

**Oregon Chapter APWA  
2009 Fall Conference  
October 7-9, 2009**

**Transportation Track** Wednesday, October 7, 2009

**2:00 – 3:00 p.m.**

**STATE AND FEDERAL TRANSPORTATION FUNDING UPDATE**

**SPEAKER(s):**

**Doug Tindall**

In January 2005, Doug Tindall became the Deputy Director for the Highway Division after serving almost a decade as the State Maintenance Engineer. As ODOT's Highway Division Deputy Director, Tindall leads nearly 3,000 employees and manages a biennial budget of \$1.3 billion, while overseeing the design, construction and maintenance more than 8,000 state highway miles and some 2,600 state-owned bridges.

Tindall joined the Oregon Department of Transportation in 1978, working over the years in Research, Traffic Engineering, Project Scheduling, Construction and Information Systems. In 1996, he became State Maintenance Engineer, where he managed the development of statewide maintenance policies, procedures and staffing. Tindall has served as President of the International Highway Engineering Exchange Program and as a member of various AASHTO and WASHTO Standing and Sub-Committees.

A native Oregonian, Tindall grew up in Salem and graduated from Oregon State University with a Bachelor of Science degree in Engineering. In 1982, he became a Registered Professional Engineer in Civil Engineering.

**Travis Brouwer**

Travis Brouwer works in ODOT's Government Relations Section, serving as the agency's federal affairs advisor. In this position, he works closely with Oregon's congressional delegation on transportation policy and funding and advises the Director on federal legislative and policy issues.

Travis has worked for ODOT since December of 2005. Prior to joining ODOT he served as Congresswoman Darlene Hooley's District Co-Director, running her Salem district office. In his six and a half years on Congresswoman Hooley's staff, Travis worked on legislation and policy related to agriculture, natural resources, energy, and public safety, among many other areas, and he occasionally dabbled in transportation issues.

Travis graduated from Willamette University in 1999 with a Bachelor of Arts degree in Politics. He lives in Salem with his wife and two daughters, ages 3 and 6.

**ABSTRACT**

The 2009 Legislative Assembly passed the Oregon Jobs and Transportation Act (HB 2001), which will provide a significant infusion of resources into Oregon's transportation system by raising gas taxes and other fees. At the same time, the U.S. Congress is beginning work on legislation authorizing the federal surface transportation programs for the next six years. This presentation will discuss the JTA and its impacts on Oregon's transportation system as well as the direction Congress is taking on the federal authorization and the potential implications of this legislation.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Understand the impact of the Jobs and Transportation Act on Oregon's transportation system
  2. Understand future federal funding trends
  3. Understand new directions taken by federal and state surface transportation policy and the long-term impacts on Oregon.
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3:30 – 4:30 p.m.

**WARM-MIX ASPHALT: MAKING IT HAPPEN IN 2009!**

**SPEAKER(s):**

**Jim Huddleston**

Jim Huddleston is a registered Professional Engineer in Oregon and a graduate of Oregon State with a Masters degree in CE. He has more than 25 years of experience in pavements engineering including serving as the pavements engineer for the Oregon DOT and as a member of the AASHTO joint task force on pavements. Jim has been the Executive Director for the Asphalt Pavement Association for the past 16 years committed to improving the design, construction and performance of Asphalt in Oregon and around the country.

**Matt Rodrigues**

Matt Rodrigues is a registered Civil Engineer in Oregon and a graduate of Santa Clara University. He is a member of APWA and has 11 years of engineering experience and has served as the City of Eugene Pavement Preservation Program Manager for 4 years. He has worked with APAO and Eugene area asphalt concrete producers to specify and construct over 40,000 tons of warm-mix asphalt in Eugene in 2009.

**ABSTRACT**

Warm Mix asphalt technology is being implemented in Oregon and around the country at an accelerated pace. Interest is high for several reasons including the promise of improved compaction, reduced aging of the asphalt binder, reduced fuel consumption, improved working conditions and reduced emissions including green house gases. The City of Eugene has been one of the leaders in moving this technology forward at rapid pace by allowing and/or specifying warm mix on all of their paving projects in 2009. In addition several other agencies in Oregon and the Oregon DOT have done projects using warm mix technology. This presentation will provide an overview of the technologies being used in Oregon and the lessons learned in Eugene and around the state during the 2009 construction season.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Benefits of warm mix technology
  2. How to specify warm mix
  3. lessons learned about warm mix in the 2009
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**Transportation Track Thursday, October 8, 2009**

**9:00 – 10:00 a.m.**

**RAPID BRIDGE REPLACEMENT ON THE ELK CREEK - HARDSCRABBLE CREEK -  
DESIGN BUILD PROJECT**

**SPEAKER(s):**

**Alan Beane**

Alan Beane is a graduate of The Ohio State University with a Masters degree in Civil Engineering. He has 13 years of experience in the construction industry and has worked on the OTIA III State Bridge Delivery Program since 2004. He served as the Design Build Compliance Manager during the design and construction phase of Bundle 401 and is now the Agency Project Manager responsible for project closeout activities.

**ABSTRACT**

Using an innovative technique to bridge replacement and effective teamwork the Agency and Design Builder were able to deliver ahead of time and with public inconvenience minimized. The innovative technique used is known as “rapid bridge replacement” or “accelerated bridge construction” and was successfully used on the Oregon 38: Elk Creek – Hardscrabble Creek – Bundle 401 Design Build Project to replace two bridges. It involved constructing the new bridges alongside the existing ones and then moving them into place. The presentation will provide a look at the team; the challenges associated with the two bridge replacements, why “rapid bridge replacement” was a viable solution, the preparation before the “move”, and finally the “move” itself.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Understand the challenges associated with the two bridge replacements and the need for innovation.
  2. Understand the importance of teamwork in the implementation of an innovative solution.
  3. Understand the benefits associated with “rapid bridge replacement” as an innovative solution.
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**10:30 – 11:30 a.m.**

**SAUVIE ISLAND BRIDGE REPLACEMENT**

**SPEAKER(s):**

**Eric Rau, P.E**

Mr. Rau is a bridge engineer for David Evans and Associates. He received a B.S. from Oregon State University in 2001 and a M.S. from Purdue University in 2003. Mr. Rau was one of the primary bridge designers on the Sauvie Island Bridge project, primarily focused on the design of the steel tied arch span.

**Ian Cannon, P.E**

Mr. Cannon is the Bridge Services Manager for Multnomah County. He received a B.S. and a M.S. from Washington State University in 1989 and 1991 respectively. Mr. Cannon was Multnomah County's project executive for the Sauvie Island Bridge Replacement and was involved throughout the project's duration from initial development through design and construction.

**ABSTRACT**

Sauvie Island is located in Multnomah County, approximately 10 miles northwest of downtown Portland, Oregon. The island is a 24,000 acre and is bounded by the Columbia River, the Willamette River, and the Multnomah Channel. The obsolete existing bridge, constructed in 1950, provided the only vehicular access to Sauvie Island.

David Evans and Associates, Inc. completed a Tier I Bridge Siting Study for the new bridge in 2002 and final design in 2005. The project was bid in 2005, and the new structure was opened to traffic in June of 2008. The 5 span, 1177-foot long replacement bridge features a 365-foot weathering steel tied arch main span with a unique radial cable pattern which solved numerous engineering issues and provided an aesthetically pleasing bridge. The project, led by Multnomah County, involved the public and other key stakeholders in identifying critical issues and developing viable solutions that resulted in a successful project.

A particularly interesting feature of the project was the erection, transporting and placement of the steel tied-arch main span. Assembled at the Port of Portland's Terminal 2, the span was rolled onto a barge and transported approximately 8 miles via tugboat from downtown Portland to the Sauvie Island bridge site. The 1250-ton steel span was then lifted onto recently completed bridge piers. A video documenting these activities will be shown within this presentation.

**Learning Objectives:**

At the end of this SESSION, participants will be able to know: (List three learning objectives)

1. Why the bridge was replaced?
  2. What engineering advantages does the selected structure type provide?
  3. What are the primary benefits of the unique float-in erection scheme?
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**2:00 – 3:00 p.m.**

**TRANSPORTATION ENHANCEMENT: PROSPECTIVE APPLICANTS UPDATE FOR 2010**

**SPEAKER(s):**

**Patricia (Pat) Fisher**

Pat Fisher has been Oregon's TE Program Manager since 1998. Her first work out of college was as a Biology Technician for the US Forest Service and Bureau of Land Management. She began her transportation career in 1984 with one year as an Engineering Technician on the survey crew and then six years as an Environmental Coordinator for the Oregon DOT and Idaho Transportation Department.

In Idaho she also spent two years managing the department's NPDES (stormwater) program and four years as statewide Metric Conversion coordinator.

Pat has a BS degree in Geography from Oregon State University. She lives in Salem with her husband, Chuck. In her spare time Pat enjoys hiking, biking, skiing, gardening and softball.

### **ABSTRACT**

The Transportation Enhancement program provides federal transportation funds for special activities not normally required on a highway or transportation project. The funds are available for twelve "TE Activities" which include pedestrian and bicycle projects, landscaping and scenic beautification, transportation-related historic preservation, and certain kinds of environmental mitigation. Through ODOT, Oregon awards about \$8 million per year in TE projects. These projects often support efforts to promote tourism, economic development, historic preservation and non-motorized transportation.

The presentation will give an overview of the TE program intent, eligibility requirements, the application and project selection process, and examples of completed projects around the state. Opportunities to use TE funds in coordination with other programs such as Scenic Byways, Safe Routes to School, and the Transportation Growth Management programs will also be covered.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Know the intent of the TE program and types of projects funded
  2. Know the process for submitting project proposals and when applications will be accepted
  3. Know how TE funds can be used in coordination with other state or local funds
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3:30 – 4:30 p.m.

## **THE OREGON SOLAR HIGHWAY PROGRAM**

### **SPEAKER(s):**

**Allison Hamilton**

Allison Hamilton joined ODOT's Office of Innovative Partnerships as project director in May 2005, and in 2007, initiated and now directs the Oregon Solar Highway Program ([www.oregonsolarhighway.com](http://www.oregonsolarhighway.com)). She comes with a varied background in public transportation and private consulting.

Allison joined ODOT in 1985, analyzing innovative construction procedures and evaluating

experimental products. She held various staff positions in the Research, Right of Way, Traffic Engineering, Preliminary Design, Programming, Planning, and Financial sections. In 1988, she headed a special project in coordination with the Defenders of Wildlife to implement Oregon's Wildlife Viewing Area Network.

In the late 1980s, Allison left ODOT to take a position with Barrett Consulting Group on Guam. Working in partnership with the government of Guam and RW Beck, she was involved in developing an Island Water Master Plan, and served as project manager designing and implementing controls at an EPA Superfund Site.

In the early 1990s she returned to ODOT, and in 1996 became manager of the Statewide Transportation Improvement Program. In 2002, she headed the department's Value Engineering program, and in 2004 she became manager of the new Performance Management and Resource Planning Unit, a position she held until coming to OIPP.

The Solar Highway project won the 2008 WTS Portland Chapter Project of the Year award and the US Department of Transportation's Judges Award for Special Recognition in the 2009 AASHTO Biennial Environmental Excellence Awards. Further, Allison was a co-winner along with PGE's project manager Mark Osborn, of the Oregon Department of Energy's 2009 Oregon Solar Pioneer Award.

Allison holds a Bachelor of Science degree in Civil Engineering Technology and an Associate of Science degree in Structural Engineering Technology from the Oregon Institute of Technology. She is an organic farmer and avid gardener living on a ten-acre forested property southwest of Salem with her husband and two dogs, Sufi and Safara, adopted from Beirut, Lebanon.

## **ABSTRACT**

Last December, the Oregon Department of Transportation (ODOT) completed the nation's first solar photovoltaic project in the highway right-of-way, lighting an interchange. The 594 solar panels produce nearly 112,000 kilowatt hours annually and use the utility grid as a battery, supplying energy during the day to light the interchange at night. The project was completed just 135 days after agreements were signed. The prototype project cost \$1.28 million, but through an innovative public-private partnership with Oregon's largest utility - Portland General Electric - ODOT pays no more than it would pay for power from the grid. The project demonstrates that solar arrays can complement and not compromise the transportation system. Oregon's state transportation system has nearly 19,000 lane miles of right-of-way; solar arrays on less than 1% of Oregon's right-of-way could supply the nearly 50 million kilowatt hours needed annually by the state transportation system. The power of the future is here today.

## **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. understand the financing mechanism for these innovative public-private partnership projects
  2. understand the siting requirements for solar highway projects
  3. understand why the State is involved in development of renewable energy projects
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## Transportation Track Friday, October 9, 2009

9:00 – 10:00 a.m.

### WEST SIDE EXPRESS SERVICE: THE WASHINGTON COUNTY COMMUTER RAIL PROJECT

#### **SPEAKER(s):**

**Steven D. Witter**

Steve Witter is a project director for TriMet's Capital Projects group. Mr. Witter is currently the Transit Director for the Columbia River Crossing Project. The Columbia River Crossing Project (CRC) will build a replacement I-5 bridge across the Columbia River and extend light rail from the Portland Expo Center station to Clark College in Vancouver.

Prior to this position, Steve was the Director for the Westside Express Service (WES) Commuter Rail construction project. This new line, a 14.7 mile project linking the Cities of Wilsonville, Tualatin, Tigard and Beaverton, is Oregon's first commuter rail line and one of the few suburb-to-suburb lines in the nation.

Steve has been with TriMet since 2001, working on projects including the Interstate MAX line, and serving as the PE designer for the Green Line stations and park and rides.

Prior to TriMet, Witter taught architecture at Portland State University (PSU). Steve earned a Masters in Architecture from the University of Oregon (1996) and a B.A. from PSU.

#### **OUTLINE**

- I: The Inception of the Washington County Commuter Rail Project: West Side's North South Project
- II: Bringing the players together: Four City's, a County, and a Rail Road
- III: The FTA and the Railroad: Funding and Design Challenges
- IV: Workin' on the Rail Road: Construction highlights
- V: Opening the Line and Beyond: Next Station Salem

#### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Understand about working in Operating Railroad Corridors
  2. Understand challenges with implementing Multi-jurisdictional projects
  3. Understand challenges with implementing FTA funded projects
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11:00 – 12:00 a.m.

### SCENIC BIKEWAYS PROGRAM

#### **SPEAKER(s):**

**Alexandra Phillips, Bicycle Recreation Coordinator, Oregon Parks and Recreation Department**

Alex Phillips has 12 years of experience in facilitating partnerships in the west. She facilitated an interagency team of county, state, tribal and federal agencies with shared management responsibilities for the John Day River. Alex is currently the Bicycle Recreation Coordinator for OPRD working closely with department trails and outdoor recreation planners, Oregon Department of Transportation's Bicycle and Pedestrian program, other state and federal agencies, nongovernmental organizations, and bicycle-dependent businesses to identify and establish bicycle recreation routes and paths; bring communities in contact with planning, design, funding and networking resources necessary for effective, durable recreation bicycle system development and coordinates with organized cycling clubs to promote and develop OPRD's bicycle recreation programs.

**ABSTRACT**

Do you have great roads? Is it beautiful where you live? If so, you probably have cyclists out discovering your part of Oregon already. The Oregon Scenic Bikeway Program was established to showcase the Oregon we love, from the view of your bike. This presentation will provide you with the tools to understand the designation process, who the Oregon Scenic Bikeway Committee is, what the program is looking for in bike routes and what your role could be in ensuring that cyclists have the best experience possible in your jurisdiction. OPRD's goal is to establish good communication between you and the local bikeway proponent groups to provide the best experience possible for cyclists.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Participants will become informed of the Scenic Bikeways Program and the local jurisdiction's role in the process.
  2. Provide an opportunity to work cooperatively with different groups to promote your region.
  3. Provide public works professionals an opportunity to give feedback on the program.
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2:00 – 3:00 p.m.

## MANIFESTING GENDER CAPACITY IN LEADERSHIP

### **SPEAKER(s):**

#### **Lori Davis, MBA**

Lori has worked for the City of Eugene for 20 years in the departments of Police, Public Works, and Library, Recreation, and Cultural Services. Lori received the Sigma Beta Delta business honor society award as part of her recent Master's Degree program. Lori is a member of the Lane Community College Business Advisory Board.

#### **Peggy Keppler, P.E., P.L.S.**

Peggy has a BS Civil Engineering from Oregon State University and has worked for Eugene's Public Works Engineering Division since June 1990. Peggy has over 30 years experience working in Public Works, starting as an engineering office assistant, earning a degree, and moving through the positions to team manager. For the past 7 years, Peggy has been the Engineering Development Review Manager.

#### **Becky Taylor WM (Working Mom)**

Becky has worked for the City of Eugene for 21 years in the departments of Planning and Development and Public Works. Becky is self-educated and rose through the ranks, from a clerk to a project manager, by seeking opportunities in non-traditional ways. Becky is recognized for her extraordinary ability to analyze processes and implement tools and changes for increased efficiency and effectiveness. Becky has a ten-year-old daughter.

### **ABSTRACT**

In this presentation you are going to learn what "gender capacity" is and how you can develop gender capacity for personal development. Now that more women are working in non-traditional roles, it is important to recognize gender capacity differences and the challenges women face as they develop their leadership skills. Attributed feminine gender capacities have brought new approaches and perspectives to these non-traditional roles. In the process of recognizing gender capacity differences, you will see how you can support both genders in utilizing the full continuum of masculine and feminine capacities.

This presentation will lead the attendees through a gender capacity comparison so that they can examine the differences in work techniques, methods, communication and resources and then see how gender capacity enhances how work is accomplished. As leaders in public works, we can raise awareness, encourage enrollment, and increase retention of women in public works related fields, and more importantly, leadership positions by utilizing capacities. This is more than a matter of mentoring women it's recognizing and developing gender capacities that create effective leadership skills. Gender differences can work together to provide a balanced approach to accomplishing work.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Identify gender capacities and utilize their strengths to build stronger leaders.
  2. Remove gender-identified stereotypes that hinder individual development.
  3. Apply the principles of gender capacity to help your organization perform at a higher level.
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**3:30 – 4:30 p.m.**

### **ESF #3 PUBLIC WORKS AND ENGINEERING MISSIONS FOR FEMA RESPONSE AND RECOVERY**

#### **SPEAKER(s):**

**Michael Beard, Regional Emergency Manager, US Army Corps of Engineers – Northwestern Division**

Mike is the Regional Emergency Manager and the Chief of the Emergency Management Division, in the Northwestern Division Headquarters in Portland, OR.

Mike has been in the Emergency Management field since 1980, but has been active in emergency response and recovery activities since 1977. Prior to EM, Mike worked in the Hydraulics Branch in Engineering Division and the Operation Division, as the Fleet and Plant Manager in the Maintenance Engineering Branch and as the Emergency Manager in the Emergency Management Branch of in Louisville District. While working in the EM shop Mike has worked details in Headquarters USACE, the South Atlantic Division and the South Pacific Division. Mike serves as an instructor for both Corps of Engineer authorities and ESF #3 response under the Stafford Act and the National Response Framework (FEMA authorities). Mike is certified as an Emergency Support Function #3 Team Leader, a member of the ESF #3 Team Leader Cadre. He has worked as the Corps of Engineers ESF #3 Team Leader for several response and recovery events, including the World Trade Center (9-11) response.

Mike has a Bachelor of Science degree in Mechanical Engineering and a Masters degree in Business Administration. He is a Registered Professional Engineer in Kentucky, with his license in both Mechanical and Civil Engineering. He has received the EM of the Year Award from both CELRD and HQUSACE. He has served a member and officer in Society of American Military Engineers, on a Board of Trustees of a college in Central Kentucky, and served on a Board of Education.

#### **ABSTRACT**

This presentation will summarize Public Works and Engineering Missions (ESF #3) that the U.S. Army Corps of Engineers (USACE) is typically asked to execute by the Federal Emergency Management Agency (FEMA) to support response and recovery efforts in a state after a natural disaster. These missions include: Debris; Emergency Power; Critical Public Facilities; Water and Wastewater System Evaluation and Repair.

The presentation will provide examples of past missions and focus on the State/FEMA/USACE role in ensuring mission success.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Understand how to make a request for assistance in the event of a presidentially declared disaster.
  2. Understand the local/state role in ensuring success for a variety of ESF #3 missions.
  3. Understand the difference between the USACE role in FEMA events and the USACE role under its own authorities.
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**Management Track Thursday, October 8, 2009**

**9:00 – 10:00 a.m.**

**LEADERSHIP ROLES IN GOVERNMENT: FROM CITY ENGINEER TO CITY MANAGER**

**SPEAKER(s):**

**Daniel Danicic, PE, MPA, City Manager**

Dan Danicic has worked for the City of Newberg for nine years. Hired in 2000 as the City Engineer he was promoted to Public Works Director in 2005 then to City Manager in 2008.

Prior to the City of Newberg, he worked for SP Engineering in Anchorage, Alaska, Symonds Consulting Engineers in Portland, and the City of Gresham.

He is a graduate of the University of Alaska Anchorage in 1986, awarded a Bachelor of Science in Civil Engineering. In 2009 he obtained his Masters in Public Administration from Norwich University in Northfield, Vermont.

**ABSTRACT**

The retirement of the baby boomer generation is creating a leadership vacuum in local government agencies. The next generation of leaders has not been adequately mentored. The opportunities range from City Engineer to Public Works Director to City Manager. I hope to demonstrate that professional engineers are in a position to apply their training and expertise to provide leadership. I hope to inspire some to move out of their comfort zone and aspire to lead their organizations.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Civil engineering training provides many key skills important to successful leadership roles in municipal government
  2. Understand key elements of leadership in local government
  3. See being the City Manager is not as scary at it seems.
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10:30 – 11:30 a.m.

## WHEN FLOODS BECOME FUN AGAIN - PLAYING IN THE SANDBOX WITH YOUR FRIENDS AGAIN

### **SPEAKER(s):**

**Les Miller, ACOE**

Les has a Bachelor of Science degree in Civil Engineering, Washington State University, 1977; Factory Mutual Engineering, Loss Prevention Consultant, Bellevue, WA, 1977-80; US Army Corps of Engineers (USACE), Walla Walla District, Military Mobilization Plans Manager, 1981-88; Professional Civil Engineer, Washington State, 1987-present; USACE, Portland District, Chief, Emergency Management Branch, 1988-2007; Portland District, Flood Preparedness Program Manager, Readiness Branch, 2007-present; ASCE Associate Member, 1980-94; Society of American Military Engineers, Member, 1980-2004; Oregon Emergency Management Association, 1995-present, President 2004-05; APWA Oregon Chapter 1990-present

### **ABSTRACT**

When you were growing up, were you fortunate enough to have a neighborhood sandbox where you learned to share and play nicely? There were many unwritten rules, but some pretty strongly spoken ones by your parents and especially the keeper of the sandbox. In today's economy, the difficulty in improving, let alone maintaining our communities, rides on wise investment and preventing losses. Floods, are the most common and costly natural hazard in the northwest and yet our infrequent experience with devastating events like the February 1996 Flood is our rationalization for not developing plans and specifications for preventing/reducing even greater economic damages and losses through the wise use of flood fighting as a hazard mitigation measure. This presentation is designed to stimulate the student's curiosity and excitement in making new friends who want to play in the flood fight sandbox.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Who's sandbox are we going to (what must, should and needs to be protected from flood damage in our communities and to our infrastructure)?
  2. What are the best toys (resources) and who has them (public or private)?
  3. When do we get to play (flood fight)?
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2:00 – 3:00 p.m.

## NAVIGATING THE SELECTION GAUNTLET AMONG DBB, DB AND DBO CONTRACT OPTIONS: DIALOGUES WITH PUBLIC OFFICIALS, THE UNION, AND INDUSTRY EXPERTS

### **SPEAKER(s):**

**Delora Kerber, P.E.**

Delora Kerber has been the Public Works Director for the City of Wilsonville for the past three years. She is responsible for the operations and maintenance of the City's infrastructure for

wastewater collections and treatment, water treatment and distribution, storm water, roadways, parks and buildings.

As a member of the management team, Ms. Kerber collected, and presented information supporting management's recommendation to use a Design-Build-Operate contracting method for the City's wastewater treatment plant improvements.

Ms. Kerber is the supervisor of the employees at the wastewater treatment plant that would be affected by the choice of alternate contract. Her department is a major stakeholder in the successful completion of the project and her department will administer the operations portion of the contract.

Ms. Kerber received a B.S. in Engineering from Oregon State University (Go Beavers!) and is a licensed engineer in Oregon and Washington. Her 26 years of experience in the public works industry has been evenly split between the public and private sectors. She is a member of APWA, AWWA and WEF.

### **ABSTRACT**

The City of Wilsonville spent over a year and a half diligently considering the question "What alternative project delivery approach, if any, is right for this project?" For the City, the project is the upgrade and expansion of the its wastewater treatment plant in order to address operational issues as well as growth in the community. These improvements need to be completed in the near future to meet growth demands. While the City has watched other municipalities in the Pacific Northwest successfully implement infrastructure projects under Design-Build and Design-Build-Operate, and while the City itself is currently reaping the benefits of a Design-Build with separate operate approach for its drinking water system, the decision to apply one of these models to its wastewater needs was not a slam dunk. At 50 million dollars this project is the city's largest capital outlay to date. This case-study presentation will share the thorough, step-by-step decision making process the City of Wilsonville undertook in order to confidently select the optimal project delivery.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. To identify the most appropriate alternative project delivery method, if any, for the City's wastewater treatment plant upgrade project by conducting outreach and research on the application of alternative project delivery methods.
  2. To design and implement a decision making process, through the use of industry experts and municipal champions, that was thorough and supportable enough to achieve City Council buy-in for an alternative delivery approach.
  3. To construct a robust procurement process that will address specific City concerns and protect its interests by identifying and applying specific requirements to the public-private partnership while complying with the project schedule.
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3:30 – 4:30 p.m.

## DISCRETIONARY IMMUNITY: IS THERE AN EFFECTIVE VACCINE?

### **SPEAKER(s):**

#### **Bill Blair**

Bill Blair has almost 40 years of experience in public sector law, serving as an Assistant City Attorney in Salem, Oregon, and now in the Office of County Counsel for Washington County. He has a JD from Willamette University College of Law, and has tried lawsuits and argued appeals in all levels of Oregon trial and appellate courts, as well the United States District Court and U.S. Court of Appeals for the Ninth Circuit. His principal practice area is litigation, primarily self-insured defense of lawsuits against Washington County.

#### **Lorrie Skurdahl**

Lorrie Skurdahl has more than 25 years of experience in local government law and serves as Senior Assistant County Counsel for Washington County. She received her JD degree from the University of Oregon. Her practice focuses on advice to the county on all aspects of public works, including public contracts, finance, real estate, construction, and maintenance.

### **ABSTRACT**

We will present a background of the evolution of discretionary immunity in Oregon, followed by practical examples of how to structure public works design and maintenance decisions to take best advantage of this immunity, and then involve the audience in analyzing particular fact situations and how the plaintiff might respond to the defense of discretionary immunity in these scenarios. Questions are welcomed at any point in the presentation; audience participation in the final segment is encouraged.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to:

1. Understand the fundamental nature of discretionary immunity in Oregon.
  2. Apply the fundamental concept to their own operations.
  3. Visualize application through concrete examples.
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**Management Track Friday, October 9, 2009**

**9:00 – 10:00 a.m.**

## **HOW TO MAKE YOUR ORGANIZATION VALUES COME ALIVE**

### **SPEAKER(s):**

#### **Linda Lucas - Principal, Coraggio Group:**

Linda's focus is the cultural health and alignment within organizations. Linda helps individuals and organizations strengthen their self-awareness and embrace the human dynamic within their environment to create a more effective culture. Her interest in organizational development is influenced by 16 years of experience in marketing and advertising. Prior to relocating to the Pacific Northwest, Linda worked in account management at the Chicago office of ad agency Leo

Burnett where she supported some of the world's leading brands. Linda is certified in DiSC Behavioral Assessment and Hogan Assessment systems.

**Ellen Raim - Principal, Coraggio Group:**

Ellen began her career more than 20 years ago as a labor and employment attorney for one of the largest law firms in the country. She has held executive roles inside large organizations where she designed and deployed people strategies to complement the company's strategic direction. Her work has included large scale change management, improving innovation, designing people initiatives to enable business strategies and building employee engagement. Ellen has a B.A. in Economics from Brown University; an M.A. in Organizational Design from Seattle University and a J.D. from the University of Miami School of Law.

**ABSTRACT**

About a year ago, the City of Tigard (COT) Executive Staff decided they wanted a clearer roadmap for how to operate in a way that everyone was truly proud of – a place that had a true commitment to its employees, the community, and to excellence. They hired the Coraggio group to help them find this strategic clarity. Out of this work came the idea that they wanted the City of Tigard to feel like a “place to call home”.

In order bring this shared vision to life, COT identified the values that would influence their reputation:

- Respect and Care – for each other and the residents of the City
- Do the right thing – look for solutions
- Get it done – go the extra mile, help the residents and each other to succeed

Having identified the values, COT launched a “pilot” program with its Public Works Department to embed these values in to the culture. In other words, the Public Work department took on the challenge of getting their employees to change their behavior so that they role modeled the values.

Our presentation will inspire other Public Works leaders to create a shared vision that breaks down silos. Attendees will understand how to use a strategic clarity framework to create this shared vision. Finally, participants in our session will be able to offer their Executive Staffs practical and tactical tips on creating a reputation for their City that is valued by employees and citizens alike.

**Learning Objectives:**

At the end of this SESSION, participants will be able to:

1. Understand how to build a shared commitment to an aspiration (what they want to be known for). This will improve overall health and productivity of the organization.
2. Develop a clear overview of how to make the shared vision come alive within the organization.
3. Gain practical insights and applications from the (COT) Integration program case study.

## OREGON PUBLIC WORKS COOPERATIVE ASSISTANCE AGREEMENTS

### **SPEAKER(s):**

**Luci Moore, ODOT Maintenance & Operations Engineer**

Luci has worked 21 years at ODOT, the last 5 years as State Maintenance Operations Engineer with management oversight of ODOT's emergency response program and incident response programs. Luci has an M.S. degree in civil engineering from SMU and has Incident Command Service training.

### **ABSTRACT**

Public Works agencies in Oregon are invited to become parties to the Oregon Public Works Emergency Response Cooperative Assistance Agreement. ODOT and many local public works agencies are already parties to the agreement. The agreement:

Enables public works agencies to support each other during an emergency.

Provides the mechanism for immediate response to the requesting agency when the responding agency determines it can provide the needed resources and expertise.

Sets up the documentation needed to seek maximum reimbursement possible from appropriate federal agencies.

This presentation will explain what's in the agreement, how to become a party to it, and how to use it to obtain or provide resources during an emergency.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Describe how to become a party to the Oregon Public Works Emergency Response Cooperative Assistance Agreement.
  2. Describe the advantages of becoming a party to the agreement.
  3. Describe how to use the agreement to obtain resources or to provide resources to another party during an emergency.
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2:00 – 3:00 p.m.

## APPLYING SUE TO LOCAL PROJECTS - THE STATE OF THE PRACTICE

### **SPEAKER(s):**

#### **Kevin Thelin, P.E.**

Kevin Thelin, P.E., graduated from Portland State University with a BSCE in 1993 and joined MSA shortly thereafter in an interim capacity while he completed a variety of overseas water supply contract work assignments for a Canadian development organization. Since 1996 he has served full-time as a key project manager completing a variety of challenging municipal engineering projects. Kevin was named a firm principal in 2002 and a vice president in 2008. He leads MSA's Subsurface Utility Engineering (SUE) group and serves as one of MSA's key ODOT-project managers. Kevin also serves as one of MSA's key District Engineering representatives, including West Slope Water District, a role in which he has been responsible for many successful water supply, transmission, distribution and storage projects, many related to state transportation projects.

Kevin served through the officer rotation of the AWWA's NW Oregon Subsection and was elected as a PNWS-AWWA trustee in 2006. Prior to his work at MSA, he managed several water supply projects in Zaire, Burundi and Rwanda in the late 1980s and early 1990s through his early career work with the Peace Corps and "Terre Sans Frontières".

#### **Fulgence Bugingo, P.E**

Fulgence Bugingo, P.E. graduate in Civil Engineering from the National School of Public Works (ENTP) Algiers, Algeria. He is a registered professional engineer in the State of Oregon and serves as one of MSA's lead project engineers for SUE projects. Fulgence's SUE projects have been principally with the Oregon and Washington Departments of Transportation. Fulgence has also completed a variety of analysis, design, planning, coordination and construction administration assignments for numerous utility and roadway improvement projects. Prior to joining MSA in 2002, he served as a project engineer for water supply projects in Rwanda with French and Canadian organizations and also worked with the International Committee of the Red Cross during the 1990s.

### **ABSTRACT**

The presentation will focus on two local Subsurface Utility Engineering (SUE) projects (Brutscher St to Main St Highway 99 project in Newberg and Highway 101 from 16th Street to 36th St in Lincoln City). Elements from other complex projects, including the recently completed I-5 at Beltline Interchange project, will be discussed. These examples demonstrate how SUE and utility coordination are currently applied in transportation projects to minimize conflicts, facilitate design, and increase cooperation and collaboration between utilities and public agencies. Documentation of varying SUE quality levels will be discussed, including records research, field investigations, facilities modeling, and final reporting.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Understand the SUE process, the various quality levels associated with it and they interface with utility coordination efforts to minimize utility related project conflicts.
  2. Determine which SUE quality levels to use during a project.
  3. Identify the effective documentation of SUE and utility coordination efforts.
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3:30 – 4:30 p.m.

**OREGON REAL TIME GPS NETWORK AND GRAVITY SURVEY**

**SPEAKER(s):**

**Kenneth Bays, P.L.S., ODOT**

Kenneth Bays, PLS, is the Lead Geodetic Surveyor for the Oregon DOT Geometronics Unit and he is the technical manager of the Oregon Real-time GPS Network.

He is a registered professional land surveyor in Alaska and Oregon.

Before starting with Oregon DOT in 2005, Ken had a 30 year career with the U.S. Bureau of Land Management as a land surveyor and geodesist working in the states of Alaska, Arizona, and Oregon.

In 1994, five years after the overthrow of communism in Romania, he was selected to participate in a World Bank sponsored project to establish the first High Accuracy GPS Survey in Romania. The National Geodetic Survey coordinated the project and the project was awarded the H. Arnold Karo Award by the American Society of Military Engineers for outstanding scientific and engineering contributions.

He is a member of the Professional Land Surveyors of Oregon, the Institute of Navigation, the America Association of Geodetic Surveyors, and the America Congress on Surveying and Mapping. He is a cross-county skier and an ardent long distance motorcyclist.

**ABSTRACT**

Part One of the presentation will give an update on the status of the Oregon DOT's Oregon Real-time GPS Network (ORGN), including a brief history of the development of GPS use by the civilian sector, and a description of how the ORGN uses state-of-the art GPS technology to benefit the public and private sectors in Oregon.

Part Two of the presentation will feature the 2007 Gravity Survey in Oregon, which was conducted in cooperation with the National Geodetic Survey (NGS), the Oregon DOT, and other partners. The purpose of the gravity survey was to update and densify gravity readings in Oregon, which will provide NGS with data to develop a more accurate next-generation gravity-

based geoid model. The presentation will explain how a more accurate gravity-based geoid model will increase the accuracy of GPS-derived orthometric heights in Oregon.

Both the Oregon Real-time GPS Network and Gravity Survey are components of ODOT's long term height modernization strategy in Oregon.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Know why the Oregon Real-time GPS network benefits the State of Oregon scientifically and economically.
  2. Know how the gravity observation campaign in Oregon contributes to scientific knowledge and GPS accuracy and efficiency in Oregon.
  3. Understand how Oregon DOT is using both the ORGN and the gravity survey as part of a "Height Modernization" program in Oregon and know the benefits of that height modernization.
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**Utilities Track Thursday, October 8, 2009**

**9:00 – 10:00 a.m.**

**LOW IMPACT DEVELOPMENT APPLICATIONS (LIDA) HANDBOOK UPDATE**

**SPEAKER(s):**

**Carrie Pak, Engineering Division Manager:**

Carrie has been with the Clean Water Services serving as the Engineering Division Manager since early 2006. She has over 22 years of both private and public agency experience in managing various engineering and policy issues related to wet weather, sanitary system, and stormwater management. Carrie has a BS in Civil Engineering and a MS in Engineering Management.

**ABSTRACT**

Clean Water Services provides water resources management for the urbanized Washington County. As part of an integrated water resources management strategy, the District recently completed the Low Impact Development Approaches (LIDA) Handbook. CWS has been providing stormwater runoff treatment with green infrastructure for over 20 years. This presentation will provide highlights of the District's approach to expanding this program with the use of LIDA practices.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Better understand existing requirements
  2. Understand how and where to use LIDA practices
  3. Walk away with informative fact sheets for LIDA practices
-

10:30 – 11:30 a.m.

## CONSTRUCTING A 4.0 MILLION GALLON RESERVOIR IN TOUGH ECONOMIC TIMES

### **SPEAKER(s):**

#### **Neal Wallace, City of Seaside Public Works Director**

Neal Wallace graduated from Oregon State University in 1985 with a Bachelor of Science in Forest Engineering. He became registered as a Land Surveyor and spent 5 years working construction in the Boston area on projects like Rebok's World Headquarters, the Boston Harbor Project, and the Third Harbor Tunnel. He moved to Seaside in 1993, spent five years with HLB and started with the City of Seaside in 1998. He has been Public Works Director since 2004.

#### **Chris Uber, Murray, Smith & Associates, Inc. Senior Vice President**

Chris graduated from Portland State University in 1985 with a Bachelor of Science in Civil Engineering. After working for the City of Portland's Water Bureau and Bureau of Transportation he joined the firm of Murray, Smith & Associates, Inc. (MSA) as a civil engineer in 1987. He and was named Vice President in 1995 and Senior Vice President in 2008. Chris has extensive water and sewer system master planning, design and construction management experience and is currently managing the majority of MSA's water system master planning work.

### **ABSTRACT**

Many municipalities are facing tough economic times. This session describes how the City of Seaside with a population of about 6,000 people, set about constructing one of the largest projects in the City's recent history - the 4.0 Million Gallon Peterson Point Reservoir. Project planning began as part of a water system master plan that confirmed significant distribution system pressure fluctuations were in part caused by inadequate system storage. The project is tracked from the planning stages through final construction, complete with project challenges and surprises. The presentation includes a discussion of how the project team met and overcame challenges, including land acquisition and land use permitting needs as well as keeping the project within budget in tough economic times.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Understand sizing distribution system storage reservoirs
  2. Understand variables influencing siting steel and concrete storage reservoirs
  3. Be familiar with reservoir siting land use processes.
- 

2:00 – 3:00 p.m.

## RAINWATER HARVESTING: CAPTURE-FILTER-REUSE

### **SPEAKER(s):**

**Lisa Sweet**

Lisa joined Aquascape over five years ago and has a varied professional background. She has been involved in training, educating, marketing, and building of water features: ponds, pondless, and small water features, within her six state markets. She has recently begun working to bring the message of rain water harvesting to her customers via the RainXChange system and is becoming a strong proponent of capturing, filtering and reusing our natural resource, water.

Lisa recently spent a week in July in Chicago learning from J.F. New how to install rain gardens and installed five for local homeowners in the Sugar Grove, IL area as part of Aquascape's Green Community Makeover Movement, wherein Rainwater harvesting systems, rain barrels, energy efficient lighting and shoreline reclamation projects were simultaneously conducted over a two day period to green up this neighborhood.

Lisa lives in Molalla, Oregon with her husband, daughters, and furry friends. In her spare time she enjoys water gardening, gardening, camping, social networking, and reading.

### **ABSTRACT**

Water is the most important resource we have, everything is connected to it and we will perish within days without it. Is this good or bad? Why? For most of us it's easy and cheap to get water and we take it for granted. We are not paying for the true cost of water and we have the cheapest water in our civilized world. It has a huge value with a small price tag - that's why it's thoughtlessly wasted. Water costs over the next ten years will increase dramatically and according to the E.P.A the average American family of four uses approximately 400 gallons of water per day. 280 gallons is used indoors...how much of this has to be drinking water quality? Approximately half, 120 gallons, is used outdoors...how much of this has to be drinking water quality...none.

We'll briefly explore the impacts and issues of storm water and urban runoff and how this affects our water supply and then we'll move into methods of rain water harvesting, including the RainXChange rain water harvesting system. We'll look at LEED credit potential, how the system can be used in combination with a rain garden or on permeable paver projects, and a couple of projects other municipalities have recently installed - RainXChange is the perfect marriage between rain barrels and rain gardens.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. See the true reality of how precious water is to our planet.
  2. Understand some of the issues and impacts of storm water and urban runoff.
  3. Explain what Aquascape's perfect marriage of two widely accepted strategies of rain barrels and rain gardens is and how it might be adapted to your particular projects.
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3:30 – 4:30 p.m.

## SOCIAL STYLES OF PUBLIC-PRIVATE PARTNERSHIPS

### **SPEAKER(s):**

**Doug McGillivray**

Doug has 20 years experience in Emergency Management; in both the public and private sectors. He has served as police officer in California and as a firefighter and fire company officer in Alaska. He is also a veteran of the US Army Special Forces and has owned and operated several small businesses.

Doug is a member of: Oregon Emergency Management Association, International Association of Emergency Managers, Special Forces Association, Professional Association of Dive Instructors.

Doug's education includes: San Jose City College, (Pre-Med) University of Alaska, Anchorage, (Business, Paramedic); Royal Conservatory of Toronto, (Classical Piano)

### **ABSTRACT**

Over the last twenty or so years, there has been a mounting realization that the public and private sectors need to be working more closely together. Recent major disasters have served to reinforce this idea and our goal is to make 2009/2010 a time for unification of the two sectors – at least in an emergency management sense. Each sector has a unique role to play and brings a framework of individuals and great inventories of resources to the table. This session takes a look at how to develop a team and teamwork philosophy within that framework of individual resources that will work for both public and private sectors and assist in building greater response capabilities.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Discuss the importance of complete communication.
  2. Define the term “social styles”.
  3. Discuss how social styles play a role in developing any team.
- 

**Utilities Track** Friday, October 9, 2009

**9:30 – 10:30 a.m.**

**2009 PROJECT OF THE YEAR AWARD: BEAVERCREEK ROAD, OREGON CITY**

### **SPEAKER(s):**

**Ki Bealey**

Ki Bealey graduated from Oregon State University with a B.S. in Civil Engineering. He is a registered Professional Engineer in both Oregon and Washington, with 12 years of civil engineering experience. Mr. Bealey has worked as project manager for Oregon City.

**Nancy Kraushaar**

Ms. Kraushaar, who is the City Engineer and Public Works Director for Oregon City, on four major road improvements projects, including one of this year's APWA National Project of the Year award winners, Beaver Creek Road Improvements.

### **ABSTRACT**

Mr. Bealey and Ms. Kraushaar will present on design and construction practices employed for this award-winning multimodal transportation project in Oregon City. Their discussion will highlight the importance of Oregon City's sustainability goals in shaping the project design, including incorporating pedestrian, bicycle and transit facilities; and reducing vehicle idling (and thus emissions) with the use of flashing left-turn phasing arrows. They will also discuss the project's use of Green Streets to approach sustainability through the use of bioswales and other such onsite stormwater treatment methods. The second portion of the presentation will highlight best practices for construction, including construction sequencing, access management, relationships with contractors, and construction material reuse, as well as this project's public involvement efforts.

### **Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

4. Sustainability
  5. Innovation and Creativity
  6. Construction Best Practices
- 

**11:00 – 12:00 a.m.**

## **AQUIFER STORAGE AND RECOVERY: A TOOL FOR MANAGING OREGON'S DRINKING WATER**

### **SPEAKER(s):**

**Larry Eaton, GSI Water Solutions, Inc.**

Larry Eaton has more than 20 years of experience conducting water resources and environmental investigations in the Pacific Northwest, and managing mineral resource evaluations in the United States and overseas. He has expertise in groundwater supply, aquifer storage and recovery (ASR) investigations, and water rights. Since 1999, Larry has been the project manager for the City of Beaverton's successful ASR program. He is experienced in working with the Oregon Water Resources Department (OWRD), Oregon Department of Environmental Quality (DEQ), and Washington State Department of Ecology (Ecology). He is knowledgeable about Oregon and Washington groundwater rights. Larry is a founding principal at GSI. He has an MS and BS in geology, and an MS in civil engineering (water resources). He is a registered geologist in Oregon and a licensed geologist/hydrogeologist in Washington.

### **ABSTRACT**

Population growth in Oregon is rapidly converging with the reality of a limited drinking water resource. Obtaining water rights for the expansion of existing water resources or to develop new water resources is only becoming more difficult. Water providers are using new and/or

innovative ways to sustain their sources of drinking water and to meet future demands and Aquifer Storage and Recovery (ASR) is such a management tool. ASR stores water when it is abundant (winter) for later use when it is scarce (summer). This presentation will provide a basic overview of ASR, and it will provide examples of successful Oregon ASR projects – Tigard and Beaverton.

**Learning Objectives:**

At the end of this SESSION, participants will be able to: (List three learning objectives)

1. Basic understanding of ASR Technology
  2. Key factors need to successfully implement ASR
  3. Economics of ASR
-