health insurance and measures to establish mandatory sanctions against lawyers who file repeated frivolous lawsuits. ■



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LEADERSHIP IN Business Education

Education was a less formal affair in the Council's early years, occasioned by a few members meeting separately during quarterly get-togethers to discuss specific business concerns.

Nearly a century later, the ACEC Institute for Business Management is a highly structured educational resource featuring hundreds of seminars, publications and specialized programming to keep Member Firms abreast of critical management trends and issues.

Designed to enhance business education opportunities for ACEC members, the Institute offers a comprehensive curriculum covering marketing, human resources, information technology, leadership, general management, project management and current topical areas.

"The Institute has become a powerful resource to effectively navigate a complex marketplace," says Blake Murillo, president of Psomas in Los Angeles and chairman of the Institute for Business Management Committee.

Whether taking a one-day online or on-site session, or intensive multiday training, Council members embrace ACEC as a valuable supplier of cutting-edge business practice instruction.

The Early Years

Throughout its history, ACEC has directed its educational efforts at improving the business capacities of its members.

In 1920, for example, a special meeting was convened to "educate" members on how to win business from the federal government, which had allocated more than half a billion dollars for highway development.

In the 1960s, ACEC publications included a *Manual of Principles and Performance*, *Primer on Federal A-E Contracting*, *Professional Liability Loss Prevention Manual* and *Guide to Professional Conduct*.

In 1965, the Council's first Consulting Engineer Government Symposium, held in Washington, D.C., featured federal agencies presenting programs, policies and contracting procedures.

And when a wave of mergers and acquisitions swept through the industry in the

John F. Hennessy III,
PE, FACEC, ACEC
Chair 2008–2009,
and Hugh J. Williamson

Congratulate

the entire ACEC
Team for 100 years of
promoting the business
interests of engineering
companies by providing
legislative
advocacy and
business services.

HENNESSY & WILLIAMSON

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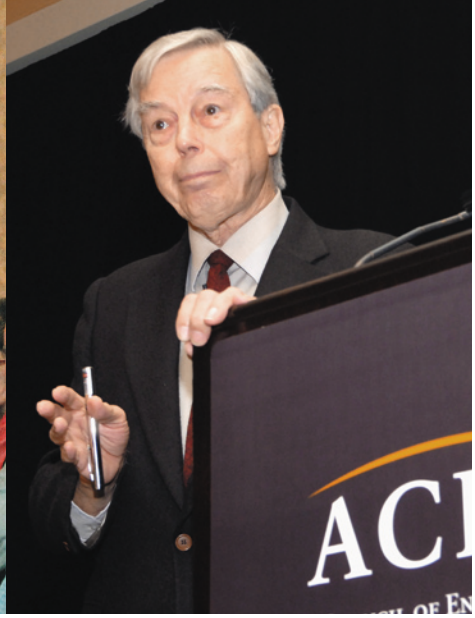
late 1960s, the Council organized a conference in Chicago to address the M&A issue, attended by representatives from more than 225 national engineering firms.

In 1975, ACEC joined with three other organizations to form the Engineers Joint Contract Documents Committee, which today continues to develop and update standard documents for the engineering industry.

In 1978, two Council education programs—*Value Engineering* and *Professional Management*—were playing to standing-room-only audiences.



Education at ACEC includes annual meeting presentations by world-famous personalities, such as legendary undersea explorer Robert Ballard (left) in 2008 and renowned structural engineer Leslie Robertson (right) in 2006.

Responding to the Need

ACEC expanded its educational offerings in the 1980s by adding seminars such as *The Art of Negotiation, Marketing of Professional Services* and *Project Management*. Three courses on computer-aided drafting and design also became part of the Council's growing course catalog.

In 1984, the Voluntary Peer Review Program was established to give design firms the ability to evaluate the effectiveness of their own practices and procedures. Since its inception, more than 1,200 firms have taken advantage of this important method of business evaluation. In 2009 it was augmented to include "targeted" peer reviews of specific firm functions, such as information technology or project management.

In 1985, the Council introduced what would become one of its most successful education programs: the four-day *Business of Design Consulting.* The content of the program has changed over time, but its basic objective—to prepare the engineer for moving into firm management—has remained the same.

Another important benchmark in the Institute's history occurred in 1988 when the ACEC Bookstore opened for business, making business management publications available.

One of ACEC's most successful publications has been the annual *Industry Trends Survey,* which provides comprehensive analysis of the current state of Member Firm operations and provides near- and long-term projections to facilitate corporate planning.

In 1995, the Council introduced its flagship advanced educational program, the Senior Executives Institute (SEI), an intensive one-and-a-half-year course that focuses on developing critical leadership skills. More than 300 executives have completed the program since its inception.

"This program is on par with the other nationally known leadership programs, such as the Harvard MBA program," says SEI graduate Stanley Sugden of Ruekert & Mielke, Inc., in Waukesha, Wis.

The 15th SEI class gets under way in September 2009.

Senior Executives Institute Class XIV in fall 2008. More than 300 executives have completed the advanced leadership development program since its inception in 1995.

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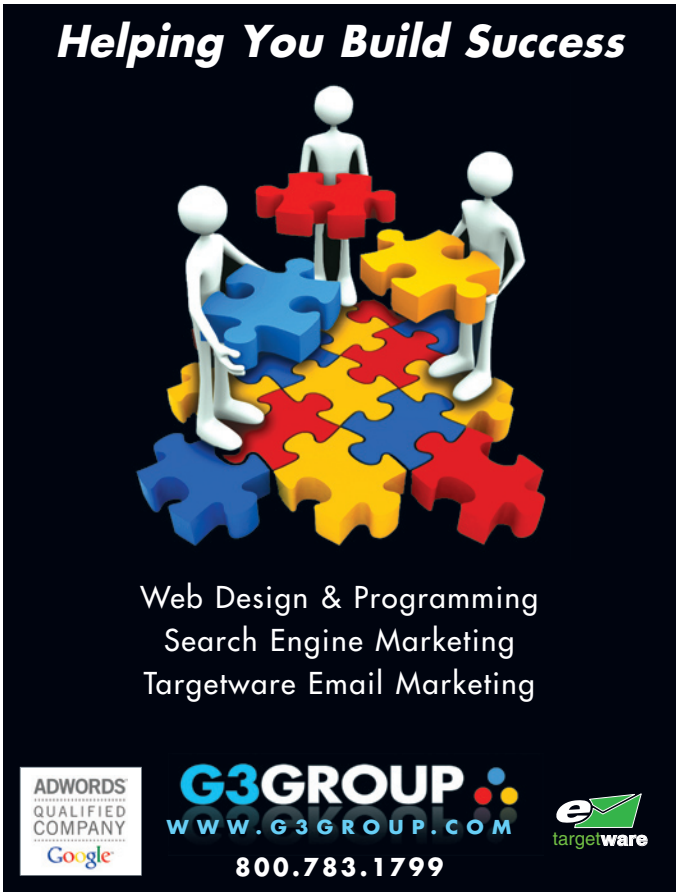

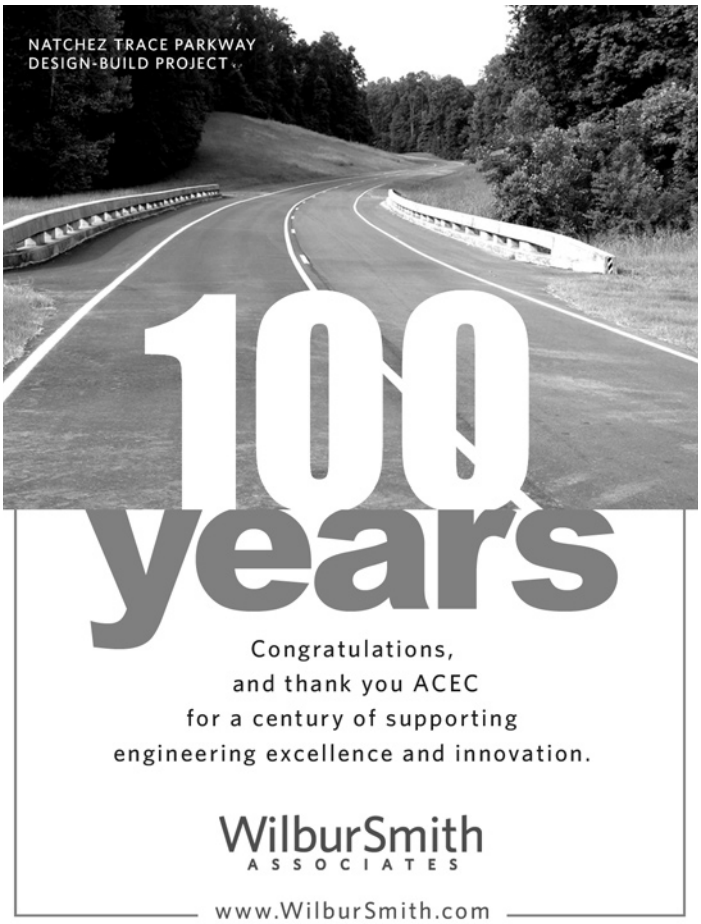

Comprehensive business training programs are sponsored by ACEC's Institute for Business Management throughout the nation.

Setting the Pace

ACEC's Institute for Business Management is also one of the engineering industry's first providers of online education. Online education has allowed more members than ever to take advantage of Council services.

In 2006, the Institute teamed with the National Council of Examiners for Engineering and Surveying (NCEES) to create the Registered Continuing Education Program.

Under this program, educational providers become accredited by NCEES, and engineers and surveyors register to take "approved" courses through an innovative website: www.RCEP.net. When an engineer completes a course, the program automatically records his or her Professional Development Hours (PDHs) in a secure database.

Thirty-eight states currently require that engineers obtain continuing education annually in order to retain their licensure. The Institute facilitates the industry's continuing education efforts by "automating nationwide the management, filing and saving of PDHs for the entire engineering industry," says Jeff Beard, ACEC's vice president for the Institute for Business Management.

"We want to give credit to all those people in our industry who continue to advance their career into management and leadership by taking all these courses and education," says Institute chairman Murillo. "Of all the things we're doing at the Institute, our foray into post-licensure education, especially as it counts toward maintaining one's PE, is vitally important."

In recent years, the Institute has increased its education offerings while at the same time fine-tuning topics in response to changing industry dynamics.

New topics offered by the Institute include green infrastructure, Building Information Modeling, sustainability, and expert witness testimony.

"ACEC's educational goal is to be the preeminent industry resource for business management education. We've come a long way through the years and our goal is to continue enhancing the critical programs and products we offer each and every day," says Beard. ■

listen. think. deliver.®

CDM congratulates the American Council of Engineering Companies on 100 years of service to member firms.

"For the last century, ACEC has been an integral part of the engineering community—developing leaders, inspiring unified action, and advancing the profession through a commitment to excellence."

William S. Howard, CDM Executive Vice President and past ACEC Chairman (2004)

Marina Barrage, PUB, Singapore

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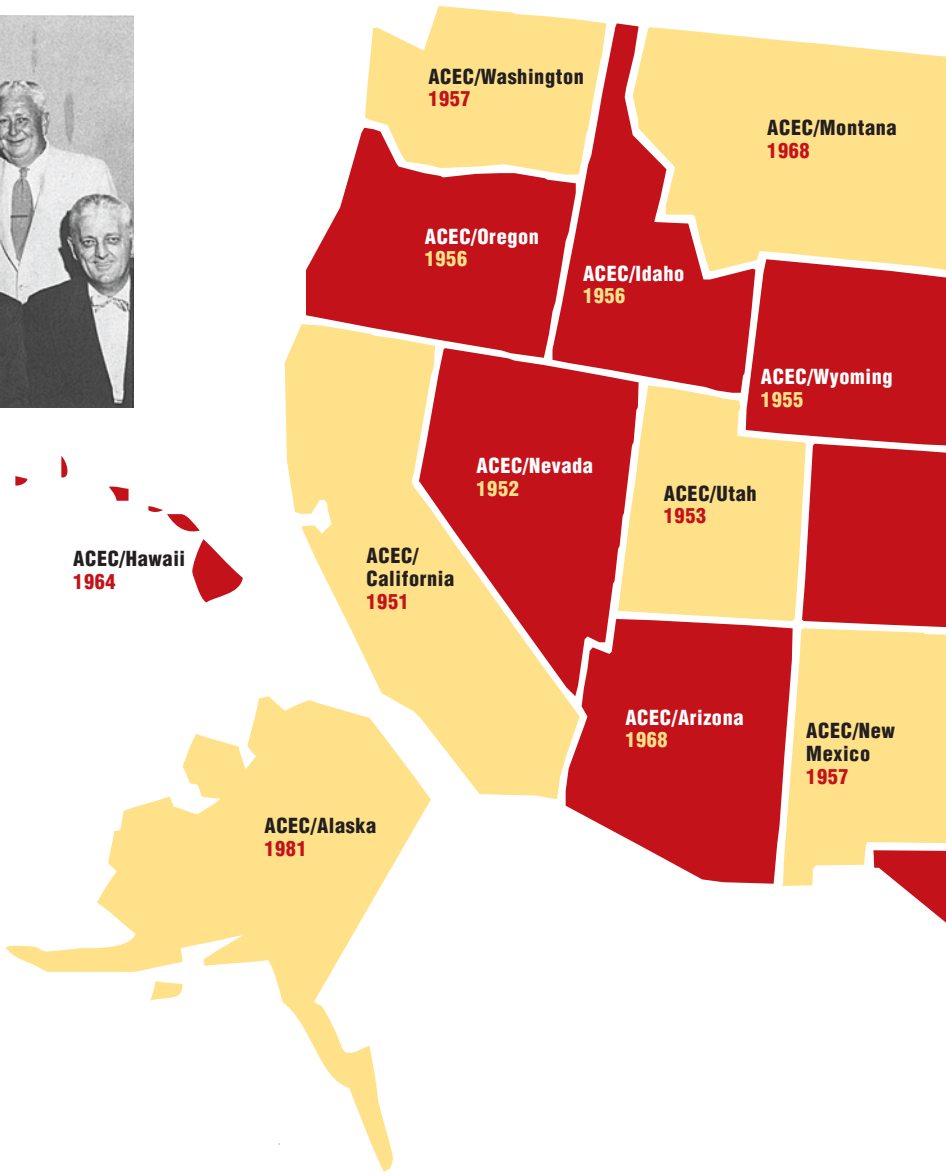
National Reach of the ACEC Federation—51 Member Organizations, More Than 5,000 Companies

Most ACEC State Organizations were originally affiliated with the Consulting Engineers Council (CEC), which was formed in Tulsa, Okla., in 1956. Members of CEC's first board of directors and executive committee included (seated, left to right) William C.E. Becker, Charles C. Pate, John K.M. Pryke, Bernard Dornblatt and Edward J. Wolff; (standing) Thomas E. Roche, Ralph Westcott, George Poulsen Jr., Howard Ecklin and Kenneth J. Murray.



Interesting Facts

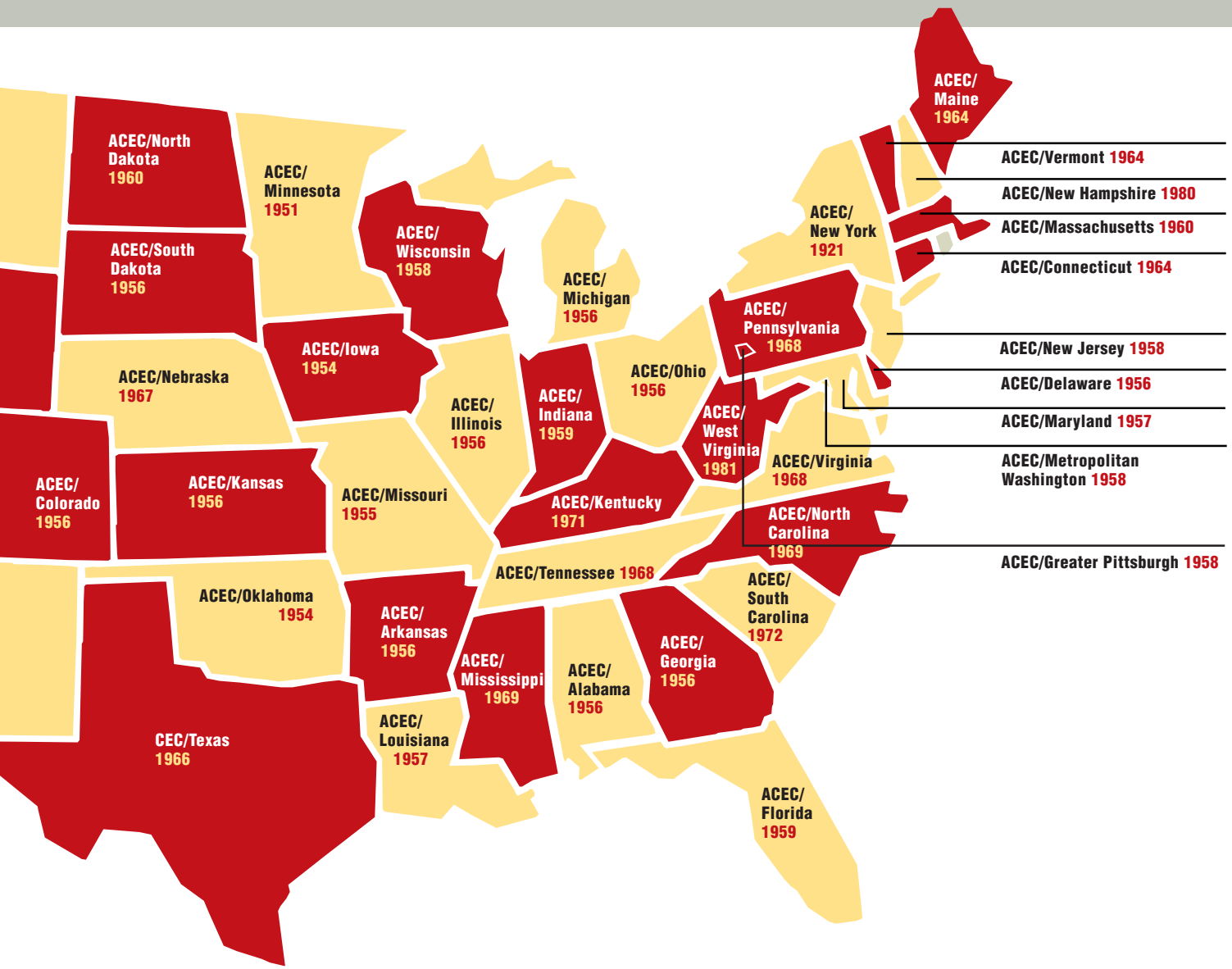
- Oldest ACEC State Member Organization—ACEC/New York (1921)
- Youngest ACEC Member Organizations—ACEC/Alaska and ACEC/West Virginia (Both established in 1981)
- Only state without an ACEC Member Organization—Rhode Island
- Two Member Organizations are not states—ACEC/Greater Pittsburgh and ACEC/Metro Washington
- One "Member-at-Large" (firm without a Member Organization)—from Puerto Rico

In 1909, AICE reached no farther than the borders of New York City. One hundred years later, the American Council of Engineering Companies includes 51 state and regional organizations, representing more than 5,000 companies and approximately half a million employees.

Member Organizations carry out front-line efforts to protect and advance the business interests of Member Firms. They are first-responders in addressing issues at the local and state level; and their efforts are integral to effective national advocacy efforts.

Whether in the State House or on Capitol Hill, whether in the courts or in regulatory agencies, ACEC's Member Organizations and National Council go to bat daily to create a better business environment for the membership.

This map highlights each Member Organization and its date of origin.



Emmy Award-Winning Gala Host Ross Shafer

Celebrating Engineering Excellence

What started as a small luncheon in 1967 has grown to be the industry's highest profile awards event.

ACEC's Engineering Excellence Awards program pays tribute to the year's best engineering achievements. The EEA Gala is a stylish black-tie program that annually attracts more than 600 members and guests, including national industry leaders and members of Congress and the administration.

A distinguished panel of more than 30 judges representing industry, government, academia and the media assemble each year to evaluate Member Firm projects from throughout the world. Rating criteria include uniqueness and originality; technical, social and economic value; complexity; and future value to the profession.

National Finalists as well as the 24 top award winners and the winner of the Grand Conceptor award for the year's most outstanding achievement are celebrated at the elegant EEA Gala—the "Academy Awards" of the engineering industry.

ACEC's Grand Conceptor award

ACEC GRAND CONCEPTOR AWARD WINNERS

YEAR	FIRM NAME	PROJECT
1967	Cornell, Howland, Hayes & Merrifield, Inc.	Lake Tahoe Wastewater Reclamation Plant
1968	Andersen, Bjornstad & Kane	Boeing Space Simulation Laboratory & Structural Test Floor Design
1969	Ryckman, Edgerley, Tomlinson & Associates	Equalization Basin for Industrial Wastewater Treatment
1970	International Engineering Co.	New Bullards Bar Dam
1971	Sandwell International, Inc.	Draft Tissue Mill
1972	Midwestern Consulting, Inc.	Site Engineering for a Land Reclamation Project
1973	Ketchum-Konkel-Barrett-Nickel-Austin	Hangar Structure for TWA's Airframe Overhaul Facility
1974	Greenleaf/Telesca-Kellerman & Dragnett	Hangar #2 for National Airlines
1975	Howard Needles Tammen & Bergendoff	Rio Niteroi Bridge—Main Steel Spans
1976	Tippett-Abbott-McCarthy-Stratton	Marine Terminal
1977	Kramer, Chin & Mayo	The Seattle Aquarium
1978	CH2M HILL	Bioconversion Facility for Bio-Gas of Colorado
1979	URS/Madigan Praeger, Inc.	Unique Drydock for Floating Factory for Universe Tankships of Delaware, Inc.
1980	Williams & Works, Inc.	Pilot Project to Increase Final Clarifier Capacity
1981	McClelland Engineers/CBM Engineers, Inc.	Texas Commerce Tower in the United Energy Plaza
1982	Williams & Works, Inc./ Environmental Data, Inc.	Cleanup of a Chemical Spill—Woodland Park
1983	Sverdrup & Parcel and Associates, Inc.	Interstate 205 Columbia River Bridge
1984	Greiner Engineering Sciences, Inc.	Widening and Replacement of Concrete Deck—Woodrow Wilson Memorial Bridge
1985	Sverdrup & Parcel and Associates, Inc.	Space Shuttle Launch Complex
1986	Sverdrup/Parsons Brinckerhoff	Fort McHenry Tunnel
1987	Howard Needles Tammen & Bergendoff	I-90 Mt. Baker Ridge Tunnel Bore
1988	Briley Wild & Associates	Breakaway Trails—Engineered Microcosm Breaks with Tradition
1989	Boyle Engineering Corporation	Water Conserv II
1990	Howard Needles Tammen & Bergendoff	Dame Point Bridge
1991	CH2M HILL	Carolina Bay Natural Effluent Disposal System
1992	Michael Baker Jr., Inc.	Vine Expressway
1993	Michaud, Cooley, Erickson and Associates, Inc.	Centralized Laser Smoke Evacuation System
1994	Environmental Engineering & Technology, Inc.	First U.S. Alum Recovery Facility, City of Durham, N.C.
1995	Sverdrup Civil, Inc.	St. Louis Metrolink Rail Transit System
1996	Skilling Ward Magnusson Barkshire, Inc.	Key Arena
1997	Parsons Brinckerhoff Quade & Douglas, Inc.	The Coleman Bridge Replacement
1998	Bechtel Infrastructure/Dames & Moore/ T.Y. Lin International	San Francisco Muni Metro Turnback Project
1999	KPFF Consulting Engineers	Doernbecher Children's Hospital
2000	Sato & Associates, Inc.	AEOS 3.67 Meter Telescope Facility
2001	American Consulting Engineers, PLC	Maysville Cable-Stayed Bridge
2002	TAMS Consultants, Inc./ARUP	JFK Terminal 4
2003	Jacobs Civil, Inc.	Removable Spillway Weir
2004	Weidlinger Associates, Inc.	World Trade Center Forensic Study
2005	Burns & McDonnell	Everglades Restoration, Stormwater Treatment Area
2006	Magnusson Klemencic Associates	United States Courthouse
2007	MWH Americas, Inc.	Montgomery Point Lock and Dam
2008	Magnusson Klemencic Associates	Olympic Sculpture Park

April 26–29, 2009
Grand Hyatt,
Washington, D.C.

100th Anniversary Convention

ACEC's Annual Convention and Legislative Summit

Join ACEC for its landmark 100th Anniversary Annual Convention and Legislative Summit at the elegant Grand Hyatt in Washington, D.C.

At the advocacy and education event of the year, you will have an opportunity to lobby Congress on key industry issues; participate in top-tier business education sessions that will help your firm navigate a tough economy; learn about the new administration's programs and policies; and attend this year's prestigious Engineering Excellence Awards Gala.

JIM FRANCO/GETTY IMAGES

THE CAPITOL STEPS
Sunday, April 26

The world-renowned musical comedy troupe that makes even the most serious issue hilarious will perform at the Annual Convention's Centennial Soiree Opening Reception and Dinner.

The program also features dancing with music provided by the renowned **RADIO KING ORCHESTRA**, Washington's most exciting big band.

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American Council of Engineering Companies
100 Years of Excellence

CONVENTION HIGHLIGHTS

MANUEL BALCE CENETA/AP IMAGES

Monday, April 27

DAVID GERGEN
CNN Analyst
Opening General Session

Having served in the administrations of Presidents Nixon, Ford, Reagan and Clinton, CNN contributor David Gergen brings unparalleled insight to his political commentary. He will share his views on the Obama administration's agenda and challenges.

RAY LAHOOD
Secretary of Transportation
Luncheon

After 14 years in Congress, Ray LaHood leads the agency that will shape the nation's surface, air and maritime transportation missions. He will discuss the impact of stimulus funding on transportation, current transportation challenges, plans for the upcoming six-year surface transportation reauthorization, and strategies to meet future transportation needs.

PREMIER LEGISLATIVE SUMMIT

Join ACEC's citizen lobbyists in carrying important industry messages to Capitol Hill:

- Lobby Congress on Water, Transportation, Development, Taxes and Other Key Business Issues
- Think Like a Member of Congress—Training Session
- Interact with Top Government Officials
- Business Opportunities with U.S. Army Corps of Engineers, NAVFAC, GSA and Other Agencies
- Insider Briefings

TOP-TIER BUSINESS EDUCATION

Gain the latest business insights from more than 20 education sessions:

- PDH Credits
- Updates on the latest economic stimulus legislation and its impact on you
- CEO Roundtables on best practices, business issues in a challenging economy
- Hard-hitting business sessions—including Liability and Managing Risk, New Markets in a Changing Economy and Design-Build Risks & Rewards

CONVENTION INFORMATION

FULL CONVENTION

Member Registration:	$975
Non-Member Registration:	$1,320
Spouse/Guest Registration:	$370

**Discounted price cannot be combined with any other offers or discounts*

HOTEL INFORMATION

Convention activities will be held at the Grand Hyatt Washington, located at 1000 H Street, N.W., in downtown D.C. between the White House and Capitol Hill, and easily accessible by Metro. The ACEC room rate is $270 single/double occupancy, plus tax. To make reservations, call 1-888-421-1442 and reference "ACEC Annual Convention." For more hotel information, go to: www.grandwashington.hyatt.com.

To register, or for more Convention information, contact meetings@acec.org or visit www.acec.org.

ENGINEERING EXCELLENCE AWARDS GALA

Emmy Award-Winning Host Ross Shafer

Tuesday, April 28

Known as the "Academy Awards" of the engineering industry, the annual black-tie reception, dinner and awards program honors the year's most outstanding projects.

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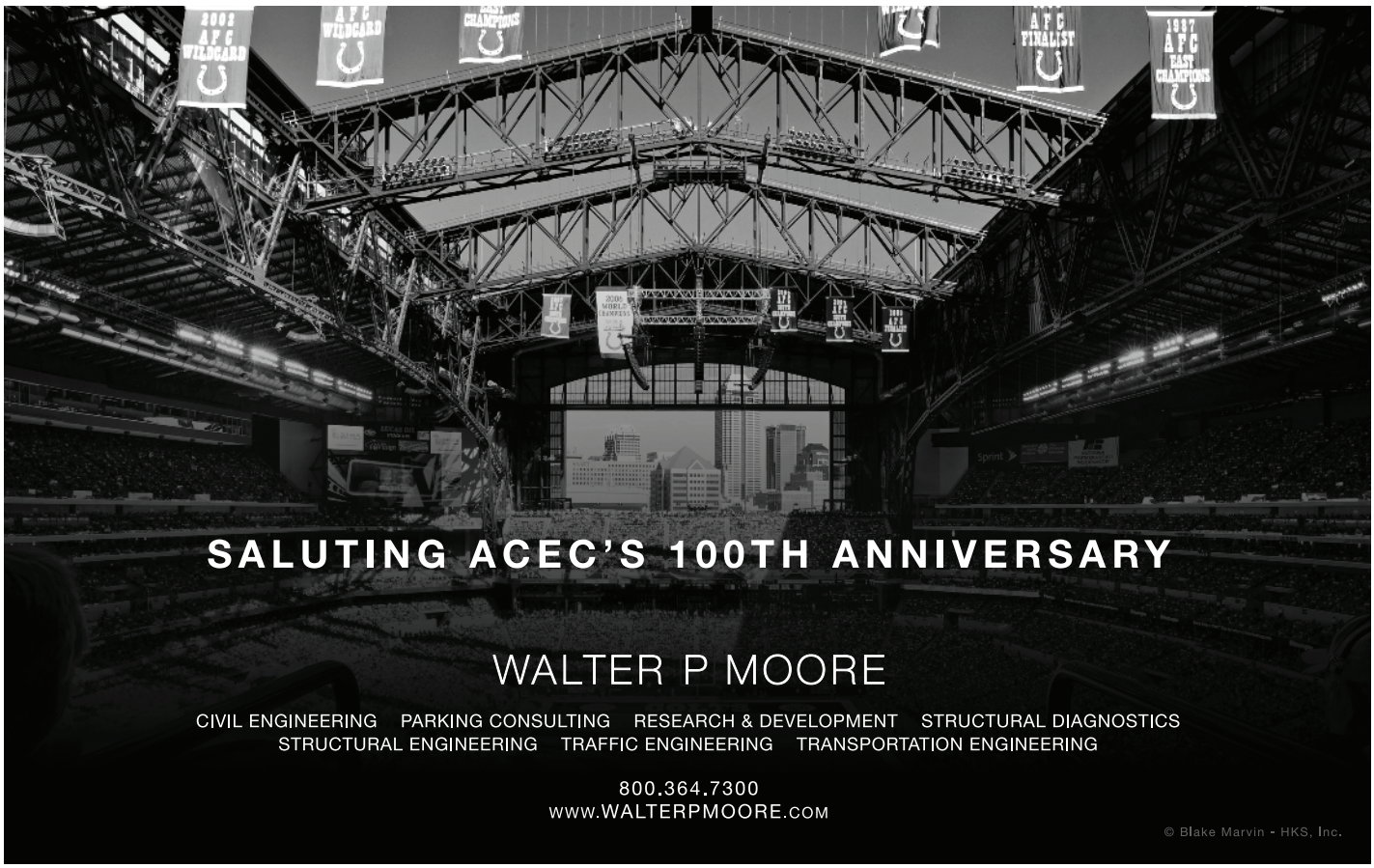
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- High quality administration and recordkeeping
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ACEC Retirement Trust Potential Savings

Retirement plan assets (million)	$2.5	$25
Average expense[1]	1.36%	1.17%
ACEC expense[2]	0.78%	0.78%
Potential annual saving for an average plan	$14,500	$97,500

To find out more about the potential cost savings and other benefits of participating in the ACEC Retirement Trust, contact Nancy Barrette of Wachovia Securities, LLC, at 800-521-9463 or via e-mail at nancy.barrette@wachoviasec.com.

ACEC RETIREMENT TRUST

[1]Average Investment Expense; Averages Book, 401k Source, 2007 HR Investment Consultants, Inc.
[2]Average Investment Expense represents dollar-weighted average based on average assets for the 12-month period ending 12/31/07.

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It's health care coverage designed by engineers for engineers.

Our health care coverage also features:

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- A vast product portfolio of traditional and consumer-driven health plans, including Health Savings Accounts and Health Reimbursement Accounts
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