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# Features:

**Meet Your New Board & APWA Regional Representatives for 2022 ..... 11**

*Our APWA representatives are here to represent you at the Chapter, region, and national levels.*

**Highlights from the APWA-WA Fall Conference in Yakima..... 13**

*The Reunion Tour was a resounding success! Read all about the WA Chapter events that took place in October.*

**Night of Excellence Awards ..... 16**

*This event recognizes how the state’s most accomplished public works professionals have contributed to the field, to the Chapter, and to our community’s health. The awards ceremony was held at the Chapter’s Fall Conference.*

**WA Chapter Awards 2021 Scholarships..... 19**

*The Chapter is pleased to be able to offer two fantastic candidates assistance on their road to public works careers.*

**PreFOG/Wastewater Committee ..... 21**

*The PreFOG/Wastewater Committee is a resource for pretreatment regulators, wastewater professionals, and the regulatory community.*

**Looking Forward to the 2022 Legislative Session ..... 22**

*The Chapter’s Government Affairs Committee reviews the 2021 Legislative Session and looks ahead to 2022.*

**Stormwater Management Committee ..... 27**

*Managing the world of stormwater can be a tall order, but the Stormwater Management Committee can be a welcoming group.*

# Departments:

President’s Message ..... 6  
 Association News..... 8  
 Ask MRSC ..... 24  
 History ..... 28  
 Ostrowski’s New Outlook ..... 29  
 Advertiser Product & Service Center ..... 33



Donald Huling, 2021 Chapter President



# Exit Stage Right

Two years ago, when I assumed the role of president of the Washington State Chapter of APWA, I was solely focused on bringing our chapter back together after PWX. I never would have imagined that my presidential agenda would be dominated by a worldwide pandemic. However, seldom in life do we get to choose the circumstances put before us. We only get to choose how we respond to the challenges laid at our feet.

As my presidency draws to an end, I can tell you that I am glowing with pride in how our chapter, and industry as a whole, has and continues to step up to address the ever-changing challenges of our time. Our chapter has taken so many great strides over the last two years. Some strides that are temporary, some out of necessity, and some that will benefit our chapter for years to come.

In 2020 our industry transitioned to a virtual world seemingly overnight.

This monumental shift in operations was mirrored by our chapter in the holding of two virtual conferences, many virtual training sessions, and countless virtual committee meetings. Although a safe return to in-person interaction is underway, the tools we have put in place will help connect our members for decades to come. These positive steps forward would not be possible if it wasn't for the countless dedicated leaders in our chapter. I thank all of you and will always be grateful for your efforts and guidance.

This fall, I was humbled to see all of our chapter's hard work culminate in the holding of our first in-person conference in 2.5 years. What seemed like an impossible task was executed through the hard work of our amazing conference planning committee. We owe them a huge thanks for all the bright and energized eyes that I saw in Yakima this fall!

As the last song of the Reunion Tour plays and I make my way to exit stage right, I want to thank all of you for allowing me to serve as your chapter president for the last two years. It has been a true honor to represent a group of such amazing professionals in such a challenging time. I will treasure this experience and the friends I have made for the rest of my life. From the bottom of my heart, thank you!

As you continue to serve our communities, if ever in doubt, always remember what your wise past-president once said... and... **ROCK ON MY FRIENDS!**

Peace out APWA! 

*Donald J. Huling*

Donald J. Huling, P.E.  
Washington State  
APWA Chapter President

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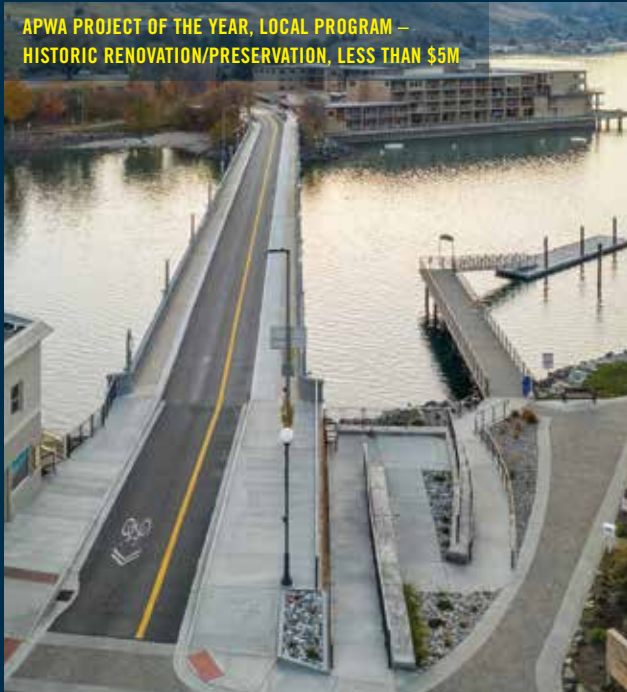
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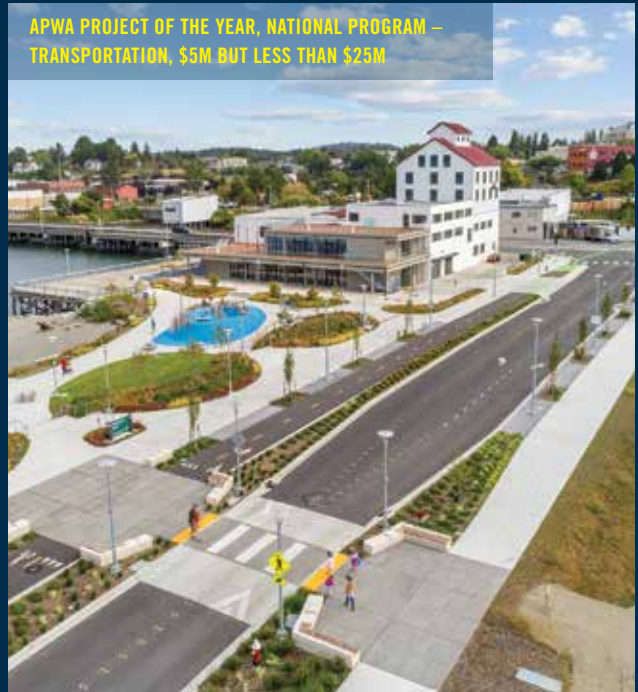
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# New and Returning Members

August 11 to October 27, 2021

**Aletia A. Alvarez**, Sr. Facilities Maintenance Manager, Port of Olympia  
**Kelsey Anderson**, PE, KPG, P.S  
**Jesse Barham**, City of Olympia  
**Stuart Barton**  
**Shela Berry**, CFO, Benton County OR  
**Amy M. Carlson**, Engr Proj Mgr Policy Govt. Affairs, Jacobs  
**Toby Coenen**, Senior Stormwater Manager, City of Sammamish  
**Clifford Corpuz**, Jr., Engineering Inspector IV, City of Puyallup Public Works  
**Carlo D'Alessandro**, Transportation Dev Manager, City of Richland  
**Sherry Edquid**, Levee Project Manager, City of Tukwila  
**John Edwards**, Lead Const Inspector, City of Olympia

**Terome Fulmore**, PW Maint Ops Supervisor, City of Seatac  
**Miranda J. Hagadom**, Lead Bridge Engineer, WSP USA Administration Inc.  
**Aaron Halverson**, Capital Projects Coordinator, City of Lake Forest Park  
**Mike Helgeson**, Asst PW Director, City of Ellensburg  
**Charles T. Hill**, Capital Project Manager, City of Lakewood  
**Timothy T. Hohmann**, Engineering Services Manager, City of Anacortes  
**Hans Hunger**, City Engineer, City of Puyallup Public Works  
**Gregory M. Izzo**, Wtr Resources NW Market Leader, WSP USA Administration Inc.  
**Ronald Johnson**, Engineering Tech VI, City of Puyallup Public Works

**Douglas H. Jones**, Fleet Manager, South Kitsap Fire and Rescue  
**Seong Kim**, Utilities Mgr/Asst. City Engineer, City of Tukwila  
**Steve King**, Public Works Director, City of Port Townsend  
**Marc La Vanway**, Civil Engineer II, City of Richland  
**James Malloy**, Engineer, Neenah Foundry  
**Paul Marrinan**, Sr. Stormwater Engineer, City of Puyallup Public Works  
**Sarah Martin**, Construction Inspector, City of Olympia  
**Chris Martinez**, Contract Administrator, Port of Olympia  
**Pablo Para**  
**Lisa Parks**, Capital Investment PL Env Dir., Port of Olympia  
**Donald Ragsdale**, Lead Worker, City of Olympia  
**Heather Reed**, Contract Procurement Manager, City of Olympia  
**Ryan M. Rutkosky**, Sr. Engineer Capital Projects, City of Puyallup Public Works  
**Daniel Shafar**, Drinking Water Market Sector Lead, WSP USA Administration Inc.  
**Hunter Slyfield**, Civil Engineer, City of Ellensburg  
**Axel Swanson**, Managing Director, Washington Associates of Counties  
**Alex Warner**, City Engineer, City of Oak Harbor  
**Jeremy Wheeler**, Sr. PIO, City of Everett  
**Jesse L. Williams**, Water Resources Engineer, Jacobs  
**Jessica J. Wilson**, Engineer Capital Projects, City of Puyallup Public Works  
**Royce Young**, Stormwater Specialist, City of DuPont  
**Drew Young**, Sr. Engineer Capital Projects, City of Puyallup Public Works

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# Lifetime Membership Recognition

The Chapter looks forward to recognizing members who have achieved “lifer” status. Lifetime members receive permanent membership in the APWA and no longer have to pay dues. Members who meet any ONE of the following requirements to be eligible for Lifetime Membership:

- Continuous membership for 30 years.
- Continuous membership for 20 years AND the member is now age 70.
- Continuous membership for 20 years, AND the member is now age 65+ and fully retired from active service for which compensation is received.
- It is also possible for any individual who has been a member continuously for 10 years to be designated a Lifetime Member by special action of the Board of Directors in recognition of outstanding service to the WA Chapter.

This quarter we recognize Charles (Chuck) Eaton, Robert (Bob) Desgrosellier, Dan Swenson, Curt Crawford, and Samuel Richard. Two of our Lifetime Members, Chuck and Bob chose to share some thoughts about their achievement. APWA would also like to congratulate Bob on his recent retirement after many years’ service to APWA and Charles on his recent joining of the 2022 Board.



Charles (Chuck) Eaton

Charles Eaton started his career with the Oregon Department of Transportation as an engineering aide right out of high school. He was fortunate enough to get accepted into ODOT’s Trainee Program

which allowed him to work and get my degree from Oregon Institute of Technology. After receiving his degree, his first project was construction of I-205 bridges and Charles recalls that he “was assigned to an outstanding bridge project manager and mentor by the name of Jerry Street.”

Before landing in Washington, Charles left his mark on Oregon and the Clackamas County City of Milwaukie. Charles took part in the creation and adoption of the ADA Transition Plan and SAFE Program. The years-long project, which is still underway, will construct 36 miles of sidewalks and paths, and 1,245 ADA ramps over three phases with an estimated cost of \$51.1 million. Charles proudly continues to watch the progress of this program that will deeply impact lives for decades to come.

Charles credits the APWA with allowing him “to connect with numerous great individuals and colleagues through chapter committees, conferences, and training events. I believe this has helped me keep up to date and relative in our ever-changing industry, not to mention the lifelong friendships I have gained.”

Bob Desgrosellier started out with an AA degree at Yakima Valley College, where he was offered a nine-month temp position for WSDOT’s South Central Region, I-82 project construction from Sunnyside Diversion Dam to Buena. In that entry position he was exposed to most construction field office duties and fell in love with engineering. Eventually, Bob settled into the City of Yakima where he was introduced to the APWA by former Chapter President Dennis Covell, PE. From volunteering to membership, Bob values his long experience with the chapter, saying, “This exposed me to training and networking opportunities, opportunities to build relationships with individuals from all fields of public works; some that the city would hire for design or construction admin duties.”

After watching the work and results from past Officers and Executive Boards Bob knew he wanted to learn more about their dedication to the Chapter and the same chance to help others. It was an experience that Bob valued so much that he ran for and was elected to the Board of Directors twice. Bob has participated in many Chapter committees over the years and received the Chapter Pillar Award in 2017.



Robert (Bob) Desgrosellier (at right)



Bob throughout the years

Bob had this to say about APWA: “I owe my success to past and present coworkers, APWA members, and all other selfless individuals that I had the pleasure to work with and serve with throughout my career. I believe that my abilities, my life, and the community in which I work and live are a better place because of all my mentors.”

We congratulate our Lifetime Members and thank you for bringing your experience, knowledge, and comradery to our Public Works community and the Washington Chapter. ▀

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# MEET YOUR NEW BOARD & APWA Regional Representatives for 2022

Our APWA representatives are here to represent you at the Chapter, region, and national levels. Feel free to contact them about your interests and concerns.

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## REGIONAL & NATIONAL REPRESENTATION

### REGION IX DIRECTOR

Christina (Tina) Nelson of Kitsap County has been elected to APWA Region IX Director. Region IX includes Washington, Oregon, Idaho, Montana, Colorado, Utah, New Mexico, Alaska, and three provinces of Canada. To take on the role fully Tina has passed on the torch of the Construction Standards Div. 1 Chair position to Aubrey Collier of City of Lacey.

### APWA NATIONAL DELEGATES

Mike Clark of DEA will be advancing to Chapter Delegate to APWA National and his new Alternate Delegate will be Scott Egger of City of Lacey.

### WA STATE EMERGENCY MANAGEMENT COUNCIL DELEGATES

Jennifer Bailey of City of Everett will be joining Kirk Holmes of Pertee as our second delegate to the Washington State Emergency Management Council.

## RESULTS OF THE 2021 ELECTION

All board members up for confirmation voting passed. The 2022 Board will be:

- Scott Sawyer, SCJ Alliance, President
- Lauren Behm, Landau Associates, Vice President
- Tara Davis (Olsen) WSP USA, Treasurer

Due to COVID-19, they have all served two years in their current role. We thank them for their service and wish them well in their new positions.

The newly elected Secretary will be Jeff Brauns, PE, Public Works Director, City of Newcastle – who will rotate through the board positions until becoming President in 2025.

### NEWLY ELECTED BOARD OF DIRECTORS – TERM 2022–23

- Angela Brady, PE, Deputy Director, Office of the Waterfront and Civic Projects, City of Seattle
- Charles Eaton, PE, Public Works Director/County Engineer, Columbia County
- Karissa Witthuhn, PE, Project Manager, Pertee
- Jordan Ottow, Public Works Operations and Maintenance Supervisor, City of Monroe



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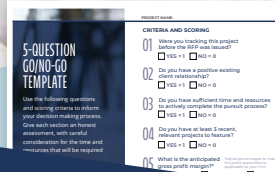
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# WA Chapter Fall Conference by the Numbers

As the Chapter approached returning to an in-person conference we wanted to be responsive and responsible to our membership and present a safe, socially distanced, but fun conference. Our goal was to have about 50% of our usual involvement across all metrics – attendees, exhibitors, sponsors. So how did we do? We exceeded expectations! The Reunion Tour was a resounding success and we look forward to seeing even more of you in 2022!



## Overview

**240** total registrants (56%)

**68** exhibitors (68%)

**26** sponsors (100%)

**61%** usage of the mobile app

**32** educational sessions

**57** golfers

**1** hole in one!



## Looking Towards Spring

Save the date for the Spring Conference taking place April 13–14, 2022 in Vancouver.

Learn more at: [washington.apwa.net](http://washington.apwa.net).

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# Retro Prom Rocked

After gearing up for the Retro Prom for two years, participants cut loose with some hysterical outfits and throwback hairstyles. Attendees were able to view all the contestants on the conference app and then vote via paper ballot on their favorites. In addition, the Scholarship Committee was able to sell out of all 50 mullet wigs at \$40 a wig. Thank you to all who participated in this memorable night – we had “the time of our lives.” Also, a big thank you to our sponsors HWA GeoSciences Inc., Blueline, and LDC for donating fabulous prizes and sponsoring the band, the Rain City Time Machine.

## The Totally Awesome Winners



Leslie took home the grand prize of a weekend getaway for two to Las Vegas.

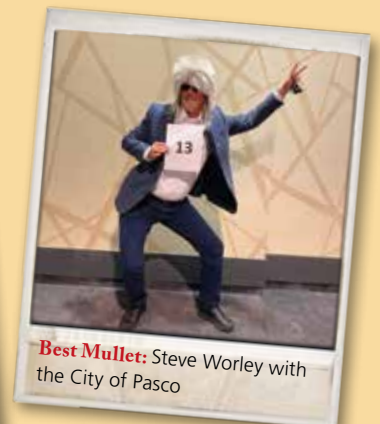


Alex walked away with gift certificates for a \$500 shopping spree at Bellevue Square.



Bill drove off with the two-hour lesson and \$125 gift certificate to DirtFish Rally School.

## These winners took home the pride of knowing that they were the grooviest.



# The NIGHT OF EXCELLENCE Awards

## 2021

On Thursday, October 14, 2021 the American Public Works Association – WA Chapter, recognized three groups and six individuals at their annual Night of Excellence Awards held this year at the Yakima Convention Center. The event recognizes how the state’s most accomplished public works professionals have contributed to the field, to the Chapter, and to our community’s health. The awards ceremony was presented as part of the WA Chapter’s Fall Conference.

### Empowered Teams Award:

#### Lori Beidler of Chelan County

*The Empowered Teams award recognizes teams that advance the Public Works Industry.*

In her off-hours from her position as Address Coordinator for 911 and Emergency Management of Chelan County, Lori produced a fire mapping tool that allowed firefighters to more quickly mobilize and for the public to be aware of fire danger. The new online GIS map recently provided Evacuation Level Maps for two large fires in Chelan County – the Red Apple fire and the Shady Pass fire. Both fires received state mobilization and the online map has received 207K views so far. Many other counties are looking to emulate their efforts.



### Committee in Action Award:

#### Conference Committee (Thanh Jeffers & Linda Ayala of City of Olympia, Darci Bell of City of Walla Walla, and Ruta Jones (retired) formerly with City of Wenatchee)

*The Committee in Action award recognizes a chapter committee that has provided/is providing exceptional value to the membership and/or the public works profession in Washington.*

The 2020 and 2021 the Conference Committee was faced with the pandemic restrictions and questions of how to provide and questions of how to provide to provide value to the chapter membership. Working tirelessly, they ended up planning and scrapping not one but three in-person conferences, pivoting to an entirely virtual conference with accredited sessions, and springing back to in-person for the fall of 2021. From contract negotiation to learning new technology, the Conference Committee was never *not* in action. Their hard work ensured continuity of operations and the financial stability of the WA Chapter.



### Our Heroes Wear Dirt Award:

#### Erik Martin and Kevin Korpi of Lewis County Public Works

*This award recognizes outstanding service to the community in Public Works by front-line workers.*

Since its inception, the APWA-WA ROADeo Committee has worked tirelessly on behalf of the chapter to develop inclusion opportunities for public works operations and maintenance staff. This has been accomplished through an annual award-winning equipment ROADeo, training sessions, and networking opportunities that are focused on the needs of the operations and maintenance professionals. In 2019, the Washington Chapter hosted the National Equipment ROADeo Competition in Seattle, organized by the ROADeo Committee led by Erik Martin and Kevin Korpi of Lewis County. The APWA-WA Chapter would like to acknowledge Erik and Kevin for their tireless work to ensure the legacy of the ROADeo is forever a part of the APWA-WA Chapter activities. Erik and Kevin truly exemplify the grit and tenacity of Our Heroes Wear Dirt.



### Outstanding Service Award: Tara Davis (Olsen) of WSP

*Outstanding dedication to the APWA-WA Chapter is honored with this award.*



Tara has been a devoted member of APWA for over 15 years and is currently the Treasurer, serving a special three-year term due to COVID-19. Despite facing many challenges like minimal revenues and event cancellations due to pandemic restrictions, Tara has kept the chapter on target and still managed to volunteer with many committees. She also represents APWA at the Puget Sound Engineering Council, an organization comprised of the local chapters of national engineering societies in the Puget Sound area.



**Inclusion Advocate Award:**

**Robert Michael Hale of Tacoma Community College**

*This award recognizes efforts to recruit individuals into public works, including those members and organizations, or programs, that are active in helping women, minorities and people with disabilities pursue careers in the public works field.*



Michael has dedicated his 40+ year career to being an advocate for the inclusion of under-represented people of color in the engineering field. Now retired, he has taken on the calling of STEM education. Michael is an Engineering Mentor for Tacoma Community College in the Math Science & Engineering Division, where he works in Outreach to Students to increase the awareness and the interest of the STEM and engineering Fields.

**Chapter Pillar Award:**

**Mike Clark of David Evans and Associates, Inc.**

*This award recognizes an individual who exemplify the qualities of leadership, mentoring, encouragement, and serving behind the scenes without seeking recognition for him/herself.*

Throughout his 30 years of service in APWA, Mike Clark has exemplified the qualities of Dick Andrews. Mike has held all Chapter Board positions and is active at the national level of APWA, instrumentally advocating for the National PWX Conference to be successfully held in Seattle in 2019. Mike has been a leader at finding gaps in the WA Chapter and co-championing solutions often through complex special projects.



**Roy Morse Award: Toby Rickman of Pierce County**




*The Roy Morse Award recognizes outstanding technical or professional accomplishments in public works. The winner of this award is sent to APWA National as a nominee for the National Top 10 Public Works Leaders of the Year Award. Roy Morse was a quiet force in industry, government, and public works in the twentieth century.*

Toby Rickman has been an invaluable member of the Washington State public works community for nearly 40 years. His notable legacies to public works include collaborating on WSDOT's "Target Zero" for traffic deaths in 2000, which is still the state's goal and has gone on to become a national standard. At Pierce County, he co-created the 8 Elements of Asset Management program; it reduced costs for operations and management across the Pierce County. Toby was also selected to lead the National APWA Asset Management Task Force to create guidance and tools for APWA members across the country.

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# The NIGHT OF EXCELLENCE Awards 2021

## President's Award: Linda Ayala of City of Olympia

The President's Award recognizes a current Officer or Board Member for Chapter contributions to the APWA.



Each year, the Chapter president selects one outstanding member who they feel has contributed to the Chapter as a whole. This year, President Donald Huling has selected Linda Ayala from the Conference Committee. Her dedication and help in planning, negotiating venue contracts, and working with the board and

president during the unexpected time of crisis helped ensure the financial viability of our chapter. "Linda was a steady rock that kept the chapter rolling," said Chapter President, Donald Huling. "We could not have done it without her."

## Young Leader Award: Alyssa Ardourel, PE, of Huitt-Zollars

The Young Leader Award recognizes and encourages individuals who demonstrate commitment to the public works profession and show potential for future growth with APWA.

Alyssa has been instrumental in forming the WA Chapter's new mentorship program set to launch in early 2022. Her leadership with this board initiative and on the Emerging Professionals Committee as co-chair set her apart as a young leader to watch. Alyssa continues to coordinate the "In-Site" series, a virtual discussion group engaging emerging professionals. Alyssa has also presented at several conferences, most recently at the national AWPA PWX conference in 2019.



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# WA CHAPTER AWARDS 2021 SCHOLARSHIPS

Each year the Washington Chapter raises funds to provide scholarships for deserving youth who are intending to enter the public works fields after graduation. As with many things, the pandemic has impacted the Scholarship Committee. Forced to cancel the traditional golf tournaments in 2020, the committee turned to online fundraising. They then rebounded with the 2021 Fall Conference golf tournament and... mullet wig sales. With donations at the Fall 2021 Conference and mullet wig sales, the Committee raised \$2,700 for scholarships.

The pandemic has impacted the students we assist as well. This year, based on the merit of the applications, two denominations of the Jack Pittis Scholarship were awarded. Criteria for both scholarships focused on the candidate's commitment to go into a public works field, scholastic achievement, and record of community service. The Committee also focused on the need and life situation of the applicants and we were excited to be able to offer two fantastic candidates assistance on their road to public works careers.



**Jack Pittis Scholarship Recipient (\$7,500)**  
**Hilda Pacheco Garcia, University of Washington**

A Senior at the University of Washington, Hilda is a civil engineering student who intends to focus on stormwater post-graduation. She has explored her interest with the student chapter of the American Water Works Association, where she served as chapter president, and working in the traffic division at the City of Kenmore. She is excited to inspire other Latina and women of color to study engineering and is a first-generation DACA student.

When asked about her choice of degree, Hilda spoke about her desire to help with water access and purity.

"One of the main reasons I picked civil-environmental engineering was because I believe we have a chance at changing the course of our future. Most believe what waits ahead of us is a grim reality, but if we act now, I know we can cause instrumental positive influence on our future. Working in public works is one of the best ways to create change at a local level. As a stormwater engineer I intend to work on finding an effective and low-cost method of conserving our water supply, by finding ways to cut down on waste and inefficiencies. I hope to work with cities on implementing outreach communications in order to inform citizens of why these changes are so important. I truly believe that education and knowledge on such topics are important fostering change within each household, community, and eventually the world."

**Jack Pittis Scholarship Recipient (\$2,500)**  
**Cesar Bedolla-Hurtado, Washington State University**

A Junior at Washington State University, Cesar is civil engineering student, who is currently employed by WSDOT. An honor roll student, Cesar is a member of the student chapter of the American Society of Civil Engineers, and currently serves as president.

Cesar will be the first of 29 grandchildren, paternal and maternal, to graduate with a degree. Cesar is focusing on transportation and is excited work with lawmakers as well as technology to solve the problems facing our region.

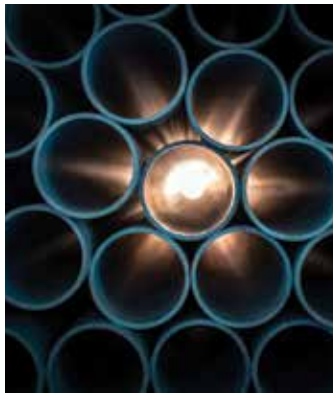
When asked about why he chose civil engineering, Cesar spoke about focusing on the future of infrastructure.

"Infrastructure such as highways, bridges and tunnels, and living streets. They are designed to withstand the test of time – some are designed to stand tall against the fierce elements of nature or fit the constraints of urban sprawls. Figuring out how? That is the fun part, the puzzle-like component. Transportation requires innovating new and improved solutions that help make everyday life easier and safer for everyone. It fascinates me how the transportation sector can fit these essential structures in the tightest of spaces and ensure their structural stability. At the end of the day, I want to see the work I put in come to life, revitalizing the transportation patterns that the public follows."

We congratulate the winners of this year's scholarships and look forward to their impact on our industry and our Chapter. To become involved in the committee, donate, or suggest fundraising opportunities, contact the Scholarship Committee Chair, Justin Matthews, [justin.matthews@kpff.com](mailto:justin.matthews@kpff.com).

You can contribute a donation online at <https://bit.ly/APWAScholarship2021>. ▀





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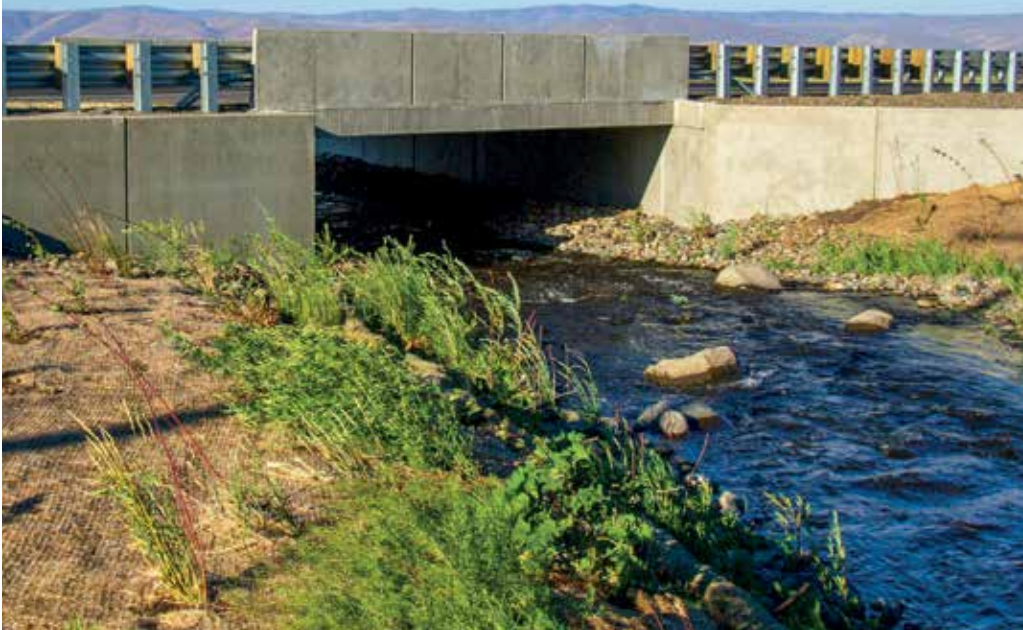
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# Benefitting the Entire Wastewater Community

By Julie Dufresne

The mission of the Chapter's PreFOG/Wastewater Committee is to develop a regional approach on technical, utility management, and regulatory issues that affect planning, building, and maintaining of wastewater utilities, with an emphasis for the reduction, elimination, and prevention of fats, oils, and grease (FOG) in our wastewater system.

The PreFOG/Wastewater Committee is a resource for pretreatment regulators, wastewater professionals, and the regulatory community. Our group consists of Washington-based professionals that work with residential and commercial wastewater. Committee meetings are a place where attendees can speak with and learn from professionals in the field. Our committee allows members to network, brainstorm, share concerns, and solve problems. Together, we protect "Publicly Owned Treatment Works" (POTWs), their workers, public health, and the environment through public education and enforcement of existing wastewater regulations.

This is a dynamic field that requires knowledge and experience and as professionals share information and best practices during our PreFOG/Wastewater Committee meetings, the entire wastewater community benefits from our efforts. As the name implies, PreFOG/

Wastewater is comprised of two parts: The first part, PreFOG, focuses on source control of pollutants found in non-domestic wastewater, with an emphasis in managing fats, oils, and grease. All municipalities have businesses that discharge non-domestic wastewater to the sewer, and this may require regulation through a pre-treatment program. These businesses range from small facilities like restaurants, dental offices, or dry cleaners, to larger facilities like hospitals, automotive shops, and manufacturing facilities. Pre-treatment programs regulate these businesses through regular inspections and wastewater sampling to determine if existing practices and discharges are in compliance with local regulations. Pre-treatment programs conduct enforcement, when necessary, and also educate owners



and workers involved in the affected businesses to help their organization comply with regulations.

The second part, wastewater, focuses on the POTW itself, including collection systems and treatment plants. POTW crews in the field are a wealth of institutional knowledge and serve as the eyes and ears of a pre-treatment program. Field crews can alert pre-treatment staff to a harmful discharge or a blockage discovered in the sewer lines or lift stations. Pre-treatment staff can then take this information and investigate the source to prevent the discharge from happening again. Reciprocally, pre-treatment staff may be notified by an industrial user that a hazardous discharge to the sewer just occurred and can warn the treatment plant and field staff of the hazard.

The PreFOG/Wastewater Committee meets three to four times a year and all meetings are currently held virtually. Future in-person meetings may be scheduled for Olympia, Tacoma, or Lynnwood, but these meetings will also include a virtual component. If you would like to attend our meetings or be included in our email chain to learn more information or to network with other professionals, contact Julie Dufresne at [juliedufresne@lottcleanwater.org](mailto:juliedufresne@lottcleanwater.org). ▀

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# Looking Forward to the 2022 Legislative Session

By **Mike Shaw**, Shaw Government Relations

This article is meant to look forward to the 2022 legislative session but that cannot be done without a review of the 2021 session. During the 2021 legislative session, the Washington State Legislature dealt with challenges on a historic level. The COVID-19 pandemic required that the 2021 session be changed from in-person to virtual, and legislators struggled to find a way to effectively function. Additionally, the pandemic's impact to basic education, local government services, and revenues cast a heavy shadow over Olympia. Legislators worried about an expected housing crisis and the possibility of an eviction avalanche from the pandemic-related economic shutdown.

Civil unrest tied to the 2020 national election and the murder of George Floyd added to the anxiety that already characterized the 2021 session. By mid-session, legislators and their staff had found their way through the new virtual world in which we were all beginning to operate. Holding committee hearings and floor action via Zoom or Microsoft Teams, the legislators met most challenges and passed major legislation on a myriad of issues ranging from tax policy to criminal justice reform. A final twist was that every bill was viewed through a social justice lens.

For APWA, the 2021 session also saw bills related to broadband infrastructure, low carbon fuel standards, and a discussion of a possible transportation funding package. The following bills held our attention and were passed into law:

- HB 1080 – The Capital Budget. Washington State made major investments in local projects and various public works initiatives, including broadband infrastructure.
- SB 5032 – Alternative Public Works Contracting. These statutes were going to “sunset,” so this bill needed to pass to keep these alternative contracting methods available.
- SB 5031 – Aviation Revitalization Loan Program. The legislature finally passed a bill to establish a loan program that will benefit local airports.



- HB 1336 – Public Telecommunications Service. This bill gave local governments, like counties, cities, ports, and public utility districts (PUDs) the ability to provide broadband service.
- SB 5383 – PUD Authorization to Provide Broadband Service. This bill gave increased authority to PUDs to provide retail broadband service if certain conditions are met.
- HB 1091 – Low Carbon Fuel Standards. This bill addresses climate change by mandating a reduction of the carbon intensity of transportation fuel.
- SB 5126 – Climate Commitment Act. This bill created a cap-and-invest system for carbon, similar to an existing program in California.

The 2022 session will be a revisit of the 2021 session with 60 days of clarifying and tweaking legislation passed over the last few years. The two broadband bills that passed will need to be harmonized. The criminal justice bills concerning police tactics and use of force require some amendments. Long-term care insurance (a bill passed in the 2019 session) will also need to be addressed.

We also expect the transportation funding discussion to continue since the pandemic severely impacted transportation revenues. Gas tax, tolling, and fee collections were down markedly due to COVID-related economic shutdowns. This highlighted the need for a new approach to state transportation funding. The carbon tax bills (HB 1091 and SB 5126, noted above) provided a new revenue source, and during the 2021 session there was a legislative attempt to tie these bills to the transportation funding negotiations. Governor Jay Inslee vetoed language in HB 1091 and SB 5126 that made them inoperative pending an “additive transportation funding” package, but that association continues in the minds of legislative transportation negotiators. Negotiations have continued all summer into the fall, and while there have been rumors that a special session will be called to pass a transportation funding bill, this is unlikely. A special session can invite partisan mischief and COVID-19-related health concerns still exist. Also, the minority party (Republicans) have been excluded from the negotiations thus far and any package that requires bonding will need their votes.

The 2022 legislative session is likely to be either fully virtually or via a hybrid version where vaccinated staff and legislators are allowed in the capitol buildings and the rest of us participate electronically. Since the 2022 session precedes the 2022 elections, major policy or fiscal initiatives are unlikely to be covered. For example, it is our opinion there will be no transportation funding package until 2023.

What may throw a wrench into the legislative works is the amount of money the state is currently forecasting – over a billion dollars more than the earlier forecast. This extra (and unanticipated) money makes it harder for legislative leadership to say no to members and harder to close the legislative session on time. During hard fiscal years like we’ve been accustomed to seeing in Olympia, legislators have lower expectations. Now, they might hold their votes until their pet programs get funded. We will see.

UPDATE: With the recent ruling from the Washington Supreme Court that Gov. Inslee

overstepped his veto authority on the 2019 transportation package, it seems increasingly likely that legislators will challenge the veto’s enacted on the HB 1091 bill. We will follow the legal action with interest and continue to update the membership.

In January 2022, the Chapter’s Government Affairs Committee (GAC) will begin holding weekly legislative update meetings. If you are interested in participating in those calls and the work of the GAC, contact Jim Rioux, committee chair, at [jrioux@ci.olympia.wa.us](mailto:jrioux@ci.olympia.wa.us) or by phone at (360) 753-8484. ▀



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## Questions Related to Parking & Parking Regulation



**Q:** *Can a parking commission spend business improvement area funds? Are the projects subject to state purchasing and bidding requirements?*

**A:** We reviewed RCW chapter 35.86A (Parking Commissions) and 35.87A (Business Improvement Areas – BIA). Parking commissions have powers described in RCW 35.86A.070. RCW 35.86A.080 also addresses the relationship and authority of the parking commission and the city council.

It seemed odd at first that a parking commission would have any kind of say over BIA funds, but RCW 35.87A.110 provides that a city council can appoint existing advisory boards and commissions to make recommendations on the use of revenue. The city council should have final approval based on the statutory language. Of course, normal city contracting requirements in state law would apply to projects sponsored by the parking commission.

**Q:** *We have a person living in their vehicle next to the town park. He is using the facilities at the park. We have an ordinance limiting the time that a person can park on town streets. Are there any constitutional issues if we enforce the ordinance on this person?*

**A:** The Washington Supreme Court in *Seattle vs. Long* (August 12, 2021) held that homestead rights (Homestead Act) apply to persons living in vehicles that are impounded because of parking violations.

As a general matter, cities have broad authority to reasonably regulate parking. For example, RCW 46.61.570 provides in part:

(2) Parking or standing shall be permitted in the manner provided by law at all other places except a time limit may be imposed or parking restricted at other places but such limitation and restriction shall be by city ordinance or county resolution or order of the secretary of transportation upon highways under their respective jurisdictions. If a town or city has adopted the Model Traffic Ordinance (MTO) by reference, then RCW 46.61.570(1)(vi), which is part of the MTO in WAC 308-330-462, prohibits parking in any place where official signs prohibit parking.

WAC 308-330-409 indicates a prohibition on parking is effective once the traffic control device is erected and in place at the time of the offense. If the town or city has “no parking” signs posted on the streets by parks and enforces their ordinances against violators who happen to use their vehicles as homes, then the Homestead Act should be applied when the vehicles are the persons’ primary residences. The Homestead Act prohibits the government from putting a lien against a person’s home to pay off debts. See Chapter 6.13 RCW and *Seattle v. Long*, for more information.

**Q:** *Is MRSC aware of any state mandate for a minimum amount of advance notice for placement of temporary no parking signs? Some jurisdictions require notice locally; for example, Seattle and Tacoma require 72 hours advance notice.*

**A:** Regarding your question about temporary no parking signs, in general cities have broad authority to reasonably regulate parking per RCW 46.61.570.



WAC 308-330-265(2) authorizes the city's traffic engineer to "place and maintain official traffic control devices as he/she may deem necessary to regulate, warn, or guide traffic for construction, detours, emergencies, and special conditions."

That same WAC provision identifies a variety of circumstances in which the traffic engineer is given authority to erect signs indicating no parking zones (see subsections 11-15). WAC 308-330-270(5) authorizes a local authority, after an engineering and traffic investigation by the traffic engineer and pursuant to resolution, to "prohibit, regulate, or limit, stopping, standing, or parking of vehicles on any highway at all times or during such times as shall be indicated by official traffic control devices."

Again, both the RCW and WAC provisions provide broad authority to regulate parking, but pursuant to local ordinance or resolution (and after appropriate studies). Following this, it is a matter of what the local code establishes rather than a notice period set forth in state law.

**Q: Does MRSC know of any studies or city codes regarding the number of appropriate parking stalls required for multi-family residential developments?**

**A:** For reference, RCW 36.70A.620 contains "minimum residential parking requirements" for specific types of development.

Here are several sample codes from cities with populations below 20,000:

- Burlington Municipal Code Ch. 17.85.060 – Limits parking requirements within the downtown special planning area to one space per unit, regardless of dwelling size.
- Milton Municipal Code Ch. 17.48.040 – Requires two spaces per dwelling unit plus one space per four dwelling units for guests.
- Fife Municipal Code Ch. 19.19.56.040 – Requires 1.5 spots per dwelling unit in multi-family developments (one recreational vehicle space per 15 dwelling units in multi-family developments with 50 or more dwelling units).
- Sumner Municipal Code Ch. 18.42.040 – Requires one space per studio; 1.5 for each one- or two-bedroom unit; two spaces for three- or more-bedroom units; one for each unit of senior or retirement apartments; visitor parking for any type of multi-family use at one space for every five units.
- Edgewood Municipal Code Ch. 18.90.130 – Requires two spots per dwelling unit in a duplex or attached dwelling, 1.5 spots per dwelling in a multiplex, townhouse, or apartment.

Here are several sample codes from cities with populations above 20,000:

- Bonney Lake Municipal Code Ch. 18.22.100 – Requires two spots per dwelling unit in multi-family units with an additional visitor parking required spot per five dwelling units. In the DC and DM zones and in the transit-oriented development overlay, the minimum number of spaces is reduced by 50%.
- Everett Municipal Code Ch. 19.34.025 – Depending on the location, studio parking spaces per dwelling are either .85 or one, one for a one-bedroom, between 1.2 and 1.5 for a two-bedroom, and between 1.6 and 2 for a three-bedroom or larger.
- Seattle Municipal Code Ch. 23.54.020 – In multifamily and commercial zones, the minimum required parking for all uses is reduced by 50% if the property is located within a frequent transit service area, and the property is not located in an Urban Center, Urban Village, or Station Area Overlay District (multi-family residences require one space per dwelling unit otherwise).

**Q: Are there any legal restrictions or regulations related to having a derelict vehicle or illegally parked vehicle towed from a port property?**

**A:** RCW 46.55.070 allows for unauthorized vehicles to be towed from public parking facilities in less than 24 hours if notice is properly posted. If the unauthorized vehicle has been present for more than 24 hours in the parking facility, then it appears you can have the vehicle towed without notice – although you may be liable for the costs.

If the vehicle is parked elsewhere on public property, you may have to rely on RCW 46.55.230. If the vehicle meets the definition of a "junk vehicle" in RCW 46.55.010, local law enforcement has the authority to order the vehicle to be towed after the landowner gives 15 days' notice to the vehicle owner of record.

You may also be able to work with the applicable local government near you. RCW 46.55.240 grants specific authority for cities, towns, and counties to adopt an ordinance establishing procedures for the abatement and removal, as public nuisances, of junk vehicles or vehicle parts from private property and unauthorized or abandoned vehicles from public right-of-way or other publicly owned or controlled property. Ports do not have the authority to adopt such provisions, but it appears that the local government can adopt ordinances that would apply to the port's property since it is "other publicly owned property." MRSC encourages you to consult the ordinances for the city or county within which the property where the derelict or illegal parked vehicle is located to see if it has adopted such an ordinance.

A note of warning: If anyone is living in the vehicle there are additional limitations on what action you can take that may apply (see the 2020 case of *City of Seattle v. Long*, 13 Wn. App. 2d 709, 467 P.3d 979).

Your agency's attorney should review any proposed policy that your port commission adopts to address unauthorized parking. ▀



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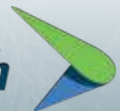
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# Managing the World of Stormwater

By Craig Buitrago, PE

For stormwater managers and engineers in Western Washington, October 1 is the most wonderful time of the year – the start of the rainy season. We are in rainy season now and some of us are at the ready with our rubber boots and raingear, going out to collect data or respond to drainage complaints or emergencies as these get called in.

Some stormwater managers are coming out of a busy summer construction season, and there are others who are trying to keep up with the demands of National Pollutant Discharge Elimination System (NPDES) permit documentation and reporting requirements. The Chapter's Stormwater Management Committee has members from all these roles. We hold meetings that provide a community meeting place for stormwater professionals to connect, discuss the successes and challenges of implementing Stormwater Management Action Planning (SMAP) or Source Control Inspection, and provide a learning space for what is going on in all-things "stormwater."

Our committee meets on the third Friday of every odd month. At these meetings we discuss happenings in stormwater management and permitting, water quality, and stormwater policies that impact and influence our work. In 2020, we adapted to COVID-19 pandemic challenges and switched to hosting online committee meetings via MS Teams or Zoom. We continued that virtual meeting format this year and decided to reconnect our members with the mingling and interpersonal connectivity that was the hallmark of our Friday in-person meetings not so long ago. We introduced breakout rooms in Zoom to get meeting attendees interacting with their stormwater community, including people that they may not have met before.

So far this year we've held five meetings and offered 17 presentations, with attendance ranging between 30–45 people at each meeting. Our presentation topics have ranged from biorientation performance studies to discussions about trash and stormwater. Naturally we also host presentations and discussions about the state Department of Ecology's Municipal NPDES Stormwater Permit program, and how our municipal meeting attendees can best work with Ecology to meet permit conditions. This article concludes with a list of all presentations the committee sponsored in 2021 below.

We are a welcoming bunch and would like to invite APWA Chapter members to a future meeting, as we have noticed many new stormwater managers joining our ranks.

Managing the world of stormwater can be a tall order, and we enjoy connecting newbies to folks who have been managing their municipal stormwater permits program since it was an inkling in Ecology's eye. Look for the meeting notices on the APWA Calendar or send a request to join the group to one of the new co-chairs. Contact Craig at [craig.buitrago@pbsusa.com](mailto:craig.buitrago@pbsusa.com)!

We hope to see you at a future meeting!

## 2021 Presentation Titles through September

- Bioretention Hydraulic Performance Study
- Swale on Yale – Regional Bioretention Treatment Performance Study
- Regional Stormwater Management: A Collaborative Approach
- Building Climate Change Resilience in the City of Shoreline, Washington: From Study to Implementation
- Pierce County's Urban Stormwater Catchment Delineation Process: MS4 and Receiving Waters Mapping Project
- SAM: Receiving Water Status and Trends Monitoring Moving Forward
- Discussion – Trash and Stormwater
- Open Discussion: Permeable Pavement Maintenance
- Detecting Septic System Contamination of Drainage to Three Lakes using an Optical Brightener Fluorometer and Human Biomarker Analysis
- Planning Stormwater Parks – PSRC Can Help You
- Nonpoint Program Updates
- Permit Reissuance – Ad Hoc Meeting Discussion
- Municipal Engagement of Sovereign Indian Nations
- Empowering Drainageway and Stormwater Management with Reality Based Mapping
- Accomplishments and Opportunities – 5-year Inter-Agency Team (IAT) Recommendation Status Report
- The Washington State Department of Natural Resources... and Stormwater
- 2024 Western WA Permit Reissuance – Ad Hoc Plenary Meeting

# History Committee Trivia Challenge

1. **What city was named the artesian city because of its water supply?**
  - a. Tumwater
  - b. Olympia
  - c. Pullman
2. **What highway structure was proposed as a parking lot with shuttle service to the Seattle world's fair in 1962?**
  - a. The Alaskan Way Viaduct
  - b. The Lake Washington Ship Canal Bridge
  - c. The I-90 Floating Bridge
3. **What city's first major public works improvement was a more-than-mile-long boardwalk from the gold mines?**
  - a. Republic
  - b. Cascade City
  - c. Pataha City
4. **The Snoqualmie Pass toll road between North Bend and Ellensburg in 1885 was run by the Seattle and Walla Walla trail and Wagon Road Company. What was the toll for a horse and buggy?**
  - a. Ten cents for each occupant
  - b. One dollar
  - c. Two dollars
5. **How many waste-to-energy plants was the City of Seattle operating at the beginning of the 20th century?**
  - a. One
  - b. Four
  - c. Zero
6. **What city has the oldest municipally owned and operated electric system in the state of Washington?**
  - a. Ellensburg
  - b. Seattle
  - c. Port Angeles
7. **When Spokane replaced its electric trolleys with buses, what did they do with some of the old trolleys?**
  - a. Sold them to the bus company
  - b. Used them as offices in local parks
  - c. Burned them in a big celebration
8. **Who said in 1979: "They must think we don't know how to build bridges out here at all. Every time I come around, it's for some bridge money"?**
  - a. Sen. Warren Magnuson
  - b. Rep. Julia Butler Hansen
  - c. Sen. Henry Jackson
9. **In what year was the first demand made by a Seattle city council member that the Alaskan Way Viaduct be torn down?**
  - a. 1953
  - b. 1973
  - c. 1993
10. **What problem was R.H. Thomson hired as city engineer to solve in 1892?**
  - a. Re-grading Seattle's downtown streets
  - b. Building the Lake Union Sewer Trunk
  - c. Completing the city's bicycle trails
11. **During the depression, in what city did the Resettlement Administration hire 85 men to clear 141 acres for 60 houses?**
  - a. Richland
  - b. Longview
  - c. Washtucna

See page 32 in this issue for the answers.



4 North Bend below Mount Si, 1909. Courtesy, Michael Maslan. 5 Early-century garbage wagon. 7 Spokane Trolley car No. 202 makes its last hurrah through the business district, leading a parade of buses which replaced it and the rest of the city streetcars in the summer of 1936. Courtesy, Spokane Public Library. 8 West end of the Hood Canal Floating Bridge on Feb. 13, 1979. After winds gusting more than 100 mph pulled the bridge's west movable span and tower loose, the 13 west end pontoons supporting the two-lane highway sank. Courtesy, DOT. 9 Hardly more than 12 cars can be counted on the top, northbound lanes of the Alaskan Way Viaduct, about two years old in this aerial, ca. 1955.





# The New Ostromski's Outlook 31

Have you ever wondered who has the best public works department in America? I never gave it much thought until about 11 years ago when I was part of an APWA accreditation site visit team. We were conducting a re-accreditation site visit and compiling the results for the agency. They were going to pass with flying colors and had improved since their accreditation four years earlier.

I overheard the public works director ask a simple question of Ann Daniels, who was leading up the accreditation program for APWA. He asked if we could say that his department was the best public works department in America. Ann had been a mayor and city administrator before coming to APWA. She knew how to answer the question without actually answering it, so she said something about being able to compare yourself to the best public works agencies in the land through compliance with the management practices we use to judge accreditation.

I knew she was right, and that accreditation isn't really a question about who's in first place. The association's Management Practices Manual is comprehensive, and if you can prove that you comply with all of the practices that apply to your agency, you're in better shape than most agencies. It also says you must have courage to test yourself against some objective standards because you have to do a lot of hard work to pass the test.

But that question got me to thinking about what site really is the best and if there is a way to make that determination. I've seen over two dozen accredited agencies and I couldn't see a way to rank them in any way that would be more than just based on my opinions.

But opinions do matter and I thought a subjective rating system could get closer to the answer, so I developed my own rating system based on seven factors that I think

are important. These seven factors are: employee morale, elected official support, citizen support, media relations, project management, asset management, and operations and maintenance management.

I came up with a 1-5 rating scale for each of the seven factors with descriptions of what a 1, a 3, and a 5 would look like for each factor. A total score of 35 would be perfect, but I made perfection hard to achieve by how I described what 5 would look like, which was my attempt to define excellence. My definition of a 3 matched what I thought a run-of-the-mill department looked like based on my experience.

Now all I needed was someplace to test my rating system. In the Leadership Skills class in the Public Works Institute, we cover excellence in public works as one of the subjects. I had class members rate their own organizations and give me the results so that I could tabulate them. I did this over and over again in classes in Washington, Oregon, and California.

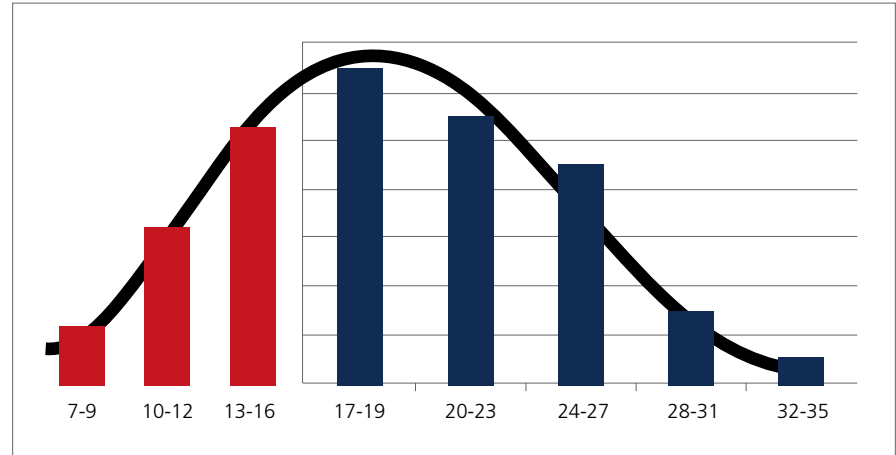
What I found was that the data arranged itself in the form of half of a bell curve. The chart shows what that looks like with the blue bars. The red bars are the missing left half of the bell curve. That doesn't mean that some individual didn't give their agency

a rating that would land in the red area: there just might be multiple individuals working in that agency doing the rating and so the end result is an average.

So why was I missing those low-average scores? I think it's because I was collecting data from an unrepresentative sample. The better agencies send their people to training, and the bad agencies don't, which meant that I was measuring better agencies.

I've used this rating system with many of my clients in the last 10 years and it's been a useful tool in giving them a broad estimate of where their agency stands on the path to excellence. It turns out, however, that the tool is more valuable in instigating discussions with employees. It also lets individual employees see how their view of the department matches or conflicts with that of their colleagues.

I make everyone do the ratings quickly and I don't let them discuss their answers during the process. I can compile the results very quickly and usually print out a sheet the next day that shows what the departmental scores are for each factor, total score, and where each department lands on the bell curve. I've also broken down the results by work group so that we know where to investigate further.

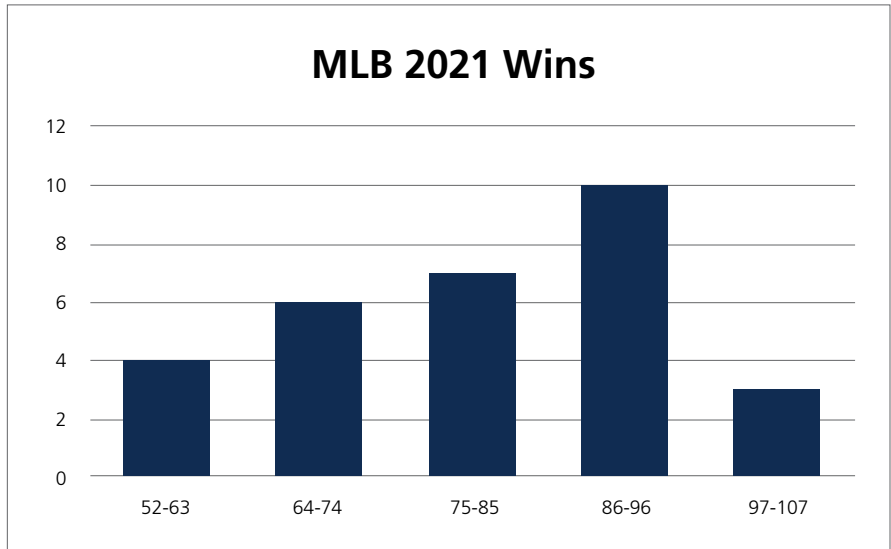


These ratings aren't anonymous. I need to know what each person's ratings are so that when I interview them, I can focus on issues they've identified as important.

It's been a useful tool, but it has some obvious and not-so-obvious limitations. I met with a public works director who wanted to have the best department in his region. He thought that by getting other agencies rated he could show how good his agency was. Of course the risk was that the results might not show that. The main problem, however, is that the ratings are subjective. If you're looking for a way to put a number on how people feel about their department, subjective ratings are perfect. If you want an objective rating, subjective evaluations can give you an approximation, and if you get a large enough sample, they can be pretty close to reality.

The other problem is that if everyone knows this is a competition then honesty goes out the window. To do what my potential client wanted to do might work for one iteration, but only if I did not fully explain how the data would be used. Using the data to measure progress also doesn't pass the honesty test.

Though I'd set out to measure excellence I found that I had done a decent job of measuring mediocrity.



That sounds a little harsh, but I use that word to make a joke and catch your attention. It stands to reason that I should be able to do a pretty good job of describing what an average department looks like because I've seen a lot of departments. I haven't seen any perfect departments so my description of what is perfect looks like it's pretty idealistic, and the results confirm that.

But this isn't a competition and there probably isn't really any point in trying to develop the perfect rating system to find the perfect department. We already have

systems like accreditation and awards to recognize the really good departments, but we can't hold a competition to find the absolute best.

There are competitions held every year in sports to determine who the best is. College football used to settle for subjective ratings to come up with a national champion but the playoff system was set up to take out some of the subjectivity. All other sports have winners and losers. My favorite from a statistical standpoint is Major League Baseball. Every year (except last year)

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they play 162 games. That gives me a lot of data points. If you chart the 2021 season by number of wins, you get the chart shown here. It's kind of a lopsided bell curve but the number of great teams and the number of bad teams are clearly identified. There aren't that many of each on either end, and instead, the largest group is in the also-ran category. However, the playoff system needs more than three teams to compete, so the also-ran's get another shot at the championship. The Seattle Mariners were in that group but still didn't have enough wins to make the playoffs.

*"I enjoyed searching for some way to find that elusive best public works department, but like so many quests, the journey is more valuable than the destination."*

Even in sports winning the championship doesn't settle anything because there's always next year. I enjoyed searching for some way to find that elusive best public works department, but like so many quests, the journey is more valuable than the destination. Instead of finding out who's the best I think I've found out how to get people talking about how to be the best in the important areas of public service in public works.

Remember that you can have your views printed with future articles by sending me an email at [ostrowj@pacifier.com](mailto:ostrowj@pacifier.com) and I'll put you on the mailing list for advance copies of future Outlooks. In case you thought you were on the list but haven't been getting advance copies, perhaps I don't have your current email address. Now would be a good time to let me know you still want to read and perhaps contribute to future articles. ▀

## Reader Responses

### Al King

Having worked with many agencies, city and county, over the years, I'd suggest that such rankings fail to provide either them or observers a true picture of any agency. There are too many biases involved, positive and negative, and those are virtually impossible to set aside as we are ALL biased based on our personal history and experiences. Rather, I absolutely agree with the supposition that it gets an internal conversation started, one that should be valuable if the majority of players within that agency are honest as well as sincere about improvement. I've found that by and large they are. But one or two disaffected employees can have significant impact on the agency's overall performance, particularly in small to medium agencies.

Once that conversation is started, the bigger challenge is then to keep it going, to self-assess, both individually and collectively, for that agency. That is critical to ongoing solid performance in that people change, leadership changes, and circumstances change. That creates a potential to sidetrack good performance. Then the challenge is how to carry it over!

### Jason Van Gilder, P.E.

I recommend the insightful children's book *You're All My Favorites*, by Sam McBratney. In it, three bear siblings ask their parents which one of them they like the most. The parents' answer was that each bear was their favorite. And that was a good answer. As a parent of five, I can vouch for the validity of this paradoxical response. I expect that sentiment describes a number of these public works departments intent on providing exceptional service and on being great place for their employees to work. There may not be a single best, but all of them can be our favorites!

### Bob Moorhead, P.E., Retired

I like the seven components of your subjective rating system, but like the APWA Accreditation criteria, they seem to be heavily weighted on processes and procedures. I'm not sure I can relate any to actual "results." In the course of my career, I served two small cities with populations of about 3,000, each with about seven employees in "public works." Basically, we had lead workers for streets, water, and sewer services, three laborers who worked on whatever project was planned for the day, and a person like me who provided linkages to the mayor and council, the public, and the regulatory and funding agencies.

I came to appreciate the inter-woven workings of these simpler organizational charts. I guess the bottom line is that the "Best Public Works Department in America" may have multiple winners, based on three simple criteria:

1. Did the job get done?
2. Were they within their schedules and budgets?
3. Were the elected officials, regulatory agencies and, most importantly, the general public satisfied with the RESULTS?

# History Committee Trivia Challenge – Answers

1. **c. Pullman**

2. **b. The Lake Washington Ship Canal Bridge**

The bridge was completed a year before the rest of I-5 and could have been available if needed but it wasn't.

3. **a. Republic**

4. **c. Two dollars**

The toll for a horse and rider was \$1 and sheep and pigs were 10 cents each. With construction of the railroad the wagon road was almost forgotten. Improvements had to wait until motor cars made it worthwhile.

5. **b. Four**

City Engineer R.H. Thomson got the idea on a trip to England in 1905. The plant at the south end of Lake Union provided steam heat for a neighboring lumber kiln and laundry. By 1913 only three plants operated part time. In 1911 there were nine dumps, however, in the city.

6. **a. Ellensburg in 1891**

Seattle City Light was formed in 1905 and was the first municipal utility in the US to own and operate a hydroelectric facility. Port Angeles dammed the Elwah for power in 1914.

7. **c. Burned in a big celebration**

A few were sold for diners or roadside attractions but most were scrapped.

8. **a. Sen. Warren Magnuson**

Magnuson had been around long enough to ask for money for the Tacoma Narrows bridge collapse in the '40s and the then recently damaged West Seattle Bridge. In 1979 he was back asking for money for the sunken Hood Canal floating bridge.

9. **b. 1973**

In 1973 Seattle City Councilman John Miller demanded that the eyesore viaduct be torn down only 20 years after it was built.

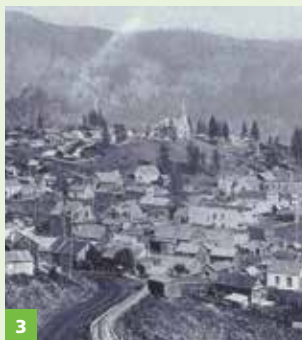
10. **b. Building the Lake Union Sewer Trunk**

The previous City Engineer couldn't figure out how to stop groundwater flowing into the construction tunnel. Thomson hired an expert to figure it out.

11. **b. Longview**

The lots were big enough for a cow and garden. Residents were given seeds and tools for the garden and instructions on how to can and preserve the produce they grew.

1 Courtesy, Washington State University Library. 2 Lake construction scene of the Lake Washington Ship Canal Bridge, 1962. Courtesy, Seattle Post-Intelligencer. 3 1902: Republic and a portion of the boardwalk to the gold mines of Eureka Gulch. Courtesy, Ferry County Museum. 6 Ellensburg, Pearl Street, ca. 1920. Courtesy, Michael Fairley. 11 This new home welcomes one of 60 families that were part of the Resettlement Administration Project's housing experiment in Longview, WA. Courtesy, Washington State Archives.







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