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A Strong Chapter

Our chapter’s board of directors and many of its committees have been busy since our last publication. I would like to highlight several of the activities and credit the people who have been working hard to create a strong chapter for our members.

Caroline Barlow is working with students at Gonzaga University to create an APWA Student Chapter. She already has been chairwoman for the Emerging Professionals Committee, which has been meeting regularly, and she invited students from Gonzaga to attend the Fall Conference in Spokane. Since then, the students, led by Brianna May, have received the university’s approval to establish a chapter and are in the process of registering with APWA National. Congratulations Caroline and Brianna.

Lauren Behm was selected for the APWA National Emerging Leaders Academy 2012-2013 class. Their class project is to develop a tool kit for establishing student chapters. This tool kit will include student outreach materials, guidance for social media, tips for how to work with universities and other supporting information. The Academy class is working with APWA National and conducting a pilot project at the University of California, Irvine. They are also coordinating with Caroline on a student competition.

Kirk Holmes, our Treasurer, and Derek Mayo, our 2012 Young Leader Recipient, have been inspired by Caroline and Lauren and are talking with Central Washington University’s Construction Management Department about forming a student chapter. Thank you all for your efforts to engage young people into the public works profession and our organization. All of their efforts will help us to build strong student chapters in Washington.

Meanwhile, the Government Affairs Committee has been working to engage APWA in Washington’s legislative process. With support of the board, the committee has retained Michael Shaw as our chapter’s lobbyist in Olympia. He will keep us informed about legislation.

“If you plan to visit your legislators in Olympia, please consider coordinating with the committee and advocating for APWA initiatives.”
“So many people are actively contributing to our chapter, which is what makes it one of the premier chapters in the country. While it’s nice to be a large chapter (we are currently second in the nation), it’s even better to be a strong chapter with the best services for our members.”

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affecting public works, so that we can get involved and use our reputation and clout. Look forward to receiving regular reports and please let us know if you want to get involved. If you plan to visit your legislators in Olympia, please consider coordinating with the committee and advocating for APWA initiatives. Thanks go to Kathy Robertson, Scott Egger, Jim Rioux, and Chuck Hinson for their efforts on this project.

On February 22, we will hold a half-day workshop for most of our committees. The purpose is to create awareness of related or overlapping programs and initiatives within our committee structure. We also want to create a system of collaboration to more effectively achieve our strategic goals. The meeting will be at Pierce County’s Environmental Services Building, 9850 64th Street W, University Place. I hope this will become an annual event to eliminate duplication, share information and develop systems to better deliver services to our members.

So many people are actively contributing to our chapter, which is what makes it one of the premier chapters in the country. While it’s nice to be a large chapter (we are currently second in the nation), it’s even better to be a strong chapter with the best services for our members. With the current conferences, committees, publications, website, and programs, we have great benefits for our membership. In addition, we have members who have busy jobs but still find time to give back to the association. One of the most rewarding aspects of my involvement is to see so many young members involved, which leads me to believe that we have a promising future.

Finally, with the Spring Conference coming up in my community, I want to welcome you to Vancouver. I hope you get the most you can from the conference and take time to enjoy many of the amenities the city has to offer.”
Transitions

Cheyenne Covington and Jeff Wilson have joined Otak as a senior water resource engineer and water resource analyst.

KBA, Inc. is pleased to announce that Roger Smith, PE, AVS, has been promoted to Principal of the firm.

Send us your employee news!
Submissions to Transitions can be sent to Cheryl Parisien, Managing Editor, at cheryl@kelman.ca.

New & Returning Members
November & December 2012 and January 2013

BRENDAN BAUER, Div. Dir. Road Services Div., King County Department of Transportation
KAREN E. BAILEY, Operations Manager, Suncadia Community Association
TODD A. BAUN, Public Facilities Manager, City of McCleary
NICK D. BIRD, Director of Public Works, City of McCleary
AMY C. GILLESPIE, Supv, Ops & Homeland Security, Pierce County Emergency Management
ROCKY L. HOWARD, Public Works Director, City of Montesano
ELAINE JOANN HUBER, PE, Asset Management Engineer, City of Vancouver
ELIZABETH KELLY, Division Director, City of Seattle
TAMMY ORMANO, Operations Assistant, Suncadia Community Council

DAVID J. ROBERTS, Principal, Kulshan Environmental Services
ADNAN SHABIR, Associate Engineer, City of Redmond
LEWIS I. BENEDET, II, Real Property Agent, Clark County WA-Public Works
PAMELA A. MASON, Real Property Agent III, Clark County WA-Public Works
TODD MITTGE, PE, Assistant County Road Eng., Grant County WA
ERIK F. SLOAN, Student, University of Illinois-Springfield
DOUGLAS E. THOMPSON, PE, Civil Engineer, Pierce County
JOHN M. WREN, Wallis Engineering
MIKE BRYAN, Senior Eng Tech, City of SeaTac
BOB W. BUCKLEY, Engineering Technician 4, Pierce County Public Works and Utilities
AINA DRAPE, Engineering Manager, City of Shoreline
STEVEN FLUDE, PE, Director, Snohomish County WA
KATHERINE HESTERBERG, Civil Engineer, Basaltic
LENA KULICZKOWSKA, Senior Eng Tech, City of SeaTac
MATT F. MAHONEY, Public Works Director, Franklin County WA
JANE MAJOR, Municipal Construction Planner, Puget Sound Energy
DAVID B. MATULICH, Municipal Liaison Mgr, Puget Sound Energy
FRANK M. PAGE, Public Works Director, City of North Bend
MATTHEW S. RASMUSSEN, County Engineer, Franklin County WA
MEL A. REITZ, Operation Manager, Snohomish County WA
ERIC J. SCOTT, City Engineer, City of Arlington
CAROL SLAUGHTERBECK, PE, Chief Operating Officer, Herrera Environmental Consultants
ANDREW D. STAPLES, City Engineer, City of Liberty Lake
ASSOCIATION NEWS

Washington State Chapter APWA
2013/2014 Calendar of Events

BOARD MEETINGS
(Contact Pete Capell at 360-397-6118 ext. 4071 or peter.capell@clark.wa.gov)

March 13, 2013
Vancouver Hilton, 7:00 a.m.

June 7, 2013
Location TBD, 9:00 a.m.

October 2, 2013
Three Rivers Convention Center in Kennewick, 7:00 a.m.

December 6, 2013
Bear Creek Country Club, Woodinville, 11:30 a.m.

AREA MEETING WEST
Call Courtney McFadden 425-739-4211
December 6, 2013
Bear Creek Country Club, Woodinville, 9 a.m.

AREA MEETING EAST
Call Kirk Holmes 509-962-7523
June 7, 2013
Location TBD, 11:30 a.m.

NATIONAL PUBLIC WORKS WEEK - MAY 19-25, 2013
May 23, 2013
Public Works Week Luncheon
Bellevue Hilton, 11:30 a.m.
Call Courtney McFadden 425-739-4211

ANNUAL APWA/AGC GOLF TOURNAMENT
August 9, 2013
1:00 p.m. shotgun start Avalon Golf Links, Burlington, WA
Contact: Bill Holladay at 425-869-9448 or bholladay@rothhill.com

PUBLIC WORKS INSTITUTE
Call John Ostrowski 360-573-7594, ostrowj@pacifier.com or John Carpita 260-625-1300, jcarpita@mrsc.org
Visit www.apwa-wa.org/northwestpublicworksinstitute

TRAINING EVENTS
http://www.apwa-wa.org/training/chapter.htm
MPAC, CM and CASC

APWA CONGRESS
The Best Show in Public Works http://www.apwa.net/
McCormick Place, Chicago, IL
August 17-20, 2014
Canada Metro Toronto Convention
August 30-September 2
Phoenix Convention Center, Phoenix, AZ

CHAPTER CONFERENCES:
Spring Conference 2013
March 12-15 Vancouver Hilton
Contact Wendy Leinan at 509-961-3793, wleinan@gmail.com

Fall Conference 2013
October 1-4 Three Rivers Convention Center in Kennewick
Contact Wendy Leinan at 509-961-3793, wleinan@gmail.com

Spring Conference 2014
March 12-15 Vancouver Hilton
Contact Wendy Leinan at 509-961-3793, wleinan@gmail.com

Fall Conference 2014
October 7-10, 2014 Wenatchee Convention Center
Contact Ruta Jones at 509-888-3202 RJones@CityofWenatchee.com

For all Chapter Conferences, please contact the following for the specialty areas:

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Contact: Jeffrey Lykken jeffrey.lykken@tetrattech.com or Contact: Roberta Johnson roberta.johnson@tetrattech.com at Tetra Tech.

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LEARN LOCAL
Conference Highlights

PRE-CONFERENCE WORKSHOPS
March 12
- Competitive Fleet Management: Run the Fleet as a Business
- Asset Management

GOLF
Camas Meadows Golf Club
March 12, 12:00 p.m.
4105 NW Camas Meadows Drive, Camas, WA 98607
Join us for the APWA-WA 2013 Spring Conference Golf Tournament. The event will include a four-person scramble, box lunch, dinner and awards reception following the golf.

KEYNOTE SPEAKER
With gusts of zest, gales of laughter and heartfelt messages that will remain long after she has left the stage, Bonnie Dean leads audiences on a journey of small changes that can produce huge dividends in the life of your business & the business of your life.

SCHOLARSHIP EVENTS
Not So Silent Auction: March 13 at the Vendor Hosted Social 7:00 to 9:00 p.m. The auction is silent, but the benefit is loud and clear.

FIRST-TIMERS EVENTS
Wednesday, March 13 5:00 to 6:00 p.m. APWA would like to provide a warm welcome for those attending their first APWA conference.

EXHIBITOR-HOSTED SOCIAL
Wednesday, March 13, 7:00 to 10:00 p.m. Come and enjoy a special evening hosted by the conference exhibitors and have a chance to talk with them and your fellow conference attendees. Also, make sure to check out the silent auction items available. All proceeds from the auction will benefit the Jack Pittis Scholarship Fund.

FUN RUN/WALK
Thursday, March 14 6:30 to 7:30 a.m. Columbia Waterfront Renaissance Trail.

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EMERGING PROFESSIONALS COMMUNITY SERVICE EVENT
March 15, 11:00 a.m. to 1:00 p.m. The Emerging Professionals will be hosting a service event to thank the host agency Clark County and to re-commit ourselves to serving each other and our communities. This volunteer event is open to all conference attendees. It will consist of a couple hours of service, maintenance and cleanup at Clark County's Public Service Center (PSC) building, located at the county's downtown Vancouver campus. Tasks will include site cleanup, bark dusting, pruning vegetation and other site maintenance work. We will work with you to find a task that will best suit your skill level. Please RSVP with Caroline Barlow at barlowc@msa-ep.com if you plan to attend.

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Conference Highlights
CONFERENCE SESSIONS

ADA REQUIREMENTS & THE 2011 PROWAG - TO USE OR NOT TO USE, THAT IS THE QUESTION
Speakers: Ron Franzen, WSDOT

AUTOMATIC VEHICLE LOCATION AND ACTIVITY MONITORING
Speakers: Bob Pool, GIS Director Clark County Washington
Description: Clark County has implemented an enterprise automatic vehicle location (AVL) system to track vehicle location and activity. The AVL system is used for vehicle dispatch and monitoring, and automated collection of maintenance activities such as mowing, street sweeping, and plowing. Integration of AVL with a 4G cellular data plan keeps the AVL costs low, and provides Wi-Fi access for mobile computing in the field. The enterprise AVL system is being used to automatically collect better information. The detailed AVL maintenance activity is stored in a GIS. GIS analysis and reports are used to provide new insights into the maintenance of public facilities. Clark County’s AVL system is improving the effectiveness, efficiency and accountability of public works operations.

BRIDGING THE GAP. GET TO KNOW AND WORK WITH OTHER AGENCIES, DEPARTMENTS AND STAFF
Speakers: Dan Wesley; Construction Inspector, City of Covington, APWA; Roadeo Chair, International Parks and Recreation Assn. (INPRA), Resource Management School Board of Regents
Description: This presentation will focus on recognizing and respecting everyone’s skill sets from the director’s office to the new seasonal employee. We will discuss who our customers are.

COMPETITIVE FLEET MANAGEMENT: TEN ACTIONS YOU CAN TAKE NOW TO CONTROL FLEET COSTS
Speakers: Mike Corbett, Fleet Management Consultant, Spectrum Consultants and Publisher, California Fleet News
Description: Public works and public sector fleet costs are substantial and can be controlled. The replacement value of your fleet is in the millions and underutilized assets range from 15-25% of the fleet. Fleet supports all government and utility services, impacts the cost of almost every service and the productivity of all workers. Fleet supports infrastructure that makes possible a thriving private sector and has prominent role as entry point for clean fuels and alternative energy. Logistics is prominent and source of competitive advantage for all organizations.

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COST-EFFECTIVE EMERGENCY BRIDGE STRUCTURES

Speakers: Doug Myers, Big R Bridge

Description: Big R Bridge has a history of providing innovative designs and technical assistance to construct structures rapidly, address emergency situations and respond to challenging schedule requirements. We invite you to come to our session and see some of the examples of how we successfully assisted owners to meet some unique challenges. We can work with you to build cost effective reusable structures that can be quickly constructed using your day labor forces.

CAN YOU DIG IT? WASHINGTON HAS A NEW DIG LAW

Speakers: Anna Gill/Program Specialist, Utilities and Transportation Commission, Don Evans/Executive Administrator, Washington 811

Description: On Jan. 1, 2013, the updated version of RCW 19.122, Washington’s dig law, went into effect. This session will introduce the new law, highlight the changes and emphasize the responsibilities of the public, excavators, facility operators, and local governments. It is important to know what your responsibilities are so you don’t face unnecessary penalties.

DESIGN AND IMPLEMENTATION OF RECTANGLE RAPID FLASH BEACONS (RRFB)

Speakers: Rick Perez PE, City Traffic Engineer, City of Federal Way; Richard Hutchinson PE, PTOE, Senior Traffic Engineer, KPT

FACILITIES & GROUNDS

Speakers: Brad Underwood, Assistant Public Works Director, City of Bakersfield, CA.

Description: Has your agency recently cut costs for facility maintenance or re-organized grounds maintenance within your public works dept.? Are you struggling to get beyond the putting out fires stage with managing your facilities? We’re here to help! Learn what the APWA national technical committee on facilities and grounds management is doing to highlight and support public works professionals in the field. Meet the national committee members, hear more about the resources and opportunities available to help you manage facilities and grounds in your agency, and share your latest challenge or success with a panel of experts.

FUNDING YOUR LOCAL AGENCY DISASTER RESPONSE

Speakers: Kirk Holmes, Facilitator

Panel: Roger Arms & Ken Hash, WSDOT LPE; Amy Gillespie, Pierce County Emergency Management; Teresa Scott, FEMA Region X; Kathy Jurgens, Kittitas County Public Works Finance Manager

Description: The initial first response to a disaster is the job of local government’s emergency services with help from nearby municipalities, the state, and volunteer agencies. In a catastrophic disaster, if the governor requests, federal resources can be mobilized through the US Department of Homeland Security’s Federal Emergency Management Agency (FEMA) for search and rescue, electrical power, food, water, shelter, and other basic human needs. It is the long-term recovery phase of disaster which places the most severe financial strain on local or state government. Damage to public facilities and infrastructure, often not insured, can overwhelm even the largest of agencies.

GETTING THE MOST BANG FOR YOUR BUCK: PRAIRIE CREEK DRAINAGE IMPROVEMENTS

Speakers: Nate Hardy, PE, Murray, Smith & Associates; James Kelly, PE, City of Arlington

Description: The City of Arlington is implementing drainage improvements consisting of replacing undersized culverts with fish-passable culverts and removing deposited sediment within the impacted area of Prairie Creek. The improvements will reduce the flooding risk for the business park.

I-5 WILLAMETTE RIVER BRIDGE REPLACEMENT – ODOT’S FIRST CM/GC PROJECT

Speakers: Larry Fox, OBEC Consulting Engineers

Description: OBEC is the prime consultant on the multi-disciplinary team that is supporting this major ODOT bridge replacement and interchange improvement project. The I-5 WRB project consists of the design and construction engineering for the replacement of the I-5 bridge over the Willamette River in Lane County, Oregon with twin southbound and northbound structures. Each new structure consists of two concrete deck arch spans and several post-tensioned approach spans. The project includes demolishing the existing Willamette River Bridge, construction of replacement bridges, and reconstruction of the roadway approaches to the bridges (I-5 and ramps) to accommodate a 20-year design for future traffic needs. Other elements include work to be done on the Canoe Canal Bridge; public involvement; integration of public art; extensive environmental permitting; and surveying for right-of-way, location, and construction staking.

INNOVATIVE STORMWATER MANAGEMENT STRATEGIES; CAN ONE WORK FOR YOU?

Speakers: Hiedi Wachtler, Cardno TEC, Inc.; Brian Berkompas, Cardno TEC, Inc.

JOINT UTILITY TRENCH: PLANNING, INSTALLATION AND LESSONS LEARNED

Speakers: Steve Leniszewski, Duvall Director of Public Works; Don Vondran, Covington City Engineer; Allen Prouty, WHPacific Construction Manager

Description: This session will cover the planning, design, installation and lessons learned for the placement of Joint Utility Trench (JUT) on Duvall’s Main Street Reconstruction project and Covington’s SR516/Wax Road project. The intent of this session is share the coordination that was required to make the successful projects as well as share the lessons learned that would have made them even better.

LEADING FROM WHERE YOU ARE: INITIATING EFFECTIVE COLLABORATION WITHIN PUBLIC WORKS

Speakers (panel): Caroline Barlow, Civil Engineer & Associate, Murray, Smith and Associates; Toby Rickman, Deputy Director, Pierce County Public Works & Utilities; Kirk Holmes, Director of Public Works, Kittitas County; Lorelei Williams, Seattle Public Utilities
Description: Provide people with tools and abilities. These skills would allow anyone, at any level or leadership or experience to get the most out of themselves and increase their capacity for working as a leader within a team. The skills learned would allow individuals to broaden their understanding of: the public works system; their approach to networking; their capacity to lead from any point within an organization; their role within their organization. Experiences and tools will be coming from individuals from a broad spectrum of roles and entities within public works sharing their successes and lessons learned and helping enable peers to do the same.

MAKING THE BUSINESS CASE FOR DIVERSITY AND INCLUSION
Speakers: Rekah T. Strong, MSW, Chief Diversity and Inclusion Office Clark County

NPDES CONSTRUCTION STORMWATER GENERAL PERMIT
Speakers: Theresa Parsons, Thurston County; Todd Obermire, Miles Resources, Contractor; Phil Fortunato, Eco-3 NPDES trainer and previously a State Representative.
Description: The session will cover the different aspects of transferring the coverage of a Construction Stormwater General Permit, from the local agency to the contractor. Thurston County and Miles Resources offer their real-life lessons learned as they went through the transfer process on a recent project, and both have also experienced projects where the owner retained the coverage. An NPDES trainer and DOE representative will add their perspectives as well.

PEDESTRIAN TUNNELS – CONNECT SAFELY
Speakers: Adam Crafts; Tim Homann; Wes Wegner

Description: A discussion of pedestrian tunnel history, highlighting factors that influenced their installation in the past and how it compares with project goals today. Looking into the distressing reality of pedestrian-vehicle accidents and how pedestrian tunnels provide a safe and accessible means to avoid these interactions. Examine two recent projects in Washington that exemplify the economic and community benefits of pedestrian tunnels.

PIPELINE AND ROADWAY PROJECT TEAMING UP TO MUTUAL BENEFIT:
TIMMEN ROAD IMPROVEMENTS AND WATERLINE PROJECT
Speakers: Matt Hickey, PE
Description: The project includes design and construction of 12,000 linear feet of 24-inch diameter waterline after the road has been rubblized and prior to final paving. Rubblizing the road prior to installing the waterline eliminates pavement cutting, removal and disposal, hauling and
placing road base materials, and allows for efficient waterline installation. Also, installing the waterline with the roadway work adds efficiencies to construction and eliminates disturbing the roadway for future waterline installation. Rubbling the road provides cost-effective and sustainable roadway rehabilitation. Additionally, cost savings were realized through the design of a bid alternates including options for waterline cathodic protection and pipe materials. The two entities teamed up and coordinated to achieve mutual benefits and cost savings for both agencies.

THE POWER OF STRUCTURAL RESIN
Speakers: David White, TSR of URETEK ICR-Washington
Description: Is it just foam or something different? We will introduce you to how foam infrastructure repair is one of the fastest-growing technologies that will save you money, time, and frankly, surprise you in its adaptability to solve complex problems. David White will share stories of how this product’s use is gaining momentum across the country to solve problems inexpensively and creatively. Knowing where and when to use the newfound technology and understanding there are some limits to which applications fit best, because one size does not fit all.

RESULTS OF THE REMOVAL OF THE ELWAH RIVER DAMS
Speakers: Dean Butterworth, Outreach and Education Specialist, Olympia National Park

RIGHT-SIZE CONSTRUCTION COMMUNICATION: MANAGING COMMUNITY EXPECTATIONS WHILE MANAGING YOUR BUDGET TO CONSTRUCT TOMORROW’S INFRASTRUCTURE
Speakers: Jeanne Acutanza, PE; Steve Peer; Lynsey Gilchrist Burgess, PRR
Description: Construction communication and public involvement are more important than ever in successfully delivering complex public infrastructure. In a time of shrinking budgets and growing demand to do more with less, effective communication can make or break a project particularly in the fast-paced, unforgiving construction environment. The topic can be intimidating and there tends to be a focus on the latest-and-greatest communication technology, but oftentimes the simplest door-to-door interface can still be the most effective outreach. We’ll discuss the most effective (and maybe even simplest) ways to reach your multi-generational audience in-line with the overall project budget.

SOUTH PARK BRIDGE
Speakers: Timothy Lane, P.E., King County Bridge & Structural Design Unit

STORMWATER REGULATIONS UPDATE – FROM BOTH WASHINGTONS
Speakers: Nathan Hardebeck, SouthEarth Strategies, Inc.

STREAMLINING PERMITTING UNDER THE ENDANGERED SPECIES ACT 4(D) RULE
Speakers: Gregor Myhr, Washington State Department of Transportation
Description: The Regional Road Maintenance Program (RRMP) consists of the Washington State Department of Transportation and 31 local agencies in western Washington. In 2003 the National Marine Fisheries Service (NMFS) issued a Biological Opinion on the RRMP granting members ESA coverage under Limit 10(ii) of the Endangered Species Act (ESA) section 4(d) rule. NMFS provided written clarification in August 2012 that actions covered under the RRMP have satisfied their ESA Section 7 responsibilities. Federal Highway Administration and Federal Emergency Management Agency funding, along with U.S. Army Corps of Engineers permitting, are both examples of federal nexuses that may apply to maintenance projects covered under the program. The RRMP defines the scope of maintenance actions covered under the program. Qualifying projects could include culvert replacements, the placement of riprap for scour, bridge maintenance, and mitigation actions required by other agencies. The benefits of this new approach is that qualifying projects have already completed consultation with NMFS under Section 7 of the ESA, which results in a significant time savings for public agency maintenance projects to be completed.

TRAFFIC CONTROL: LUMP SUM OR UNIT PRICES?
Speakers: TBD
Description: This forum will explore the advantages and disadvantages of each method of bidding traffic control work: Project Temporary Traffic Control by lump sum, or unit price bid items.
Exhibitors

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253-720-0126
3299 International Place
Dupont, WA 98327
Katie.hesterberg@paccoast.com

BergerABAM Inc.  Space 19
Janine LaMaie
206-431-2300
33301 Ninth Avenue S., Suite 300
Federal Way, WA 98003
Janine.lamaie@abam.com

Big Blok, LLC  Space 72
Doug Myers
253-797-8293
P. O. Box 97
Ravensdale, WA 98051
dmyers@bigrbridge.com

Big R Bridge  Space 37
Ashley Baldwin
425-424-9000
6437 South 144th Street
Tukwila, WA 98168
abaldwin@bravonw.com

Bravo Environmental NW, Inc.  Space 22
Contact: Sig Fransen
503-807-2322
11801 Longstanding Court
Oregon City, OR 97045
sfransen@conteches.com

Coral Sales Company  Space 49
Wayne K. Barstow
503-799-8991
9838 Seventeenth Avenue
Portland, OR 97227
wayne@coralsales.com

CUES, Inc.  Space 84
Contact: Terri Mooney
800-327-7791
3600 Rio Vista Avenue
Orlando, FL 32805
terrim@cuesinc.com

David Evans & Associates, Inc.  Space 64
Mike Clark
425-519-6500
415 – 118th Avenue SE
Bellevue, WA 98005
mdc@deainc.com
www.deainc.com
As stewards of the built and natural environment, DEA leads the way in providing innovative solutions for public works projects throughout the Pacific Northwest.

Ditch Maintenance Service  Space 27
Amy Davis
360-219-7072
192 Dieckman Road
Chehalis, WA 98532
amry@ditchmaintenance.com
www.ditchmaintenance.com
Providing a very low cost and environmentally friendly alternative to traditional ditch maintenance cleaning and reshaping.

Drive Cam, Inc.  Space 92
Contact: Bob Luna
858-380-3093
8911 Balboa Avenue
San Diego, CA 92123
bluna@drivecam.com

Ennis-Flint  Space 80
Melissa Hutchens
336-475-6600
115 Todd Court
Thomasville, NC 27360
mhutchens@flinttrading.com

EnviroMet  Space 95
Contact: Roni Sasaki
360-944-6100
P. O. Box 907
Vancouver, WA 98666
rsasaki@spill-kit.com

Enviro Tech Services  Space 25
Kenbridge Field
509-290-2328
P. O. Box 1383
Veradale, WA 99037
kfield@envirotechservices.com

Epic Land Solutions, Inc.  Space 16
Mehali Boyer
503-213-3977
10300 SW Greenburg Road, Suite 370
Portland, OR 97223
mboyer@epicland.com

ERW/Harvo, Inc.  Space 59
Linda Pachl
206-776-5722
505 3rd Avenue W., Suite 101
Seattle, WA 98110
lindap@erwlighting.com

APWA SPRING CONFERENCE
GeoDesign, Inc. Space 20
206-838-9900
10700 Meridian Ave. N, Suite 210
Seattle, WA 98133
kiamb@geodesign.com
Geodesigninc.com
Seattle | Tacoma | Longview | Vancouver. GeoDesign now offers integrated geotechnical, geological, environmental, mining, and pavement design services from four Washington locations.

GeoEngineers, Inc. Space 7
Stefani Harrey
206-239-3255
600 Stewart Street, Suite 1700
Seattle, WA 98101
sharrey@geoengineers.com

Geoline Inc. Space 73
Contact: Denise Haugen
206-484-8163
13218 NE 20th Street, Suite 400
Bellevue, WA 98005
denise.haugen@geoline.com

GeoStabilization, Inc. Space 91
Bryan Wavra
970-263-5194
2841 North Avenue
Grand Junction, CO 81501
haley@soilinstallauncher.com

Global Diving & Salvage, Inc. Space 61
Frank Immel
206-623-0621
3840 W. Marginal Way SW
Seattle, WA 98106
fimmel@gdiving.com
www.gdiving.com
Global Diving & Salvage, Inc. is the leading provider of commercial diving and environmental services in the northwest; outfalls, intakes, potable water storage, sewage treatment.

GovDeals, Inc. Space 42
Angela Jones
334-387-0532
5907 Carmichael Place
Montgomery, AL 36117
ajones@govdeals.com

GRI Space 34
Tammy Kimball
360-213-1690
1101 Broadway, Suite 130
Vancouver, WA 98660
tkimball@gri.com

Harris & Associates Space 10
Scott Hodgens
425-453-0999, ext. 4321
11245 SE 6th Street, Suite 210
Bellevue, WA 98004
ghodgins@harris-assoc.com

Hart Crowser Space 3
Dale Clark
206-455-4535
1700 Westlake Avenue N., Suite 200
Seattle, WA 98109
dale.clark@hartcrowser.com

Helac Corporation Space 69
Contact: Jessica Howisey
360-825-1601
225 Battersby Avenue
Enumclaw, WA 98022
jhowisey@helac.com

Hilfiker Retaining Walls Space 67
Lauren Blankinship
800-762-8962
1902 Hilfiker Lane
Eureka, CA 95503
lauren@hilfiker.com

Historical Research Associates, Inc. Space 9
Kenda Salisbury
206-343-0226
1904 Third Avenue, Suite 240
Seattle, WA 98101
ksalisbury@hrassoc.com

Holophane & American Electric Lighting Space 65
John Schneider
253-838-5084
6363 7th Avenue S., Suite 100
Seattle, WA 98108
jschneider@holophane.com

HWA GeoSciences, Inc. Space 36
Alexandra Garner
425-774-0106
21312 30th Drive SE, Suite 110
Bothell, WA 98021
agarner@hwaggeo.com
www.hwageo.com
Full range of geotechnical and geoscience solutions for design and construction of buildings, parks, solid waste, transportation, waterfront, water, wastewater, and storm water facilities. In addition to engineering and science services, we operate a state-of-the-art materials testing laboratory, accredited by A2LA, AASHTO R18 and USACE. WABO special inspection agency for construction inspection and materials testing services.

Imbrium Systems Space 100
Donna Wright
301-279-8827
15400 Calhoun Dr., Suite 190
Rockville, MD 20855
dwright@limbriumsystems.com

KBA, Inc. Space 23
Gretchen Johnson
425-455-9720
11000 Main Street
Bellevue, WA 98004
johnson@kbacm.com

Kleinfelder Space 12
425-636-7900
14710 NE 87th Street, Suite 100
Redmond, WA 98052
aizen@kleinfelder.com
www.kleinfelder.com
Employee-owned science, architecture, engineering, and construction management consulting services firm providing solutions to meet our complex infrastructure and resource challenges.

KPFF Consulting Engineers Space 13
Angela Fitzmorris
206-926-0569
1700 Westlake Avenue N., Suite 200
Seattle, WA 98109
gjohnson@kpff.com

KriStar Enterprises, Inc. /Filterra Bioretention Systems Space 32
Michelle Dunlop
800-579-9819
360 Sutton Place
Santa Rosa, CA 95407
mdunlop@kristar.com
www.kristar.com
Founded in 1993, KriStar Enterprises, Inc. is a leading manufacturer of stormwater management products that address the control of pollutants from stormwater runoff.
<table>
<thead>
<tr>
<th>Company</th>
<th>Space</th>
<th>Contact Information</th>
<th>Services</th>
</tr>
</thead>
</table>
| Kwik Bond Polymers            | 76    | Dan Uldall  
360-600-7762  
P.O. Box 821412  
Vancouver, WA 98682  
duldall@kwikbondpolymers.com | Lakeside Industries/  
EZ Street Asphalt  
Rick Rawlings  
425-313-2681  
P.O. Box 7016  
Issaquah, WA 98027  
rick@lakesideind.com | EZ Street asphalt is a polymer modified, high performance cold mix asphalt used for all types of patching of asphalt or concrete. It is WSDOT, ODOT, City of Seattle approved for use and is available in bulk by the ton, bulk bags, and smaller plastic bags. Please welcome Gary Bantin to our sales team! |
| Landau Associates, Inc.       | 17    | Cathy Ridley  
425-778-0907  
130 2nd Avenue S.  
Edmonds, WA 98020  
cridley@landauinc.com | Leotek  
Nora Schultz  
206-940-2198  
536 Williams Avenue N.  
Renton, WA 98057  
nrschultz@leotek.com | Employee-owned firm specializing in environmental engineering and compliance, geotechnical engineering, environmental permitting, and natural resources services, is celebrating its 30th anniversary this year. |
| Mead & Hunt, Inc.             | 86    | Scott Larsen  
503-548-1494  
9600 NE Cascades Parkway, Suite 100  
Portland, OR 97220  
scott.larsen@meadhunt.com  
www.meadhunt.com | Modular Wetlands/Bio Clean Environmental Services, Inc.  
760-433-7640  
2972 San Luis Rey Road  
Oceanside, CA 92058  
peter@biocleanenvironmental.net  
www.modularwetlands.com | Mead & Hunt is a nationwide architecture/engineering firm offering transportation design, aviation services and water resources engineering services in the Pacific Northwest. |
| Modular Wetlands/Bio Clean Environmental Services, Inc. | 48    | Contact: Scott Larsen  
503-548-1494  
9600 NE Cascades Parkway, Suite 100  
Portland, OR 97220  
scott.larsen@meadhunt.com  
www.meadhunt.com | Integrated Services for  
Public Works Projects  
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- Geologic Hazard Evaluations  
- Tunneling  
- Instrumentation  
- Construction Dewatering  
- Hydrogeology  
- Environmental Remediation  
- Natural Resources |
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Structural Engineering
Planning
Landscape Architecture
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Murray, Smith & Associates, Inc. Space 79
Caroline Barlow
425-252-9003
121 SW Salmon, Suite 900
Portland, OR 97204
cbar@msa-ep.com
A full-service civil and environmental consulting engineering firm specializing in public infrastructure planning, design and project delivery. Offices in Washington, Oregon, and Idaho.

Networkfleet, Inc. Space 99
Contact: Drew Follette
858-410-5054
6363 Greenwich Drive, Suite 200
San Diego, CA 92122
dfollette@networkfleet.com

Northwest Linings Space 41
Julie McKinney
253-872-0244
21000 77th Avenue S.
Kent, WA 98032
Julie@northwestlinings.com

Northwest Underwater Construction Space 24
Eric Muller
360-991-5226
727 South 27th Street
Washougal, WA 98671
emuller@nwuwconst.com

Otak, Inc. Space 38
Courtney McFadden
425-739-4211
10230 NE Points Drive, Suite 400
Kirkland, WA 98033
Courtney.mcfadden@otak.com
International multidisciplinary design firm. Our integrated design approach helps clients address each project’s economic potential, while fostering environmental stewardship and social responsibility.

Owen Equipment Company Space 78
Kitty Scott
800-992-3656
8721 S. 218th Street
Kent, WA 98031
kscott@owenequipment.com
www.owenequipment.com
Sales, rentals, service, parts and accessories for environmental maintenance equipment. Authorized distributors for Elgin sweepers, Vactor sewer cleaners and hydro-excavators, Envirosight, Vicax/Metrotech, and Falcon road maintenance equipment.

PACE Engineers, Inc. Space 71
Contact: Karleen Belmont
425-827-2014
11255 Kirkland Way, Suite 300
Kirkland, WA 98033
karleenb@paceengrs.com
www.paceengrs.com
PACE Engineers, Inc. is a full-service engineering firm with offices located in Kirkland and Wenatchee, Washington, and Lake Oswego, Oregon.

PacLand Space 4
Cathy McKay
360-786-9500
606 Columbia Street NW, Suite 106
Olympia, WA 98501
cmckay@pacland.com
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PacifiCAD Inc. Space 30
Ellie Bowman
509-326-7789
159 S. Lincoln Street, Suite 321
Spokane, WA 99201
ellie@pacifcad.com

PACE Engineers, Inc. is a full-service engineering firm with offices located in Kirkland and Wenatchee, Washington, and Lake Oswego, Oregon.
Right of Way Associates
Contact: Nancy Carter
503-644-3436 ext. 104
10186 SW Laurel Street
Beaverton, OR 97005
nancy@rowainc.com

Roadwise, Inc.
Laurie Lane
253-761-2487
1616 S. Geiger Street
Tacoma, WA 98465
llane@roadwise-inc.com

RH2 Engineering, Inc.
Thema Crenshaw
425-951-5400
22722 29th Drive SE,
Suite 210
Bothell, WA 98021
tcrenshaw@rh2.com
Working collaboratively with public works staff to improve infrastructure throughout WA, RH2 provides designs that maximize resources and minimize problems.

Roadside, Inc.
Bill Holladay
425-209-7345
11130 NE 33rd Place, Suite 200
Bellevue, WA 98004
bholladay@rothhill.com
A professional organization of engineers, surveyors and planners working as advocates for our public works clients for over 40 years, project after project.

SeaTac Lighting & Controls, LLC
Ed Aristo
206-889-0542
4439 S. 134th Place, Bldg. E
Tukwila, WA 98168
earisto@seataclighting.com
www.seataclighting.com
Energy Solution Light Sources and standards for traffic signal poles, street lighting, historical and area lighting. LED color light changing products for bridges and structures.

SCJ Alliance
Janis Smeall
360-352-1145
2102 Carriage Street SW, Suite H
Olympia, WA 98443
janis@sheacarrjewell.com

Skilling Connolly
Patrick Skilling
360-491-3399
5016 Lacey Blvd. SE
Lacey, WA 98503
pskilling@skilling.com
www.skilling.com
Skilling Connolly’s engineers, land surveyors, real estate experts, construction managers, and environmental specialists provide wide breadth of consulting services to agencies throughout the Northwest.
<table>
<thead>
<tr>
<th>Space 56</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The PPI Group</strong></td>
</tr>
<tr>
<td><strong>Dawn Robben</strong></td>
</tr>
<tr>
<td>503-231-1576</td>
</tr>
<tr>
<td>18040 72nd Avenue S.</td>
</tr>
<tr>
<td>Kent, WA 98032</td>
</tr>
<tr>
<td><a href="mailto:dawnr@theppgroup.com">dawnr@theppgroup.com</a></td>
</tr>
<tr>
<td>Celebrating serving the Pacific Northwest for 85 years. We are the go-to solution for our clients in the AEC and public works industries. With more than 80 years of hands-on experience, we’re an unmatched resource for industry knowledge when it comes to technology.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 55</th>
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</thead>
<tbody>
<tr>
<td><strong>The Watershed Company</strong></td>
</tr>
<tr>
<td><strong>Nancy Way</strong></td>
</tr>
<tr>
<td>425-822-5252</td>
</tr>
<tr>
<td>750 – 6th Street South</td>
</tr>
<tr>
<td>Kirkland, WA 98033</td>
</tr>
<tr>
<td><a href="mailto:nway@watershedco.com">nway@watershedco.com</a></td>
</tr>
<tr>
<td>Multidisciplinary environmental consulting and landscape architecture firm based in Kirkland, WA. Serving the PNW for natural resources engineering, assessment, mitigation, restoration, permitting and planning.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tinnea &amp; Associates, Inc.</strong></td>
</tr>
<tr>
<td><strong>Jean Tinnea</strong></td>
</tr>
<tr>
<td>206-328-7872</td>
</tr>
<tr>
<td>P.O. Box 22349</td>
</tr>
<tr>
<td>Seattle, WA 98122</td>
</tr>
<tr>
<td><a href="mailto:jeant@tinnea.net">jeant@tinnea.net</a></td>
</tr>
<tr>
<td>Corrosion consulting: inspection, GECOR corrosion rate, materials selection, design, historic preservation, training, non-destructive laboratory, resistivity, soil and concrete testing. We work on docks, piers, bridges, parking garages, transit, water and wastewater piping.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 40</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic Safety Supply Co. Inc.</strong></td>
</tr>
<tr>
<td><strong>Todd Wilson</strong></td>
</tr>
<tr>
<td>503-235-8531</td>
</tr>
<tr>
<td>2324 SE Umatilla Street</td>
</tr>
<tr>
<td>Portland, OR 97202</td>
</tr>
<tr>
<td><a href="mailto:twilson@tssco.com">twilson@tssco.com</a></td>
</tr>
<tr>
<td>Transportation Safety Supply Co. Inc. is a leader in the traffic safety industry. We manufacture and distribute traffic products throughout the Western United States. We offer sincere service and innovative solutions to our customers.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 26</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>URETEK ICR Washington, LLC</strong></td>
</tr>
<tr>
<td><strong>David White</strong></td>
</tr>
<tr>
<td>206-788-7575</td>
</tr>
<tr>
<td>1400 Graham Drive, Suite B206</td>
</tr>
<tr>
<td>Tomball, TX 77375</td>
</tr>
<tr>
<td><a href="mailto:dwhite@icrnus.com">dwhite@icrnus.com</a></td>
</tr>
<tr>
<td>URETEK ICR Washington, LLC is an innovative solutions provider for underground pipe repair. We give you the power to save time and money on your next project.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 50</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Walls Engineering</strong></td>
</tr>
<tr>
<td><strong>Dave Brokaw</strong></td>
</tr>
<tr>
<td>360-694-7041</td>
</tr>
<tr>
<td>215 W. 4th Street, Suite 200</td>
</tr>
<tr>
<td>Vancouver, WA 98660</td>
</tr>
<tr>
<td><a href="mailto:dbrokaw@walliseng.net">dbrokaw@walliseng.net</a></td>
</tr>
<tr>
<td>Walls Engineering specializes in design and construction of retaining walls, MSE walls and other engineeredch solutions.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 33</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Western Systems</strong></td>
</tr>
<tr>
<td><strong>Shane Guttridge</strong></td>
</tr>
<tr>
<td>503-729-0632</td>
</tr>
<tr>
<td>12250 SE Capps Road</td>
</tr>
<tr>
<td>Clackamas, OR 97015</td>
</tr>
<tr>
<td><a href="mailto:shane.guttridge@westernsystem.com">shane.guttridge@westernsystem.com</a></td>
</tr>
<tr>
<td>Western Systems is a full-service architecture and engineering firm known for our ability to create beautiful and efficient solutions.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 82</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>White Shield, Inc.</strong></td>
</tr>
<tr>
<td><strong>Randy Bright</strong></td>
</tr>
<tr>
<td>509-547-0100</td>
</tr>
<tr>
<td>320 N. 20th Avenue</td>
</tr>
<tr>
<td>Pasco, WA 99301</td>
</tr>
<tr>
<td><a href="mailto:rbright@whiteshield.com">rbright@whiteshield.com</a></td>
</tr>
<tr>
<td>White Shield offers world-class solutions for concrete corrosion. We are experts in corrosion protection, concrete repairs and concrete control.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 83</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WHPacific</strong></td>
</tr>
<tr>
<td><strong>Heather Brown</strong></td>
</tr>
<tr>
<td>425-951-4718</td>
</tr>
<tr>
<td>12100 NE 195th Street, Suite 300</td>
</tr>
<tr>
<td>Bothell, WA 98011</td>
</tr>
<tr>
<td><a href="mailto:hbrown@whpacific.com">hbrown@whpacific.com</a></td>
</tr>
<tr>
<td>WHPacific is a leader in corrosion testing and protection. We work with you to find solutions that fit your needs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Space 5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WSDOT</strong></td>
</tr>
<tr>
<td><strong>Judy McDonald</strong></td>
</tr>
<tr>
<td>360-705-7809</td>
</tr>
<tr>
<td>P.O. Box 47390</td>
</tr>
<tr>
<td>Olympia, WA 98504</td>
</tr>
<tr>
<td><a href="mailto:judy.mcdonald@wsdot.wa.gov">judy.mcdonald@wsdot.wa.gov</a></td>
</tr>
<tr>
<td>WSDOT is the Washington State Department of Transportation. We maintain and improve Washington’s transportation system.</td>
</tr>
</tbody>
</table>

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**We are EJ.**

Learn more at ejco.com or 800 626 4653

East Jordan Iron Works is now EJ
**Conference Schedule**

**TUESDAY, MARCH 12 (PRE-CONFERENCE)**

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:30-5:00</td>
<td>Registration and Information Desk Open</td>
</tr>
<tr>
<td>7:30-8:30</td>
<td>Meet and Greet</td>
</tr>
</tbody>
</table>

**COMPETITIVE FLEET MANAGEMENT “RUN A FLEET AS A BUSINESS” - DISCOVERY C**

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:30-10:00</td>
<td>Segment 1</td>
</tr>
<tr>
<td>10:30-11:00</td>
<td>Morning Break</td>
</tr>
<tr>
<td>11:00-12:00</td>
<td>Segment 2-5</td>
</tr>
<tr>
<td>12:00-1:00</td>
<td>Lunch Break</td>
</tr>
<tr>
<td>1:00-2:30</td>
<td>Segment 6-7</td>
</tr>
<tr>
<td>2:30-3:00</td>
<td>Afternoon Break</td>
</tr>
<tr>
<td>3:00-4:00</td>
<td>Segment 6-8</td>
</tr>
<tr>
<td>4:00-4:30</td>
<td>Competitive Strategies and Sum up</td>
</tr>
</tbody>
</table>

**ASSET MANAGEMENT - DISCOVERY A**

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:30-10:00</td>
<td>Asset Management</td>
</tr>
<tr>
<td>10:30-11:00</td>
<td>Morning Break</td>
</tr>
<tr>
<td>11:00-12:00</td>
<td>Asset Management</td>
</tr>
<tr>
<td>12:00-1:00</td>
<td>Lunch Break–Heritage Ballroom</td>
</tr>
<tr>
<td>1:00-2:30</td>
<td>Asset Management</td>
</tr>
<tr>
<td>2:30-3:00</td>
<td>Afternoon Break</td>
</tr>
<tr>
<td>3:00-4:30</td>
<td>Asset Management</td>
</tr>
<tr>
<td>10:30-5:00</td>
<td>Golf Tournament — Camas Meadows</td>
</tr>
<tr>
<td>7:00-10:00</td>
<td>Executive Officers Reception–Suite 337-339</td>
</tr>
</tbody>
</table>

**WEDNESDAY, MARCH 13**

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00-4:30</td>
<td>Registration and Information Desk Open</td>
</tr>
<tr>
<td>7:00-9:00</td>
<td>Board of Directors Breakfast Meeting</td>
</tr>
<tr>
<td>9:00-10:00</td>
<td>Legislative and Funding Updates</td>
</tr>
<tr>
<td>10:00-10:45</td>
<td>APWA Chapter Committee Meetings</td>
</tr>
<tr>
<td>10:45-11:30</td>
<td>APWA Chapter Committee Meetings</td>
</tr>
<tr>
<td>11:30-1:30</td>
<td>Kick-Off Luncheon</td>
</tr>
<tr>
<td>1:30-2:00</td>
<td>Exhibitor Visit</td>
</tr>
</tbody>
</table>

**TECHNICAL SESSIONS**

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2:00-3:00</td>
<td>Competitive Fleet Management</td>
</tr>
<tr>
<td></td>
<td>Can you Dig It? Washington has a new Dig Law</td>
</tr>
<tr>
<td></td>
<td>Bridging the Gap. Get to know and work with other Agencies, Department and Staff.</td>
</tr>
<tr>
<td></td>
<td>Measuring Sustainability in the Planning, Design, and Construction of Public Works Projects</td>
</tr>
<tr>
<td></td>
<td>I–5 Willamette River Bridge Replacement ODOT’s First CM/GC Project</td>
</tr>
<tr>
<td>3:00-4:00</td>
<td>Exhibitor Break</td>
</tr>
</tbody>
</table>
## Conference Schedule

### TECHNICAL SESSIONS

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
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</thead>
<tbody>
<tr>
<td>4:00-5:00</td>
<td>Facilities and Grounds—Doing More with Less</td>
</tr>
<tr>
<td></td>
<td>Joint Utility Trench: Planning, Installation and Lessons Learned</td>
</tr>
<tr>
<td></td>
<td>Leading From Where You Are: Initiating Effective Collaboration Within Public Works</td>
</tr>
<tr>
<td></td>
<td>Pedestrian Tunnels—Connect Safely</td>
</tr>
<tr>
<td>5:30-6:30</td>
<td>First Timers Social</td>
</tr>
<tr>
<td>7:00-10:30</td>
<td>Exhibitor Hosted Social/Jack Pittis Scholarship Silent Auction</td>
</tr>
</tbody>
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### THURSDAY, MARCH 14

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:30-7:30</td>
<td>Fun Run</td>
</tr>
<tr>
<td>7:30-4:30</td>
<td>Registration and Information Desk Open</td>
</tr>
<tr>
<td>7:30-9:00</td>
<td>Buffet Breakfast and Prayer Breakfast</td>
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### TECHNICAL SESSIONS

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
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<tbody>
<tr>
<td>9:00-10:00</td>
<td>Stormwater Regulations Update—From both Washingtons</td>
</tr>
<tr>
<td></td>
<td>ADA Requirements &amp; the 2011 PROWAG—To Use or Not To Use, That is The Question</td>
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<tr>
<td></td>
<td>Cost Effective Emergency Bridge Structures</td>
</tr>
<tr>
<td></td>
<td>Traffic Control—Lump Sum or Unit Prices?</td>
</tr>
<tr>
<td>10:00-10:30</td>
<td>Exhibitor Hosted Break</td>
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</tbody>
</table>

### TECHNICAL SESSIONS

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:30-11:30</td>
<td>Streamlining Permitting under the Endangered Species Act 4-d Rule</td>
</tr>
<tr>
<td></td>
<td>South Park Bridge</td>
</tr>
<tr>
<td></td>
<td>Funding Your Local Agency Disaster Response</td>
</tr>
<tr>
<td></td>
<td>Innovative Stormwater Management Strategies: Can one work for you?</td>
</tr>
<tr>
<td>11:30-1:00</td>
<td>Luncheon</td>
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</table>

### TECHNICAL SESSIONS

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
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<tbody>
<tr>
<td>1:00-2:00</td>
<td>NPDES Construction Stormwater General Permit</td>
</tr>
<tr>
<td></td>
<td>Design and Implementation of Rectangle Rapid Flash Beacons (RRFB)</td>
</tr>
<tr>
<td></td>
<td>Automatic Vehicle Location and Activity Monitoring</td>
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<tr>
<td></td>
<td>Results of the Removal of the Elwha River Dams</td>
</tr>
<tr>
<td>2:00-3:30</td>
<td>Exhibitor Hosted Break</td>
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</tbody>
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### TECHNICAL SESSIONS

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
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</thead>
<tbody>
<tr>
<td>3:30-4:30</td>
<td>Getting the Most Bang for your Buck—Prairie Creek Drainage Improvements</td>
</tr>
<tr>
<td></td>
<td>Making the Business Case for Diversity and Inclusion</td>
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<td></td>
<td>The Power of Structural Resin</td>
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<tr>
<td></td>
<td>Right-size Construction Communication: Managing Community Expectations While Managing Your Budget to Construct Tomorrow’s Infrastructure</td>
</tr>
<tr>
<td>6:00-7:00</td>
<td>No-Host Social</td>
</tr>
<tr>
<td>7:00-10:30</td>
<td>Banquet &amp; Entertainment</td>
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</tbody>
</table>

### FRIDAY, MARCH 15

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00-8:30</td>
<td>Buffet Breakfast</td>
</tr>
<tr>
<td>8:30 Start</td>
<td>Chapter Business Meeting</td>
</tr>
<tr>
<td></td>
<td>Host Committee Meeting</td>
</tr>
<tr>
<td></td>
<td>Program Committee Meeting</td>
</tr>
<tr>
<td>11:00-1:00</td>
<td>EP Community Service Event</td>
</tr>
</tbody>
</table>
The organizational meeting of the Washington Chapter APWA was held at the Chinook Hotel, Yakima on May 9, 1956. One year later, the chapter held its first annual meeting in Bellingham. The group continued developing programs and policies for the fledgling organization. Committees were formed, an additional fall meeting was established, as well as a membership drive. The Committee on Standardization’s recommendations for street and sidewalk standards was sent to the Association of Washington Cities, asking for their approval and adoption of the report’s standards.

An air of urgency prevailed during the chapter’s early years as population growth swelled Washington cities and unincorporated areas. There was little uniformity in construction or design standards and codes for municipal public works projects. The need for greater efficiency and cost savings in construction through adoption of APWA standards prompted the chapter to develop a closer working relationship with the Association of Washington Cities and the Associated General Contractors. The first winter meeting was held in Seattle with the AGC as hosts.

The chapter continued its work on construction standardization with Robert Anderson chairing the committee whose work was gaining interest across the state, although not all positive. A successful conference was held in Port Angeles June 9-10, 1959. Roy Morse was among the top ten receiving the newly created Public Works Man of the Year award from the national association.

The chapter held its annual meeting May 11, 1960 in Wenatchee. The chapter encouraged city and county officials to urge their technical staff to join APWA, and also to inform college and high school students of careers in public works. In establishing the Legislative Committee, the chapter moved towards taking an active role in shaping legislation affecting public works. Also, the Asphalt paving Award was instituted.

Excerpted from Building Washington, by Paul Dorpat and Genevieve McCoy. ©1998, Washington State Chapter APWA. Please contact John Carpita at MRSC to purchase a copy from our limited supply.
Local public agencies (LPAs) – mostly counties, cities and towns – own and operate the vast majority of the nation’s highway system. The nation’s local roads network comprises about 3 million miles, or nearly 75 percent, of the overall system, and more than half of the bridges. Local public agencies build and maintain the local roads network using a variety of funding sources, including the Federal-aid Highway Program. Every year LPAs administer about $7 billion in Federal-aid projects, which can range from short sidewalks and bike-pedestrian facilities to pavement overlays and bridges.

When LPAs receive Federal-aid funding, they begin a process of working closely with their respective state department of transportation (state DOT) to meet all Federal-aid requirements, such as environmental reviews, civil rights compliance, right-of-way acquisitions, safety, and construction and contract administration. Understanding Federal-aid requirements is critical to the successful delivery of federally funded projects at the local level. Non-compliance can lead to project delays and LPAs not receiving timely Federal-aid reimbursements.

To help LPAs meet their Federal-aid requirements, the Federal Highway Administration (FHWA) recently launch a new information-sharing initiative, called Federal-aid Essentials for Local Public Agencies, that offers an abundance of information about key aspects of the Federal-aid program on a single public website.

The Federal-aid Essentials website features a resource library of more than 80 informational videos and related materials. The videos focus on a single topic in the most critical areas of Federal-aid. The videos are relatively short at less than 10 minutes long, professionally narrated in non-technical language, and supported with engaging graphics and animation that give viewers the most essential content.

The videos can be viewed in any sequence from any computer or mobile device with Internet access.

When users first enter the Federal-aid Essentials website at www.fhwa.dot.gov/federal-aidessentials, they will be greeted with a brief introductory video about the Federal-aid Essentials initiative and how to navigate the website. From there, users will have access to the resource library via a convenient drop-down menu that presents seven categories of video modules:

- Federal-aid Program Overview
- Civil Rights
- Environment
- Finance
- Right of Way
- Product Development
- Project Construction and Contract Administration

After choosing a category, a menu of video modules for the specific category appears next to the video viewing screen.
Users simply click on the desired video title and the presentation begins. On the same page, users have access to a wealth of companion materials, including a written, printable script of each video, the applicable Code of Federal Regulations, helpful reference information, and links to additional online resources. Another function allows users to give feedback on a particular video, the full resource library and the website itself.

If users have questions about a particular video’s content or about the Federal-aid program in general, they can click on a State Resources button on the main page and gain access to a list of useful information, including individual state and FHWA local office LPA coordinator contacts and web links to state DOTs, state LPA manuals, local technical assistance program (LTAP) centers, and other helpful online resources. A drop-down menu on the main page, titled “I want to know about…,” helps users find information quickly and conveniently about common Federal-aid topics. The site is regularly updated and new features added to meet state DOT and LPA needs and requests.

Since the modules are available anywhere there is Internet access, they can be used in a multitude of settings on any Internet-ready device. They can be shown at meetings, viewed in one’s office or viewed on a job site using a laptop computer or mobile device. A project team can access the videos on a minute’s notice anytime, anywhere for discussion with stakeholders and partners. After viewing the videos, viewers acquire enough knowledge to know what questions to ask their state DOT counterparts, what appropriate technical terminology to use, and how and where to get additional assistance. State DOTs and LPAs also can use the videos to augment training at the local level.

The Federal-aid Essentials website helps LPAs understand their Federal-aid requirements as they pursue better, faster and smarter ways of delivering the Federal-aid program at the local level.

You can read more about the Federal-aid Essentials initiative in FHWA’s Public Roads magazine at http://www.fhwa.dot.gov/publications/publicroads/12septoct/03.cfm.

For more information on this initiative, please e-mail the Federal-aid Essentials for Local Public Agencies program at LPA-feedback@dot.gov.

“After viewing the videos, viewers acquire enough knowledge to know what questions to ask their state DOT counterparts, what appropriate technical terminology to use, and how and where to get additional assistance.”

---

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The 2013 version of the APWA ski day was a rousing success. Actual count of participation was hard to gauge, as we had a record turnout. Nearly 30 people showed up to take part in this event that is sure to take over the annual golf tournament as the event that has “it.” Unlike the washout of 2012, this season saw fresh snow and sunny skies. Many skiers and boarders complained of sunburns on their gums from smiling too much. Local noise ordinances were violated repeatedly by the hooting and hollering of those schussing down the hill.

Our group split to accommodate different skill sets to promote a fun time for all and a safe environment. And we are maintaining our impeccable safety record with zero accidents during ski day. Some groups enjoyed the clear skies on the smooth groomed runs of the Forest Queen chair, while others headed to the north back country and were treated once again to a tour of the hill by Mike Dahlem and his wife, Susie.

Lunch was a time for us all to meet up at the Campbell Basin Lodge. After that we split back up and took in more of the mountain, discussing snow management, plowing, and other topics vital to the ongoing management of our public works infrastructure. (Sure they did. – Editor.)

Following a long day on the hill, we all gathered at the Snorting Elk Cellar to share stories of the day’s runs and to participate in the second annual prize raffle. Everybody was the big winner, with two of the largest platters of nachos this side of the Skookumchuck River.

Next year’s event will be bigger and better. Hope to see you on the slopes!
- Geotechnical & Pavement Engineering
- Construction Inspection & Materials Testing
- Hydrogeology
- GeoEnvironmental

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APWA-WA and the PREFOG Subcommittee Present
The 2013 Northwest FOG Forum

Fats, oils, and grease (FOG) discharges to sanitary sewer systems are a major issue impacting our region. Up to 50% of all wastewater system overflows are caused by accumulations of FOG associated with food preparation. In response, the PREFOG Subcommittee is hosting the 2013 Northwest FOG Forum in Tacoma on June 12th. The goal of the Forum is to raise awareness, educate, and promote collaboration to Fight FOG™.

**FOG Program Management**
- Understanding FOG and FOG Ordinances
- Creating a Residential Cooking Oil Recycling Program
- Using Technology to Improve Your FOG Program
- FOG Customer Communication and Education

**Grease Removal Devices and Restaurant/Regulator Relations**
- Washington State Plumbing Code Requirements for Grease Interception
- Regulating FOG Discharges
- New Products, Installation, Sizing, and Case Studies
- Interceptor Maintenance and Preparing for an Inspection

**Collection/Treatment, Industry Trends and Emerging Technology**
- Using Additives in Wastewater Treatment
- FOG to Farmland
- Brown Grease Co-Digestion
- The Future of FOG Management

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Would you like to sponsor or be a vendor at the NW FOG Forum? See contact information in this ad.
The Institute for Sustainable Infrastructure’s sustainable infrastructure rating system, Envision™, is now available for project certification on the ISI website at www.sustainableinfrastructure.org.

The Institute for Sustainable Infrastructure is a 501(c)(3) organization established to develop and maintain a sustainability rating system for civil and private infrastructure in the United States. That system, Envision™, is a collaboration between ISI and the Zofnass Program for Sustainable Infrastructure at the Harvard Graduate School of Design. Comprised of both private and public sector members, ISI was founded by the world’s leading public works, engineering, and infrastructure organizations: the American Council of Engineering Companies (ACEC), the American Public Works Association (APWA), and the American Society of Civil Engineers (ASCE).
The new sustainable infrastructure rating system will evaluate, grade and give recognition to infrastructure projects that provide progress and contributions for a sustainable future. Its purpose is to foster a necessary and dramatic improvement in the performance and resiliency of physical infrastructure across the full dimensions of sustainability: economic, social and environmental. “Designers, infrastructure decision-makers, and the public currently face a proliferation of sustainability rating tools, most of which focus on the performance of a particular infrastructure element, rather than its contribution to the system in which it resides,” said ISI Executive Director William Bertera.

To focus on this, Envision™ takes a new tack by establishing a holistic framework for evaluating and rating infrastructure projects against the needs and values of the community; ensuring that the true sustainability of tomorrow’s infrastructure is addressed by considering the entire

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life cycle of projects at a systems level. “Envision™ not only asks, ‘Did we do the project right?’ but also questions ‘Did we do the right project,’” said Paul Zofnass, the founder of the Zofnass Program for Sustainable Infrastructure at the Harvard University Graduate School of Design.

“The purpose of Envision™ is to initiate a systemic change, which improves not only project performance, but the mindsets of designers, project owners, and decision makers; to transform the way infrastructure is designed, built, and operated.”

In addition, Envision™ raises the bar on sustainability performance by recognizing efforts that replenish and restore natural resources and ecosystems, and evaluating infrastructure throughout its full life, with ratings for design and planning, construction, operations, and decommissioning. The current release of Envision™ addresses the design and planning phase with subsequent phase ratings to follow. Within each phase, sustainability objectives are summarized in 60 credits organized in five categories (Quality of Life, Leadership, Resource Allocation, Natural World, and Climate and Risk). By meeting objectives within a credit, projects earn points toward their rating score. The achievement of points within the credit is scaled in the five categories to ensure all efforts to achieve sustainability are rewarded proportionally. Projects are recognized with a Bronze, Gold, Silver, or Platinum Award. ISI’s website includes a blog with case studies of projects evaluated using Envision™. The website will also announce projects that achieve an award.

Sustainability professionals can become accredited users of the Envision™ tool by successful completion of training and testing. To date, over 220 professionals have achieved accreditation as Envision™ Sustainability Professionals (designated by the initials ENV SP) including seven professionals in Washington. Fully 20 percent of the professionals enrolled in the Envision™ credentialing program work for federal, state, and local government agencies.

Envision™ Verifiers are the backbone of ISI’s project certification providing independent, third-party confirmation of project sustainability. The first class of Envision™ Sustainable Rating System Verifiers is comprised of 35 engineers, urban planners, and infrastructure industry leaders (including three professionals in Washington).

ISI offers membership opportunities to promote the involvement of industry professionals in developing the Envision™ tools. Public sector membership in ISI continues to grow. Currently, over 400 professional managers at all levels of government, representing service areas covering over 45 million Americans, are represented on the ISI membership rolls (including professionals in Washington). Public sector membership in ISI is free to full-time government employees and provides substantial price considerations for ISI training and credentialing courses as well as full access to the Envision™ rating system and guidance documents. Information on membership for public, academic and private sector businesses is available on the ISI website.

To reach Washington State’s public works professionals through Washington State PUBLIC WORKS magazine and its targeted readership, contact Darrell at your earliest convenienceto discuss your company’s promotional plans for 2013/14.

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As the Baby Boomer generation of APWA members are at or nearing retirement age, who will take over as chapter leaders in the years to come? This issue is widespread – not only in the Washington State chapter – but throughout APWA as whole. It is important that our members outreach to college students, introduce them to the public works profession, and cultivate them to be the next generation of public works leaders.

With the Jack Pittis and other student scholarship opportunities that our chapter offers, we have only scratched the surface of students entering into the public works profession and getting involved with APWA locally. Building student chapters will help our organization gain exposure and build our membership pool. With a presence of our organization on campus, students will be more apt to participate in APWA committees, networking events and conferences as they transition to the professional realm.

Starting out as a simple invitation to Gonzaga University (GU) students to check out our 2012 Fall Conference in Spokane, I had the great opportunity to meet Brianna May. Brianna is a senior at GU who is pursuing a BA in economics and a minor in applied communication studies. She aspires to have a career in public administration, and is especially interested in city planning and public works. After participating in our Emerging Professionals meeting, attending the keynote luncheon, and attending sessions that day, not only was she interested in joining our organization, but was passionate enough to bring APWA to GU and start a student chapter. However, she had several challenges facing her. Brianna had to attract student participants, find a faculty advisor, and work with the Gonzaga Student Body Association (GSBA) to prepare bylaws and develop club officers. I offered my support, and we were on our way! Let me just say, thank goodness APWA.net offers tons of resources and a student chapter toolkit with the necessary documents and guidelines to help with the burden. I also tapped into my connections on the national level through the YP Network and those who I met at APWA Congress in Anaheim. Mitchell Hoeft, EIT MPA, with the City of Golden Valley (MN) was instrumental with starting a student chapter at University of Minnesota, and was a tremendous help.

Brianna soon recognized that she was not the only student interested in public works and had the participants she needed. “The civil engineering faculty was a great help to me, and eventually I made contact with enough students of different years and even different areas of study to get a well-rounded group of passionate members,” she says. After a few months working through the logistics with GSBA, Brianna and the APWA GU Chapter received word in late January that they had the full support of the university and were officially recognized as a student organization.

There are only three recognized Student Chapters in APWA; these include North Dakota State University, the original Student Chapter at the University of Missouri-Kansas City (UMKC), and the University of Minnesota. Gonzaga University will soon join this list!
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WATERWORKS
Building Washington (1960) notes:
“In establishing the Legislative Committee, the [APWA] chapter moved towards taking an active role in shaping legislation affecting public works.”

Although it is now called the Government Affairs Committee (GAC), this goal remains unchanged and is reaching fruition. Planning efforts over the past few years have paid off as the GAC has initiated activities that launch the chapter’s entry into the playing field at the state legislative and executive level. These activities are:

- Retaining Michael Shaw as our voice in Olympia. Michael is a seasoned lobbyist who “knows the system,” can track and inform APWA members of key legislation at the state legislature, and help us engage proactively with other like-minded organizations. The GAC subcommittee coordinating with Michael consists of: Jim Rioux (jrioux@ci.olympia.wa.us), Chuck Hinson (chuck.hinson@urs.com), and Glenn Akramoff (gakramoff@ci.covington.wa.us). We are finalizing the contract and scope of Michael’s work. Michael provides similar services for the American Planning Association.

- Creating a membership database of expertise and listserv for updates, issues or bill review and testifying to the legislature. Scott Sawyer (scotts@scjalliance.com) is leading this effort.

- Build and maintain relationships with other organizations in coordination with the APWA’s Partnership Subcommittee. Jennifer Barnes (jennifer@hefftrans.com) is leading this effort.

State legislative priorities for 2013
Based on input from the GAC members, the APWA board and legislative activity to date, the GAC proposes the following areas as priorities for 2013:

1. Support and invest in infrastructure development
   a. Preserve and enhance the Public Works Trust Fund Program, which is danger of being raided to obtain funds for other state programs.
   b. Support new revenue sources for Transportation Funding and oppose attempts to restrict use of existing and new revenue sources that attempt to exclude transit.

2. Ensure fiscal sustainability
   a. Consider impacts of extending application of prevailing wage laws to all publicly subsidized work.
   b. Support state funding for critical mandates like municipal stormwater permits and avoid adding new, unfunded or underfunded mandates.
   c. Preserve, enhance and create local funding opportunities, such as “Local Options Street Maintenance Utility.” Because Washington is an “enabling legislation state,” this option must be approved by the state legislature.

How can you help?
The GAC needs volunteers with public works policy, funding and legislative to help review key issues and proposals so we can inform the APWA board on needed action. We are also looking for members willing to respond to action alerts to contact state legislative members and committees, and even testify regarding bills.

If you would like to become involved or looking for more information about the GAC, contact: Co-chair Jim Rioux, City of Olympia, 360-753-8484, jrioux@ci.olympia.wa.us; Co-chair Kathy Robertson, PE, Pickets Engineering, LLC, 425-417-2048 pickets@att.net.
AECOM provides a blend of global reach, local knowledge, innovation and technical excellence in delivering solutions for a broad range of markets. We offer comprehensive engineering and planning services to both the public and private sector.
Unsung Heroes of the Washington Public Works Community: The APWA Division 1 Subcommittee

By John Carpita, MRSC Public Works Consultant

Pugged in as I am to the greater Washington State public works community, I’ve had many opportunities over the years to see and to experience the dedication and – well, the devotion – of public works professionals to their craft. They truly do go beyond and above the call of duty and their paychecks. I want to recognize the long-running and ongoing contribution and dedication of the Division 1 Subcommittee, which is prompted by an email from Gretchen Johnson (KBA) regarding Division 1 General Special Provisions (GSP):

Thanks to Theresa Schreier of WSDOT, the Std. Specs/GSPs webpage has cool new tools:

- A pdf of the current Standard Specifications with the Amendments to date inserted in tracked changes.
- A master pdf document of all the GSPs merged together (to aid in key word searches and reviewing).

And of course, this page is where you can download a Word document of all Amendments to date to insert in your Bid Documents.

Thanks to Bill Linton, attorney at Inslee Best; Steve Palmer, bond broker at K&P; and Dave Mounts and Stacie Kelsey at WSDOT H&LP (and some help from yours truly), we now have separate Performance and Payment Bonds, each for 100% of the contract price, approved for use on FHWA-funded projects, and usable for all projects. They are part of the WSDOT e-forms package now, with PDF files also available at http://www.wsdot.wa.gov/forms/. See form numbers 272-002A EF Local Agency Performance Bond, and 272-003A EF Local Agency Public Works Payment Bond. Some notes:

1. These bond forms will also be available on our committee website, in Word format, so you can download and fill in agency names, etc.
2. If you do not have FHWA/federal funding, you will need to delete one phrase and one RCW citation from the Payment Bond – they are flagged in the Word versions – they make the bond cover what is normally covered by 5% retainage on a locally funded project.

But before we laud the subcommittee, a brief history lesson is necessary. The Washington Chapter of APWA has long been a strong proponent and supplier of standard specifications and drawings for public works projects for local agencies. The chapter’s standard specifications...
“After some 10 years of discussion and collaboration, WSDOT and APWA agreed to publish a joint version of what is known as the Standard Specifications for Road, Bridge and Municipal Construction, of which the first edition was published in 1983.”
existing specifications up to date.
The first version of the local agency
GSPs, in 1988, was issued as a separate
booklet.
Then, from 1991 through 2004, Division
“1-99” was included in the main Standard
Specifications book, and included only
the specifications modifying the WSDOT
version.
In 2005, by mutual decision of APWA-
WA and WSDOT, the subcommittee
converted the specifications into separate
Local Agency General Special Provisions
(GSPs), available for download from the
Internet.
Now back to the laudation.
Go to the Subcommittee’s webpage, at
http://www.apwa-wa.org/committee.
.aspx?id=5 and you will be amazed at the
level of activity. Their mission statement
alone is exhausting:
Network with local agencies to
assess and address current construction
contracting issues in relation to Division
1/General Conditions & Requirements.
Develop and update General
Special Provisions (GSPs) to meet
Local Agency needs and input that
complement Division 1 of the WSDOT/
APWA Standard Specifications.
Obtain pre-approval of Division 1
GSPs for FHWA-funded projects, aided
by WSDOT Highways & Local Programs
staff.
The subcommittee, led by long-time
co-chairs Gretchen Johnson and Kristina
Nelson, meets five times a year at various
locations across the state and at the bi-
nannual conferences. There are 14 or so
regular committee members and about
as many interested non-official members
who follow the committees’ activities
enthusiastically. In addition to their own
heavy workload, the subcommittee and
its individual members collaborate with
other APWA committees to co-sponsor
and speak at training sessions.
So, a tip of our collective hard hats to
the unsung heroes of the APWA Division
1 Subcommittee! Thanks for all you do
for us.

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Municipal Research and Services Center.
Originally appeared on MRSC Insight
September 26, 2012.
Several years ago, when I suggested a climate change page for our website, it was thought that climate change was not really a concern of local governments. Within a few months, it became clear that cities and counties would need to consider climate issues because no one else was doing so. I got the go-ahead to prepare a climate change page for our website in 2005, which has since been updated many times.

This fall, climate change was barely on the radar in the presidential and congressional elections. Yet Superstorm Sandy brought climate concerns into the limelight, as did the fact that 2012 was the hottest year ever recorded in the lower 48 states.

Without the absence of federal policy on climate change, states, cities, and counties have taken a prominent role in addressing the impacts of climate change and adapting to global warming. Planning for climate change means identifying actions to both (1) limit climate impacts, including reduction of greenhouse gases (GHG); and (2) adapt to the changing climate.

While the states have provided some guidance on climate issues, most of the task has fallen to local governments. With the current focus on the economy, climate issues have taken a back seat for the federal government and many state governments, so local governments have come forward to fill the vacuum. Without strong federal or state policy on climate change, cities and counties have adopted plans and policies addressing global warming and its impacts on an ad hoc basis; however, action steps and implementation have been much more limited.

According to a recent Christian Science Monitor article, more than 1,000 communities and 30 states have adopted climate action plans. In addition, many local governments are promoting green building projects, energy conservation initiatives, and encouraging bicycle commuting, all of which help to reduce the GHG that contribute to global warming.

West Coast states, including Washington, California, and Oregon, have been on the leading edge of...
addressing climate issues. As part of the effort to reduce GHG, California and British Columbia have undertaken major programs, including cap-and-trade and carbon tax. The California cap-and-trade program covers major sources of GHG emissions in the state, such as refineries, power plants, industrial facilities, and transportation fuels. The regulation includes an enforceable GHG cap that will decline over time. The California State Air Resources Board distributes allowances, which are tradable permits, equal to the emission allowed under the cap. The BC carbon tax applies to the purchase or use of fuels within the province. The tax is based on the amount of GHGs emitted when a unit of fuel is burned and is relatively simple to administer. Recently there has been some discussion of a carbon tax in Washington State, although this does not appear to be on the near-term horizon.

Bellingham, Seattle, and King County have been on the forefront of the movement to address climate change in Washington State. A 2005 King County conference, The Future Ain’t What It Used to Be, was one of the first local events related to climate change. More than 23 Washington cities and at least eight counties are now addressing climate change. This month, Seattle issued a draft update of the city’s Climate Action Plan, and Seattle Public Utilities has recently calculated how sea level rise associated with climate change will affect its shorelines.

In Washington State, a requirement for a climate element in comprehensive plans has been discussed, but the legislature has not taken action on this; climate issues are not a high priority of many state legislators. Although the Growth Management Act (GMA) does not require a climate element, quite a few cities and counties, mostly in western Washington, have either included climate policies in their comprehensive plans or prepared separate climate action plans. Also, some cities and counties are requiring assessment of greenhouse gas emissions in their SEPA review. We have a long way to go in minimizing, mitigating, and adapting to climate impacts, but Washington’s local governments are headed in the right direction.

“In Washington State, a requirement for a climate element in comprehensive plans has been discussed, but the legislature has not taken action on this; climate issues are not a high priority of many state legislators.”

Used with permission from the Municipal Research and Services Center. Originally appeared on MRSC Insight January 23, 2013.
Q Is the release of a utility easement subject to the requirements in RCW 35.94.040?

In this circumstance, an unused utility easement exists in a platted lot where the lot boundaries have been shifted and utility easements located elsewhere. Since the easement is of no use, the city is planning to release it. The caller asked if the procedural requirements of RCW 35.94.040, which include a public hearing, must be followed before releasing this easement. That statute, titled “Lease or sale of land or property originally acquired for public utility purposes,” states:

Whenever a city shall determine, by resolution of its legislative authority, that any lands, property, or equipment originally acquired for public utility purposes is surplus to the city’s needs and is not required for providing continued public utility service, then such legislative authority by resolution and after a public hearing may cause such lands, property, or equipment to be leased, sold, or conveyed. Such resolution shall state the fair market value or the rent or consideration to be paid and such other terms and conditions for such disposition as the legislative authority deems to be in the best public interest.

While we have in numerous inquiries, indicted that the release of an easement triggers or “may” trigger the requirements of this statute, I think there’s a strong argument that it is not implicated in this circumstance. The release of an unused utility easement is not a sale, lease, or conveyance; it is the extinguishment of an interest in property. There is no market value to the easement here and there are no terms or conditions on its release that could be imposed. I see nothing to be gained by holding a hearing before doing what is needed to be done here. Of course, the safest course would be to follow the requirements of this statute here, but I think a decision not to can be sufficiently justified.

Q We just awarded a bid on a building remodel project. As the project was being formulated, we had a hazmat assessment done that revealed 22 square feet of asbestos-containing sheet vinyl flooring in one area, 12 square feet of asbestos-containing sheet vinyl flooring in another, and 45 linear feet of asbestos-containing paper duct felt tape on overhead ducts.

Can someone help me figure out the requirements for how these must be dealt with during the project? For example, can the vinyl flooring be left in place and covered over, or must it be removed? For items requiring removal, are there certification or other qualifications for the contractors performing the work?

Look at http://www.lni.wa.gov/TradesLicensing/LicensingReq/Asbestos/default.asp

If asbestos is present, then the contractor, or perhaps a subcontractor, must be certified to either encapsulate or remove the asbestos in accordance with the WACs. The certified contractor is required to notify L&I before beginning work.

Q Definition of “hookup” in reference to a water system

There are two senses (and different names) of the term that appear in city/town codes.

The first sense is that of the physical connection and associated costs. There are some cities/towns who install a water service from the main to the property line and install the meter themselves. The hookup fee for this is normally a standard amount, with a proviso that if the distance is more than 5 feet, then the charge is higher. Other cities/towns will allow a plumber to install the service, but still charge a hookup fee to cover inspection and other account setup costs.

The second sense is that of a buy-in to the system per RCW 35.92.025. These are also known as connection fees, general facilities...
charges, system development fees, utility impact fees, etc.

Note these examples:
Tieton MC 13.04.110 – Connection charges – Impact fee.
Effective May 1, 1995, the following connection charges shall apply:

A. Domestic Water. The charge for connection to the town domestic water system shall be three hundred fifty dollars ($350.00) per each single dwelling unit and/or each business, plus the cost of the meter to be installed on the premises and plus the cost of the line and installing the same from the town water main to the property line of the premises.

B. Domestic Sewer. The charge for connection to the public sewer shall be two hundred fifty dollars ($250.00) per each single dwelling unit and/or each business, plus the cost of materials and installing the same from the town sewer main to the property line of the premises.

C. Impact Fees. In addition to the above connection charges, an impact fee of one thousand two hundred fifty dollars ($1,250.00) shall be paid for each new single dwelling unit and/or business unit connecting to the water and sewer. This impact fee shall be transferred to the water/sewer construction fund for capital facility improvements made in the water/sewer department and for repayment of loans and/or bonds resulting from water/sewer improvements.

D. Payment of Connection Charges and Impact Fees. One-half of the estimated connection charge plus one-half of the impact fee shall be paid to the town at the time application is made for water and sewer connections. The balance is due at the completion of the connection. Water shall not be turned on until connection charges and impact fees are paid. Any balance not paid within thirty (30) days of final billing upon completion shall be subject to interest charges in the amount of one percent per month on the unpaid balance.

South Bend MC 13.05.005 http://www.codepublishing.com/wa/southbend/html/SouthBend13/SouthBend1305.html#13.05.005
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Integrated Project Delivery: Improving Public Construction Project Practices

Public owners can reduce their overall project costs and complete projects earlier by applying elements of the private sector’s use of Integrated Project Delivery. This new project delivery approach relies on expanded project team expertise and skills to implement a more collaborative project delivery approach where all parties work toward overall project success.

Current construction practices are inefficient and need improvement

The construction industry is one of the few industries which has not experienced significant improvements in productivity over the past few decades. Construction projects are too inefficient, adversarial and expensive according to Managing Integrated Project Delivery, published by Construction Management Association of America, 2009. These inefficiencies have been a continuing problem in public and private sector projects. Private industry has begun to change the way construction projects are organized and managed to improve project efficiency and overall results. This article will describe some of these changes which can be adopted by public agencies to improve project results.

Do public agencies need to consider changes in their contracting practices? Washington State government faces a $1 billion budget shortfall. In response, Governor Inslee says government needs to change the way it does business. These elements of the Integrated Project Delivery approach can be readily implemented by public works professionals to address any concerns by elected officials and taxpayers about whether changes in doing business are being implemented.

Private industry use of new project delivery methods

Under traditional construction contracting practices, relationships tend to be adversarial and disputes more frequent. Designers are typically placed in the position of deciding the validity of contractor allegations that their documents are inadequate or ambiguous. The contractual structure encourages each party to look to its own interests instead of the interests of the project as a whole. Restricted lines of communication often result in long-distance and arms-length relationships among project participants, hindering collaboration and increasing the likelihood of misunderstanding and mistrust. Private industry has begun to address these inefficiencies by addressing the root cause of many construction problems – poor communication, lack of trust and failure to promptly address problems for the overall benefit of the project and all project participants.

A leading trend in the private sector is Integrated Project Delivery. This project delivery approach organizes project teams to include skills, behaviors and incentives to emphasize effective communication, problem solving and placing the overall interest of the project over individual party interests. This may seem unreasonable in today’s adversarial environment, but the Integrated Project Delivery works to save money and speed project completion. This approach often requires the involvement or guidance of skilled individuals or consultants as part of the project team, to supplement the existing skills, capabilities and expertise of traditional project teams.

Learning from private construction sector contracting solutions

While public agencies have to deal with statutory bidding requirements and perceptions of ingrained administrative requirements, public agencies can still look to the private construction sector for innovative approaches to deliver construction projects more efficiently and cost-effectively. Integrated Project Delivery is based on the model that all project team members will benefit if all work collaboratively with the primary goal of doing what is best for the benefit of the overall project.

Owner’s role in improving project delivery. A project which emphasizes a collaborative delivery approach consistent with an Integrated Project Delivery approach will usually include:

- Frequent, informal communication to identify and resolve issues, rather than document positions and prepare to defend against claims.
- Focus on problem solving for the benefit of the project, rather than protecting one party’s position or design.
- Willingness to be flexible to help solve another party’s problems, for the benefit of the project’s success.
- Adoption of a best-for-project mentality on project team, with the understanding that all parties benefit from a successful project in which all parties succeed.
- Use of expedited issue and dispute resolution to avoid distractions and adversarial positions by the project team.

This approach requires a major shift in the traditional self-interest, adversarial approach seen on most current construction projects. Project owner leadership to achieve this change is critical, and often requires additional assistance of skilled staff or consultants to supplement existing construction phase project teams.

Public agency project delivery strategies

Public agencies must implement any changes in the administration of their projects while using existing contract forms and permitted contracting methods. Alternative contracting methods, such as design/build and GC/CM permitted under RCW 39.80, can facilitate the use of a more collaborative approach for project delivery. However, the use of alternative contracting is limited by statute. Instead, most public agencies will need to rely upon the inherent behaviors and skills of their project team to accomplish the changes in administration methods to implement an Integrated Project Delivery approach and achieve improved project delivery results.

Project owners need to evaluate whether their existing design and CM teams have these proven skill sets and capabilities, because an adversarial...
“Integrated Project Delivery is based on the model that all project team members will benefit if all work collaboratively with the primary goal of doing what is best for the benefit of the overall project.”

approach has been the dominant construction administration approach for decades. One owner implementation strategy will involve use of a neutral or special consultant with the skills and capability of leading the project team in implementing changes in project administration and performance. Three areas where additional project team expertise can be added are discussed below:

Specialized project facilitator expertise. Public agencies may conclude that their existing construction phase staff does not have the expertise and skill to implement a more collaborative administration approach. These additional capabilities can be met by an on-call neutral project facilitator. This capability may be provided by the CM team or by an on-call consultant retained by the owner, in a manner similar to partnering consultants.

A neutral facilitator is often very effective in providing the necessary guidance, coaching and facilitation of project team members who have little or no experience, or commitment, to a collaborative approach. Public agencies are required to work with the construction team provided by the low bidder, so more expertise is often required to create a collaborative project team environment.

One of the early roles of a neutral project facilitator can be to provide a more effective initial kick-off workshop, with an emphasis on communication improvement, issue identification and problem-solving prior to actual construction commencement. The neutral facilitator provides both collaboration-building skills and construction expertise, to allow the workshop to focus on project specific issues and deliverables. A neutral facilitator with construction expertise is generally more effective than partnering workshops. The facilitator supplements, and does not replace, the role of CM staff.

The neutral facilitator can also regularly participate in project meetings during project performance to provide an ongoing reinforcement of collaborative behaviors. Collaborative behaviors among team members tend to decline when project challenges and problems are encountered, as it is natural for team members to revert to their customary behaviors when under pressure. The neutral facilitator is able help the team maintain their focus on maintaining trust and collaborative behaviors during problem stretches of the project. Projects which encounter serious disputes, delays or problems generally benefit the most from the involvement of a neutral facilitator, to guide parties the middle of serious problems to focus on solutions rather than fault-finding and defensive posturing.

Why does a neutral often improve the project team’s performance? A neutral can operate as a project advocate, with the goal to give priority to the best interests of the overall project. As a neutral with no vested interest to defend, the neutral facilitator is able to help all parties think outside the box and consider new ideas and perspectives. The project neutral facilitator can help keep the project team on track during issues and disputes, to achieve the overall goal of improved project collaboration and issue resolution throughout the project. The neutral facilitation process has delivered projects well ahead of schedule and under budget, even when faced with serious potential claims and delays.

Improved contract interpretation. Traditional construction contracts and project responsibilities are organized with...
design and construction management consultants to act as representatives of the owner. Interpretation of contract provisions and requirements is one of the important roles allocated to these owner representatives. Most industry participants recognize that it is difficult for a consultant acting as a representative of the owner to be perceived as acting in a completely independent, unbiased manner. The AIA construction documents recognize this problem by encouraging the selection of a third party neutral to render decisions on disputes.

An owner can benefit from the use of an on-call consultant or neutral to provide an unbiased, complete contract interpretation in a very cost-effective, timely manner. Project collaboration will likely improve if all parties believe in the integrity and completeness of the contract interpretation process.

*Early neutral assessments of disputes.* Some issues or disputes cannot be readily resolved through good faith negotiations of the project team. Contract interpretations and resulting obligations are common examples of disputes reaching an impasse at the project level. Industry contract forms, including WSDOT Standard Specifications used by many Washington public agencies, encourage the use of various alternative dispute resolution approaches. Owners can use a neutral expert to provide additional insights and non-binding assessments of disputes, in order to expedite the resolution of disputes and maintain a collaborative project environment.

If the expert has experience as a claims consultant or arbitrator, the assessment can also explain the probable outcome if the dispute must be resolved in binding arbitration or litigation. This assessment can then be used by the project team or senior management to reassess their prior positions, in an effort to achieve an acceptable negotiated resolution which will allow the project to proceed without dispute or claim. This expedited assessment minimizes the time and resources spent to defend a position, and helps the parties consider other potential outcomes of the dispute and risks of not resolving the dispute. The process supports the collaborative process on a project.

**Neutrals can be an investment in reducing risks on projects.** Unresolved disputes and problems often grow into substantial costs. Delays in solving problems and resolving disputes also distract key project team members. They are required to look back in history and deal with a past dispute or claim, which makes it more difficult to allocate time to look forward on the project to avoid future, perhaps larger, problems and issues. Ongoing disputes also tend to destroy the collaborative environment essential for improved project performance and success. Selective use of on-call neutrals and consultants has proven to be a great investment for improving project results and reducing project risks.

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Hold that thought because I have another question to ask and it will take a little while to see how the answers are connected.

The other question is the one that I asked last year at one of the Public Works Institute classes in Issaquah last May. The question was, “what is the biggest problem facing the public works profession today?” I asked that they write the answer on a small piece of paper in any form they liked and I would collect the answers, tabulate them and tell them the results at the end of class. I did steps one and two but forgot to do step three. If you were in that class you probably forgot to remind me to share the results because you were so engaged in the class project. Or else you didn’t really care that much about the survey. In either case, here are the results:

The most popular response at 46% was essentially that there are too many problems and too little in the way of resources. The second most popular answer had to do with the disengagement between the top and bottom of organizations. But at 12% it certainly wasn’t a close second. In many ways, having too much to do and too little to do it with has been the same problem facing public works since before there were public works departments. But I didn’t ask for the newest problem, just the biggest one, and I’ve seen similar answers in other surveys of this type. So maybe it is a big problem.

Hold that thought for a little while as well. You now have two thoughts to hold in your head at the same time. Research has shown that you should be able to handle between five and seven, so I shouldn’t be stretching the capabilities of even the dimmest reader.

There is a book called The Price of Government by David Osborne and Peter Hutchinson. The basic premise of the book is that the level of taxation in America doesn’t change very much over time, so we shouldn’t expect some new wonderful source of revenue for government programs. What follows from that premise is that we must prioritize government programs and services because that’s the only way we’re going to do the most good. This approach was even adopted by a former Washington governor.

So why is it that we in Washington State don’t have a clear understanding of our priorities and regularly use them in
making funding decisions? The answer is that public discourse has devolved into sound bites and arguments that just flop around and don’t take us anywhere. What this points out is that public officials need to be better at some skills that will serve us better.

WHAT ARE THOSE SKILLS?
One of them is a better understanding of philosophy. I’ve written previous articles on this subject but I may not have covered the basics well enough before jumping into more complex issues. The basic philosophical skill that I should have talked about more is logic. But it’s more than just understanding logic. It’s also being able to identify illogic and keep it from getting us into those sound bite discussions.

I think we’re up to three or four thoughts to hold in your head at once, so I should probably now tie it all together before we go on. If I tell you that I could put you in a situation in which I totally controlled your life and then asked you to prioritize two options, we can see at least one logical problem. One option is that you are allowed to have air and the other option is that you are allowed to have food and water. You have to choose one or the other. You will probably choose to have air because you can live for some time without food and water but without air you will die much more quickly. Some people would call this a false choice because you die under either option because you need both.

Another way to ask the question is the way I asked it at the beginning of this article. A choice between a slow death and a very slow death isn’t much of a choice. What causes this problem is that it is not possible to prioritize absolute needs. If you need something absolutely, you need it and that’s the end of the story. You can’t do a cost/benefit analysis of an absolute need because absolute needs can’t be prioritized and cost/benefit is used to prioritize and to establish a cutoff for consideration of various options. With absolute needs, those things are irrelevant.

Now you can replace the various thoughts I’ve asked you hold in your head with this one: We need to do a better job of setting priorities but as a society we don’t understand logic well enough to do that job effectively. One example of this happened many years ago before Bill Clinton took office. He took his show on

“You can’t do a cost/benefit analysis of an absolute need because absolute needs can’t be prioritized and cost/benefit is used to prioritize and to establish a cutoff for consideration of various options.”
the road and held a bunch of town halls to discuss the policy questions facing America. One of the discussions I listened to was about funding for infrastructure. Everyone agreed that infrastructure was a good thing, and I was waiting to hear them talk about what the Washington State Public Works Trust Fund observed long ago. They even made it a requirement of their loans that the facility being built or re-built had to last longer than the loan payments. This is such a key distinction that I think it ought to be a law. We shouldn’t be spending money (public or private) paying for something that doesn’t exist anymore.

But that’s not where the discussion went. Person after person came forward to tell the new president that their favorite program ought to be called infrastructure. The people who valued education called it part of the social infrastructure. It is, but the arguments lacked clarity back then and things haven’t gotten better. What those people were trying to do was to have their real needs classified as absolute needs so that they could be set aside as requiring guaranteed funding.

Public works officials have been doing the same thing for years. When I had been Public Works Director in Vancouver for about five years, I remember making an argument to the city council that public services were like the needs we have as individuals and could be prioritized using Maslow’s hierarchy of needs. In that hierarchy, physiological needs need to be satisfied even before safety needs. We need to have enough food to eat and we might even take some risks to get it before worrying about safety needs. In my budget presentation I said that water, sewer, and transportation needs were basic needs and should be funded before police and fire needs. I was essentially making the logically suspect argument that water, sewer and streets were absolute needs. I didn’t say it that way, but I did say that they absolutely needed to be funded. I always had pretty good luck at budget time, which was due to many things, including great support from my city manager. So it’s not possible to find out if the secret of success was the absolute need argument. I don’t think it hurt but how much it helped is debatable. But I didn’t bring up this story to show how to use logic (even if it’s logic that’s challengeable) to make better priority decisions. I brought it up to point out how long we’ve been trying to use this argument.

Another example is the very existence of water and sewer utilities. Essentially, someone some time made the argument that water and sewer service approaches an absolute need so closely that separate utilities should be established to take the priority decisions out of the general fund. Every enterprise fund has this philosophical position at its core. Every function we fund with a separate tax or fee stands on its own merits and doesn’t have to compete with police or fire or any of the poorly
funded other services in the general fund.

Upon more mature reflection, I’ve decided that lumping transportation in with water and sewer was a stretch. The more populous a community is, the more the need for sanitation and clean water approaches an absolute need. History has shown that without sanitation and clean water, disease spreads quickly through dense populations and the death toll could absolutely have been averted with properly functioning water and sewer utilities. It’s a bit more of a stretch to make that same argument for transportation. I’ve decided that different elements of a transportation system satisfy different need levels, but that only makes it more complicated because we don’t absolutely need grand boulevards and street trees. We need our roads to be safe, but ironically, some of the street furniture that makes our roads more attractive can also make them less safe. I don’t think we argue that street utilities should be formed because we absolutely need better streets. I think we contend that we could manage transportation better with adequate and consistent funding.

Over the years we’ve found a way to avoid the priority question altogether rather than finding better ways to have the priority setting discussion. But as in the case of street utilities, that doesn’t always work – at least in Washington State.

We live in a world of illogical discourse. It’s bad enough that opinion passes for fact in newspaper articles, but now we have the ability for every one of us to tweet, and blog, and generally spread our opinions around as if they were facts or at least based on logic. They’re usually not, and we sometimes fall into the trap of fighting fire with fire and broadcasting our opinions as fact to counteract the general noise we live with.

(You might want to reread at least the last five or 10 paragraphs to see how much of what I say is based on verifiable fact and how much is my opinion stated confidently.)

What public works officials need then is a better understanding of logic and more importantly, logical fallacies. I’ll try to get us started on that adventure in future articles.

As usual, comments, suggestions and anything else can be sent to me at ostrowj@pacifier.com. Of course, if the world has ended, there’s no point.
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COMPANY PAGE  PHONE  WEBSITE

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