

WASHINGTON STATE

SPRING 2023

# PublicWorks

THE OFFICIAL PUBLICATION OF WASHINGTON PUBLIC WORKS PROFESSIONALS



APWA WA ★ 2023 SPRING CONFERENCE

# RISE UP! REACH OUT!

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Chapter Mentoring Program Launches at Spring Conference | FEMA's Public Assistance Program



*The organization of choice in providing public works education, advocacy, expertise, and public awareness for its diverse community of members.*

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- ▶ High-Dump Option

MODEL	AE 811	AE 1010	AE 1213	AE2 811	AE2 1010	AE2 1213
Debris Tank	8 yard <sup>3</sup>	10 yard <sup>3</sup>	12 yard <sup>3</sup>	8 yard <sup>3</sup>	10 yard <sup>3</sup>	12 yard <sup>3</sup>
Water Tanks	1,100 gallons	1,000 gallons	1,300 gallons	1,100 gallons	1,000 gallons	1,300 gallons
Hose Reel	75' high-pressure hose on self-winding reel			75' high-pressure hose on self-winding reel		
Excavation System	Hydro Excavation			Hydro / Air Excavation		
Boom	7' 9" extending boom 330° rotation			7' 9" extending boom 330° rotation		





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## We can do better.

And we absolutely must do better as an industry. Asphalt is inextricably linked to one of the world's greatest greenhouse gas-emitters—petroleum. And the production of asphalt pavement itself is a major emitter of toxic VOCs (volatile organic compounds).

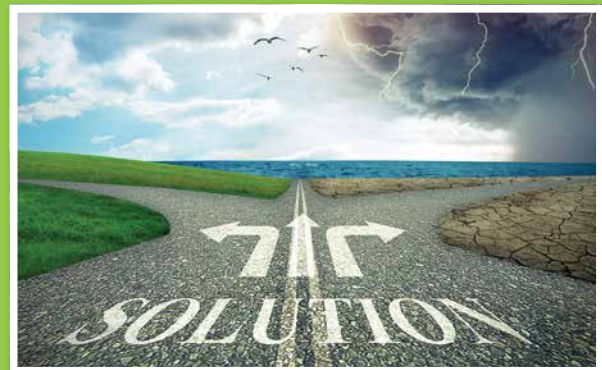
These facts are undeniable. But asphalt isn't going away anytime soon. So we need to do our part to lessen its environmental impact.

The way we see it, the pavement industry must embrace both new technologies and sustainable business practices. We know change isn't easy. But it's inevitable.

For our part, Coast has the West Coast exclusive on RePlay Asphalt-Rejuvenating Sealer, which is biobased, 100% nontoxic, cures in 30 minutes and extends the lifespan of asphalt two to three times. Longevity is a hallmark of sustainability. Using RePlay removes harmful greenhouse gases, giving it a carbon-negative footprint. And the US Green Building Council determined that RePlay has a more favorable lifecycle environmental performance by almost 40% because it is carbon-negative.

Until we can change how asphalt is made, we as an industry must seek cleaner production practices, longer-lasting product, and contribute to organizations that promote sustainable business and environmental stewardship.

**Join us in paving it forward. [CoastPave.com](http://CoastPave.com)**



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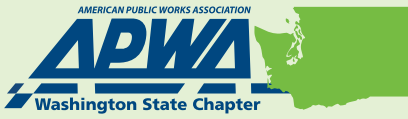
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On the cover:  
 Downtown skyline, Tacoma, Washington.  
[dreamstime.com](http://dreamstime.com)



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Lauren Behm, 2023 Chapter President



# Rise Up and Reach Out

**"T**here's only us. There's only this. Forget regret or life is yours to miss. No other road, no other way. No day but today." –from the musical RENT

How did you get into the public works industry? Did you always know as a kid that you wanted to design bridges or work in water or wastewater treatment? Did a speaker come to your college or university to talk to you about public works careers? Or did you not really know about public works as a career field until after you graduated and were looking for a job? Did you have a mentor encouraging you to continue on the public works path? Did you have a manager who brought you to your first APWA event?

I bet most of you have a good story about why you chose a public works career. It was not what I imagined myself doing as a kid. I fell into this field while looking for a communications or marketing job, but when I saw all the awesome projects that public agencies and consultants were building to improve our communities, I was hooked! I saw a world where I could apply my skill set to make a tangible difference and a place where I could learn and grow into a rewarding career.

Recruitment and retention of talented staff is a big issue on all our plates these days. Students interested in STEM careers are being drawn to the technology sector with the dream of designing video games or airplanes. Public works careers are not on their radar. Our industry has an uphill battle to recruit the next generation of public works practitioners, but we also have a compelling story to tell.

Gen Z and Gen Alpha are growing up with strong sensibilities around a collective community. The young people I encounter are passionate about giving back and doing work that helps others. In public works, we are in the perfect position to offer that opportunity as just one part of a rewarding career. Where we struggle is that students



*"In public works, we are in the perfect position to offer that opportunity as just one part of a rewarding career."*

don't know the amazing possibilities available to them in our industry. The story is there – we just have to get out there to tell it – and there is no day but today!

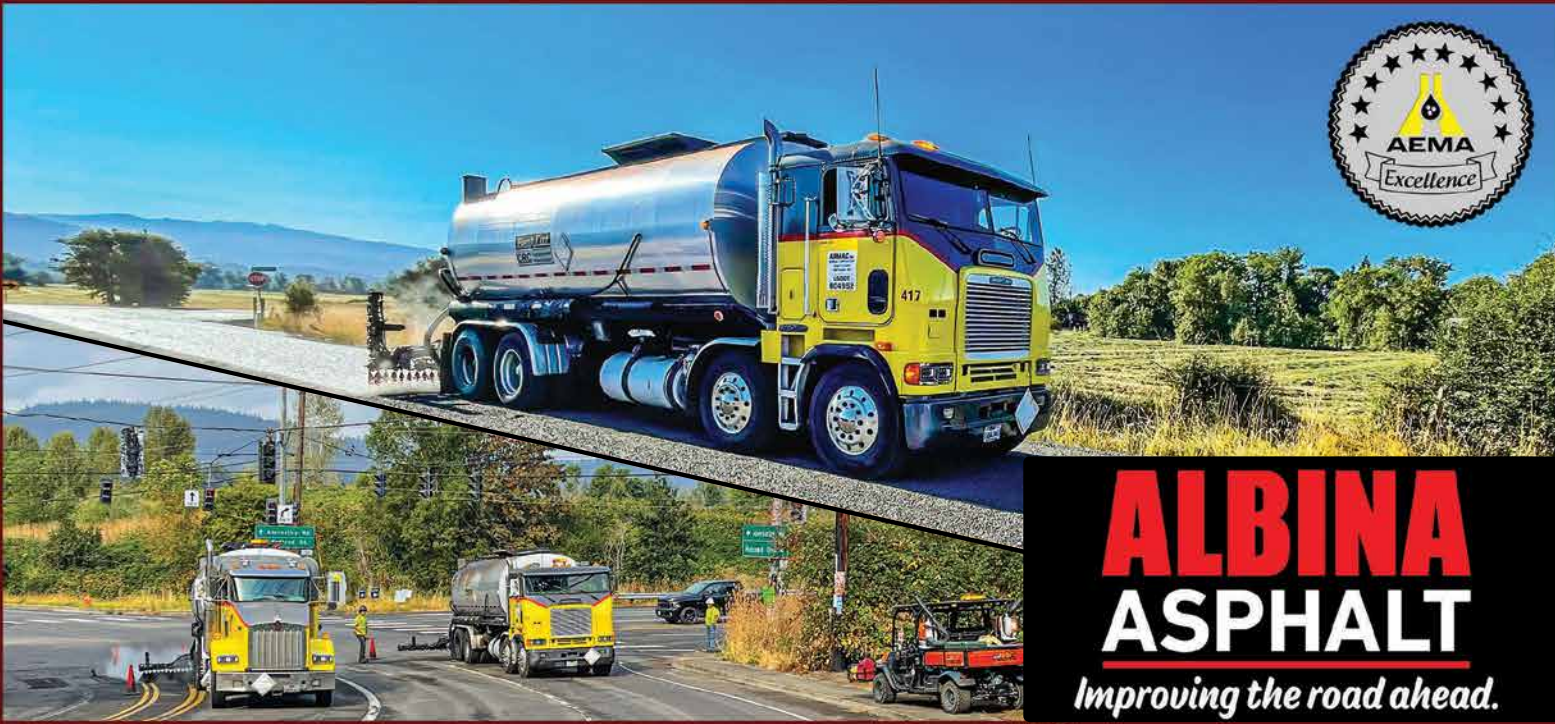
In my work with students over the last eight years, I have seen that it is the 'personal touch' that encourages young people to get interested in public works careers. The City of Monroe is a great case study on how to build a public works team one intern at a time. As members of the Student Outreach Committee, City of Monroe employees Jordan Ottow and Tyler Christian interface with students at the Everett Community College and WSU Everett. Their relationships with these students have led to student involvement in City projects, a robust City internship program, and full-time hires from the intern pool. By dedicating time to working with their local colleges and making connections with students, they have established a pipeline for graduates seeking public works careers to find those careers with the City.

The APWA Scholarship Program and Student Outreach Committee have been passions of mine for many years. For the next year, I am asking the Chapter to get involved in the mission to Rise Up! Reach Out! Connect • Mentor • Grow. Your efforts – large or small – to speak with young people about public works will make a difference.

In 2023, my challenge to you is to rise up and reach out to students or young people. In one conversation or several, you can educate them about public works, inspire them to get involved, and change the future for all of us. You have the power to connect, mentor, and grow the next generation of public works! Rise up! ▀

Lauren Behm, MPA  
APWA-WA President,  
Landau Associates





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# New and Returning Members

November 2, 2022 to February 14, 2023

**Marley Adams**, Surface Water Specialist,  
City of Newcastle

**Keith Alewine**, Construction Manager,  
City of Everett

**Angela Angove**, Planning and Partnership  
Mgr., Pierce County Planning and PW

**Kalyn Auelua**, City of Maple Valley

**Jordan Barnes**,

Skookum Contracting Services

**Chad Beck**, Smart Infrastructure Program  
Manager, City of Bellevue

**Kevin Biersner**, Utility Services Inspector,  
City of Kennewick

**Brett Boogerd**, Capital Project Engineer,  
City of Lacey

**Meiring Borcherds**, Surface Water  
Manager, City of Mukilteo

**Steve Bradshaw**, Superintendent – Plants,  
City of Bellingham

**Scott Brown-Davis**,

Maintenance Supervisor Stormwater,  
City of Bellingham

**Brandon Brubaker**, City of Bellingham

**Luke Bugge**, Maintenance, City of Sequim

**Jackie Caldwell**, City of Vancouver

**Ronald Carpenter**, City of Kirkland

**Mike Cero**, Grounds OPS Superintendent,  
City of Vancouver

**Chris Clardy**, Nlsqually Indian Tribe

**Laura Claywell**, Capital Projects  
Coordinator, City of Everett

**Justin Cohee**

**Dharma Cole**, Associate Civil Engineer,  
City of Battle Ground

**Fred Cruz**, Maintenance Supervisor –  
Water, City of Bellingham

**Stacey Curry**, Asset Coordinator,  
City of Federal Way

**Mark Davis**, Associate,  
Reid Middleton, Inc.

**Public Works Department**,  
City of Lake Forest Park

**Bradley Ehlers**

**Kolton Emery**, Project Engineer,  
David Evans and Associates Inc.

**Mike Evans**, SCADA/Operations  
Supervisor, City of Bellevue

**Gael Fisk, P.E.**, City Engineer,  
City of Mukilteo

**Shayla Francis**, Chief Operator  
Wastewater, City of Bellingham

**Joseph Franco**, Management Fellow,  
City of Tacoma

**Rick Gehrke**, Sr. Project Manager,  
Facility Contractors Inc.

**Marty Gray**, Superintendent –  
Maintenance, City of Bellingham

**David Green**, Parks Supervisor,  
City of Lake Stevens

**Steven Hartwig**, Sewer Division Manager,  
Pierce County Planning and PW

**Brent Hayes**, Maintenance Supervisor  
Water, City of Bellingham

**Jessica Hild**, Civil Engineer,  
City of Vancouver

**Natasha Houghtaling**,  
City of Lake Stevens

**Lisa Hull**, Project Administrator,  
City of Lacey

**Mohammad Jalalyar**, Project Engineer,  
City of Kennewick

**Chris Jones**, Storm Supervisor,  
City of Lake Stevens

**Sterling Kesler**, Program Coordinator II,  
Clark County WA-Public Works

**Ejaz Khan**, Senior Traffic Engineer,  
City of Vancouver

**Zhenya Kimball**, Training Coordinator,  
Pierce County Planning and PW

**Shawn Kyes**, Real Estate Services  
Manager, Lewis County

**Tina Lakose**, Civil Engineer I,  
Pierce County Planning and PW

**Jarred Larson**, Inspector,  
City of Federal Way

**Nick Leininger**, Chief Operator Water,  
City of Bellingham

**Dustin Madden**, City of Milton

**Pam Maloney**

**Chad Martinell, P.E.**, Civil Engineer –  
Lead Design Traffic Engineer,  
Michael Baker International

**Amy Maxwell**, Pierce Transit

**Kirsten McPherson**, Development  
Engineer, City of Yakima

**Ken Owins**, Superintendent,  
City of Mukilteo

**Lon Pluckhahn**, Deputy City Manager –  
Interim Director, City of Vancouver

**Brett Raunig**, Environmental Scientist,  
City of Vancouver

**Joseph Robles**, Construction Inspector,  
City of Pasco

**Cory Roche**, Environmental &  
Sustainability Specialist,  
City of Lake Forest Park

**Colin Sachs**, Sr. Management Analyst,  
City of Shoreline

**Mark Schumacher**, M&O Manager,  
Pierce County Planning and PW

**Birol Shaha**, CIP Portfolio Manager,  
City of Bellevue

**Jerry Shuster**, Stormwater Engineer,  
City of Edmonds

**Jonathan Strong, EIT**, Civil Engineer,  
City of Federal Way

**Vismaya Tata**

**Jeremy Thompson**, Engineer 2 –  
Development, City of Bellingham

**Brian Walker**, Wastewater Treatment  
Plant Manager, City of Anacortes

**Joshua Walters**, Construction Inspector,  
City of Pasco

**Joe Walton**, Maintenance Supervisor –  
Stormwater, City of Bellingham

**Teresa Washburn**, Stormwater Program  
Coordinator, City of Battle Ground

**Joel Weisser**, Maintenance Supervisor –  
Wastewater, City of Bellingham



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Spring

## Spring Conference

342 registrants were able to attend 32 educational sessions supported by 86 exhibitors, and 78 speakers which brought participation up to 85% of pre-covid levels.

85%

## National Awards

The Chapter was awarded the PACE Award for excellence in service to our members as well as a coveted Top Ten Winner.



PACE Award



Top Ten Winner

## Project of the Year

First time back in-person for the awards ceremony, was a sold-out event.



8 Chapter Winners, 3 National Winners



Summer

## Emerging Professionals

Launched pilot EP Educational Track, brought back the blood drive and prepared to launch the Mentorship Program in 2023.



Blood Drive Returns

766  
conference attendees  
Spring & Fall Conferences

## Legislative Advocacy

The Government Affairs committee and lobbyist tracked 67 bills with impact to Public Works of which 15 bills passed also opposed several bills successfully.



Supported 2 Bills on Transportation Funding



Supported 2 Policy Bills



Fall

## Fall Conference

424 registrants were able to attend 38 educational sessions supported by 87 exhibitors, and 83 speakers which brought participation up to 90% of pre-covid levels.

90%

## Excellence Awards



7 Individuals, 2 Teams  
1 National Winner (Top Ten)

## Scholarships Awarded 10k



\$7,500



\$2,500

## Scholarship Fundraising

\$9,500+ Raised

Individuals and organizations contributed toward our scholarship program through the golf tournament and cowboy hat sales.



golfers



cowboy hat sales



Winter

## Webinars

Webinars concluded with a total of 767 attendees (not combined with conference attendees).



CM



CAEC



MPAC

1,533  
educational attendees

January - December  
Conference and Webinar Combined  
Including the return of NWPWI classes.

## Equipment ROADeO

Our first year back since hosting PWX in 2018, maintenance crews competed in a variety of vehicles targeted at testing skills.



39 Competitors

SPRING CONFERENCE

TACOMA • APRIL 26-27



**RISE UP!  
REACH OUT!**  
CONNECT ★ MENTOR ★ GROW

Recruitment and retention of talented staff is a big issue. Students interested in STEM careers are being drawn to the technology sector with the dream of designing video games or airplanes; students don't know the amazing possibilities available to them in the Public Works industry. The story is there – we just have to start telling it – and there is no day but today! In 2023, we challenge you to reach out to students and young people to educate them about Public Works, inspire them to get involved, and change the future for all of us. You have the power to connect, mentor, and grow the next generation of Public Works!

*Rise up! Reach out!*

Platinum Sponsor



# CONFERENCE HIGHLIGHTS



- » **TWO DAYS OF EDUCATION**  
Earn CE credits, April 26 & 27
- » **EMERGING PROFESSIONALS TRACK**  
Tips from the trenches.
- » **WON'T YOU BE MY MENTOR?**  
April 26, 6PM  
Flash mentoring event to launch the new Mentorship Program
- » **KEYNOTE PRESENTATION**  
April 26, 12PM ★ Gitanjali Rao
- » **EXHIBIT HALL**  
More details: [www.apwawaconf.com](http://www.apwawaconf.com)
- » **GOLF TOURNAMENT**  
April 25
- » **ROARING '20s SOCIAL**  
April 26, 7PM  
Live band, casino games, prizes!
- » **VIRTUAL REALITY EXPERIENCE**  
Experience AR, VR & AI first-hand

Extracurricular activities are accurate as of January 31, 2023, but are subject to venue availability and current safety protocols.



## GITANJALI RAO

**WEDNESDAY, APRIL 26, 12PM**

- » UNICEF Youth Advocate
- » Forbes "30 Under 30 in Science"
- » TIME Top Young Innovator
- » TIME Kid of the Year
- » Author of "Young Innovator's Guide to STEM"

Gitanjali Rao is an inventor, an aspiring scientist, author, speaker and an active promoter of STEM around the world. She was recognized as America's Top Young Scientist and was a recipient of an EPA Presidential award for her patented invention of an innovative lead contamination detection tool. Gitanjali is also the inventor of "Epione"—a device for early diagnosis of prescription opioid addiction using genetic engineering, and "Kindly"—an anti-cyberbullying service using AI and Natural Language processing.

Gitanjali is the author of "Young Innovator's Guide to STEM", which guides students, educators, or teachers through a self-developed 5 step innovation process. She was appointed as a UNICEF Youth Advocate 2021 for using science to find solutions for such problems such as cyber-bullying and environmental protection. She is conducting research on optimizing a key step in the gene sequencing method for quicker virus detection at the Broad Institute.

## The PROJECT OF THE YEAR Awards

**THURSDAY, APRIL 27**

**7:00PM:** Dinner & Entertainment

**8:00PM:** Awards Presentation

APWA-WA is honoring the best of the best in Public Works with the Project of the Year Awards.

The Project of the Year recognizes excellence in management and administration to successfully complete public works projects. Awards fall into five categories, with dollar volume differentials (Less than \$5M, <\$25M, \$25M - \$75M, and over \$75M) within each category:

- » Emergency/Disaster Preparedness
- » Historical Restoration/ Preservation
- » Structures
- » Transportation
- » Environment

*Project of the Year is a stand alone event at the conference. To attend please add Project of the Year Awards Ceremony to your registration or purchase tickets separately.*



# SESSION PREVIEW



## PFAS: SHOULD I WORRY?

### ★ Jennifer Wynkoop

Principal Scientist  
Landau Associates

In this talk we will explore the latest science on PFAS in landfill leachate, municipal wastewater/waste streams and stormwater. We will look at current regulation of PFAS and what is on the horizon. And finally, what financial support is available to municipalities.



## MOUNTAIN CLIMBERS PROGRAM: MENTORING EMERGING LEADERS

### ★ Brian Smalkoski, P.E., AICP, PTP, PTOE

Vice President  
Kimley-Horn & Associates

### ★ David Williams, P.E.

Associate/Senior Project Manager  
Kimley-Horn & Associates



Kimley-Horn's Mountain Climber program is a regional mentorship program for our emerging leaders focused on rapid, enhanced career development through dedicated and facilitated mentorship and partnership. Join us for a discussion centered on creating the environment for selected mentors and mentees to flourish in their relationships and careers.

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room  
where it  
happens”

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# RISE UP!



# SESSION PREVIEW



## REACHING MORE EQUITABLE DECISIONS

### ★ Rachel Winslow, Ph.D.

Principal, Co-Founder  
*Phronesis Network, LLC*

Do you want to get a better sense of what people in your community value about a particular issue or decision? Are you looking for practical tools to incorporate diversity, equity, and inclusion into your decision making? This session will guide you through designing your decision-making process for equity.



## THRIVING BUSINESSES, CLOSED STREETS: PANDEMIC-ERA PEDESTRIAN ZONES

### ★ Brice Maryman, PLA FASLA

Principal  
*MxM Landscape Architecture LLC*

### ★ Elizabeth Chamberlain

City Manager  
*City of Walla Walla*



During the COVID pandemic, many communities were called on to rethink how their rights-of-way were used to help adjacent businesses survive the particular challenges of a global pandemic. During this session, case studies from across Washington state will explore the challenges, successes, and lessons learned from various communities.

APWA WA SPRING CONFERENCE ★ APRIL 26-27 ★ TACOMA, WA

# REACH OUT!



# SESSION PREVIEW



## ADDRESSING THE ELEPHANT: PERSPECTIVES ON RFP PROCESSES

★ **Melissa Richey**

Principal Marketing Strategist  
*Middle of Six | Marketing Consultants*



★ **Wendy Simmons**

Founding Principal  
*Middle of Six | Marketing Consultants*

There's an elephant in the room; her name is "RFP". The RFP process is a time commitment for both the agency and the consultant. What can agencies do to make their RFP process effective? What best practices should consultants follow to make their proposal compelling? Join us to find out!



## THE ART AND SCIENCE OF TEAM BUILDING

★ **Diane K. Lenius, P.E.**

Public Works Director  
*City of Poulsbo*

This session will share team building and alignment methods used to establish the office of the city engineer, win projects, deliver projects, downsize a business, or align the family for creating Thanksgiving dinner. The resources and tools are useful for engineering and professional teams whether you are in the office together or working virtually as a project team. Talented people seek excellent team environments, these tools will help your team step up to the next level.

APWA WA SPRING CONFERENCE ★ APRIL 26-27 ★ TACOMA, WA

# RISE UP!



# SESSION PREVIEW



## IF EVS ARE WASHINGTON'S FUTURE – WHAT IS THE PATH FORWARD?

### ★ Pamela Bailey-Campbell

Senior Principal  
*Stantec Consulting Services, Inc.*

Washington is committed to the transition to electric vehicles (EVs) with the target of model year 2030. Learn how to smoothly transition the public fleets to EVs so municipalities can integrate EVs into capital plans to have the right charging infrastructure in the right place at the right time.



## BUILDING A CURRICULUM FOR THE INFRASTRUCTURE EVOLUTION

### ★ Robert Hanlon, PE, NACE CPIII, Envision SP

Curious Scientist & Passionate Engineer  
*Utility<sup>2</sup> & King County WTD*

### ★ Edwin Hernandez

Mechanical Engineer & Director, DVSA  
*Duwamish Valley Sustainability Association*



### ★ Cheyenne Ness

Civil Engineer & Program Chair, U<sup>2</sup>  
*Utility<sup>2</sup> & WSDOT*



Humans have thrived alongside Infrastructure for 12,000 years; however, our pursuit of modernity created an existential problem scope, supreme to any Public Works project. The fate of global ecosystems is contingent upon an infrastructure evolution, expanding our professional responsibility to inspire collaborative systems, and behavioral change alike. We discuss our curriculum to accelerate infrastructure awareness, how it enables more effective and regenerative capital projects.

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# REACH OUT!

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the rain



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**Treatment Solutions**



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**Green Infrastructure Solutions**



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# SESSION PREVIEW



## GPR: HOW IT CAN BE USED FOR PUBLIC WORKS PROJECTS

★ **Todd Scholz, PhD, PE**

Principal  
*GRI*

The presentation provides an overview of ground penetrating radar (GPR) technology, how it works, and practical examples of application for Public Works projects. The examples cover approximating pavement surfacing thickness as well as detection and depth of delaminated layers in pavement surfacing layers, voids under the pavement surfacing, and buried features within pavement.



## RIGHT PROJECT, RIGHT GRANT

★ **Brett Schock, PE, AICP, RSP2i**

Senior Project Manager  
*Transpo Group*

Picking the right project increases your chances of success with competitive grant funding, and it's not always the project you first had in mind. A panel discussion of funding partners, city representatives and consultants with a demonstrated history of grant successes will share their tips for picking the right project.



★ **Kevin Collins, PE, PTOE, RSPI**

Principal  
*Transpo Group*



★ **Vangie Garcia, PE, PMP**

Transportation Planning & Engineering Manager  
*City of Redmond*



★ **Kyle McKeon**

Engineering Services Manager  
*WSDOT - Local Programs Division*



★ **Ashley Probart**

Executive Director  
*Transportation Improvement Board (TIB)*

APWA WA SPRING CONFERENCE ★ APRIL 26-27 ★ TACOMA, WA

# RISE UP!

# Our reason is **water.**™

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## ADS Water Quality Solutions

- StormTech® Isolator® Row Plus
- EcoPure BioFilter® Stormwater Filter System
- Barracuda® Stormwater Separators
- BaySeparator Stormwater Treatment System
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# CHAPTER MENTORING PROGRAM LAUNCHES AT SPRING CONFERENCE

By Caroline Barlow, Seattle Public Utilities,  
Alyssa Ardourel, Huitt-Zollars,  
Amy Cloud, City of Bellingham



**“W**hen I started in Public Works, I didn’t know a vector from a hole in the ground. Over the years I learned a lot about holes in the ground, from watermain and sewer line breaks to potholes, and vectors as well. But it was slow going on my own – until I connected with others who’d done my job.” –Amy Cloud, City of Bellingham

Learning the tools and tasks of our trade happens more quickly when someone takes the time to bring us along. There may be no more effective way to learn than from someone who has years of knowledge and experience they’re willing to share. That’s the value of having a mentor.

And there may be no more vital time to establish a mentor-mentee connection than right now. The imposed isolation and virtual interactions of the COVID years drove many from the workplace. Some retired early, some chose other professions. As a result, those who remained were often burdened with heavier workloads during the often-slow process of replacing the departed.

APWA-WA didn’t just notice the challenge of this changing and increasingly virtual work world – we did something about it.

In order to help members break through the virtual wall to build relationships, connect professionally and gain guidance, we have created a Mentorship Program. It provides a framework for connection, including a resource to pair mentors and mentees, encourage interactions, and provide networking opportunities. You can learn more about it at the APWA-WA spring

## “Won’t You Be My Mentor?” Launch Event

APWA-WA Spring Conference, Tacoma  
Wednesday, April 26

- Speed-dating style format
- Pre-signup for the Mentorship Program available

### Mentorship Program

Applications Open: June–July

The new Washington Chapter Mentorship Program will pair mentees and mentors based on their application responses to goals, experience, personalities and interests.

Matches will be announced at the end of August and the nine-month program will run September–June. Frequency of meetings is self-determined by mentee/mentor pairs as part of their Mentorship Planning Exercise. There will also be several events hosted by the Mentorship Committee including: a Kickoff Meeting, a Mid-Program Check-in, and a Closing Event. In addition, each pair will be assigned a Mentorship Committee Liaison to be their contact point for support and check-ins.

To learn more or express interest in participating in the Mentorship Program, please contact Alyssa Ardourel, [aardourel@huitt-zollars.com](mailto:aardourel@huitt-zollars.com) or Caroline Barlow, [caroline.barlow@seattle.gov](mailto:caroline.barlow@seattle.gov).

conference in Tacoma in April. We’ll have an information session and a flash mentoring event, “Won’t you be my Mentor?” (Think “speed dating” for mentoring.)

Mentoring is a powerful tool. Seeking advice and learning from one another allows us to transfer knowledge, share experiences, and gain a different perspective on how we can better approach challenges. It can inspire us to improve and explore new techniques. We can hone

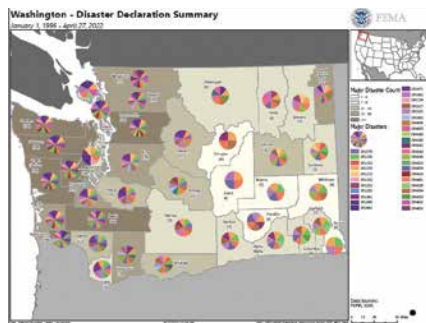
communication skills and discover our personal strengths. And mentoring can provide a pathway to career growth.

The new Mentorship Program will supplement the broad opportunities for connecting and growth already provided by the APWA-WA Chapter. The Chapter is excited to invite you to consider participating in this great opportunity to **“Connect, Mentor, and Grow.”** ▀

# FEMA's Public Assistance Program

By Kirk Holmes, Director of Preparedness Programs, Pertec Inc.

After an event like a winter storm, flooding, earthquake or wildfire, communities need help to cover the costs for debris removal, lifesaving emergency protective measures, and restoring public infrastructure. FEMA's Public Assistance Program provides supplemental grants to state, tribal, territorial, and local governments, and certain types of private non-profits so communities can quickly respond to, and recover from, major disasters or emergencies. As a disaster cost-recovery program, Public Assistance is the most critical. A community should be prepared to work with the program to ensure that recovery of their communities is conducted in such a way as to limit serious budget impacts.



Washington state is no stranger to disasters. In most communities, the responsibilities of disaster clean-up and response actions often rest within multiple local government disciplines. However, restoring critical lifelines like transportation and water supply systems rests within the scope of a public works department. Additionally, system restoration and documentation for restoration is not the responsibility of your emergency management agency and public works departments are often tasked with this endeavor.

APWA-WA encourages our members to become as versed in the Public Assistance workflow as possible. As noted by Sally Sharp with the City of Bellevue Transportation Department, "Without the Public Assistance Program, unexpected emergent events would wreak havoc on our ability to fund the repairs in a timely manner due to our budgets being tied to other obligations. The more we document our needs, the more successful we are in receiving funding and getting our transportation system back to normal operations."

The FEMA Public Assistance Program, authorized by the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended, provides four basic components of eligibility: applicant, facility, work, and cost.\*

1. An applicant must be a state, territory, tribe, local government or private nonprofit organization.
2. A facility must be a building, public works system, equipment or natural feature.
3. Work is categorized as either "emergency" or "permanent" and must be required as a result of the declared incident, located within the



2009 flood – Kittitas County, WA



2011 flood – Kittitas County, WA



designated disaster area, and is the legal responsibility of the applicant.

- 4. Cost is the funding tied directly to eligible work, and must be adequately documented, authorized, necessary and responsible. Eligible costs include labor, equipment, materials, and contract work, as well as direct and indirect administrative costs.

In Washington state, the process begins with a contractual agreement between FEMA Region X and the State Emergency Management Department (EMD). This is followed by a contractual agreement between EMD and the local entity, or more commonly known as a Recipient – Subrecipient grant. Once the local entity or subrecipient opens an action, a series of state application documents are requested. For the public works professional, early documentation requirements are like other types of federal funding requirements and include:

- State Disaster Assistance Application
- Designation of Applicant Agent
- Base contract documents
- Signature Authorization Form
- W-9



**At this year's Spring Conference, the APWA-WA Emergency Management Committee is hosting a technical session and table-top exercise to demonstrate the importance of understanding of how FEMA's Public Assistance program can be integrated into your overall emergency planning processes.**

- Certification of Debarment
- Electronic Funds Transfer
- Federal Funding Accountability and Transparency Act (FFATA)
- 2 CFR Part 200 Subpart F Audit Certification Form, including an Annual Audit Certification Form

All documents must be signed, submitted, and approved prior to any funding being released to the applicant.

Significant changes have occurred in the Public Assistance program and at this year's Spring Conference, the APWA-WA Emergency Management Committee is

hosting a technical session and table-top exercise to demonstrate the importance of understanding of how FEMA's Public Assistance program can be integrated into your overall emergency planning processes. You will be introduced to subject matter experts and learn how to provide your team with the tools needed for quickly beginning the reimbursement processes offered through the program.

*\* Further information can be found in the FEMA Public Assistance Program and Policy Guide (PAPPG, V4), June 1, 2020. ▀*



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MRSC is a research nonprofit that offers local government staff free, one-on-one guidance with legal and policy consultants. Below are inquiry responses the MRSC Public Works Consultant. If you work for a city, county, or contracted special purpose district, Ask MRSC by calling 800-977-6553 or emailing [mrsc@mrsc.org](mailto:mrsc@mrsc.org).

# Questions About Public EV Charging

With the rising demand of electric vehicles (EV) comes the need for public infrastructure to charge these vehicles. Cities and counties across the state are exploring whether to install public charging stations, and these are just a few questions MRSC has received regarding public charging infrastructure.

**Q:** *My city would like to adopt EV charging station fees.*

**Does this require a public hearing?**

**A:** A public hearing is generally not required unless specifically required by statute. MRSC’s Local Ordinances publication includes Appendix C which lists various city and county actions that require a public hearing. Although that list isn’t exhaustive, it’s fairly comprehensive. In the introductory paragraph to that list, it states: “There may be other subjects for which a hearing may be politically or practically appropriate, but not legally required, such as before an increase in a rate or fee.”

We are not aware of a statute that requires that a city hold a public hearing before adopting a fee schedule for EV charging stations, so it’s up to the council to decide whether the establishment of an EV charging station fee schedule would generate sufficient public interest such that a public hearing may be appropriate.

**Q:** *Do public works contracting procedures apply when a city contracts with an EV charging station provider to install and operate charging facilities in various locations throughout the city, including on city property or the right-of-way?*

**A:** Public works requirements would not apply in situations where the city is not contributing to the cost of the installation or maintenance of the infrastructure. That is based on the definition of “public work”



in RCW 39.04.010(4), which states in relevant part: “Public work” means all work, construction, alteration, repair, or improvement other than ordinary

maintenance, executed at the cost of the state or of any municipality...”

So the operative question is whether installation and maintenance of the



charging facilities are at the cost of the city. If the relationship with the charging facility provider is a standard lease, franchise, or right-of-way use permit under which the city does not contribute to the cost of construction and maintenance, it would not be a public work. The situation would be similar to a lessee, franchisee, or permittee using public property for installing, operating, and maintaining its facilities. Cities are not required to follow public works or prevailing wage requirements in these scenarios because they are simply allowing the use of public property without contributing financially to the project.

A different situation would be presented if a city entered into a public-private partnership with a provider and contributed financially to the project. Depending on the contractual arrangement, it could be viewed as a public work.

RCW 79.13.100 specifically authorizes local governments to lease land to providers for the purpose of installing, maintaining, and operating a battery charging station and does not mention public work or prevailing wage requirements.

**Q:** *Our county is in the process of installing EV chargers at our courthouse and possibly also on other county-owned property. Would the county be required to charge for use of these stations in order to avoid violating the gift of public funds prohibition?*

**A:** The gift of public funds prohibition (GOPF) in the Washington State Constitution (article 8, section 7) is mandatory and must be strictly observed. It prohibits a local government from giving “any money, or property, or loan[ing] its money, or credit to or in aid of any individual, association, company or corporation, except for the necessary support of the poor and infirm.”

The threshold question under the GOPF analysis is whether providing EV charging for personal vehicles is a “fundamental governmental purpose.” Currently, by state law, state agencies are allowed to offer EV charging for free at their office locations, but the same has not been codified for local government agencies, nor has there been new guidance to settle the question of whether free EV charging can be defined as a public good.

The conservative view a local government can take is that free EV charging is a gift because it’s provided for the convenience and use of individual EV owners. Tacoma and Seattle can be included among this group. Seattle passed

ordinance 123712 in 2011 setting a per-session fee for use of EV charging stations at city facilities.

The less conservative view is that free EV charging can be classified as a fundamental governmental purpose because all government agencies are invested in clean energy and reduction of greenhouse gas emissions. Further, some local governments assume that most charging sessions are for “topping off” batteries and use so little energy that the administrative cost exceeds the energy cost. The City of Renton first studied the issue before offering free public charging at its chargers. Chelan County PUD also operates several free public chargers in Wenatchee.

Your county needs to adopt a clear policy establishing that offering free EV charging to the public is for a legitimate municipal purpose and not a gift of public funds. Think through what benefits the county might receive for providing free EV charging and articulate those in a written policy – that way, your county can show there was consideration of the issue and no donative intent (and, thus, no unlawful gift).

**Q:** *We were approached by a third-party company about installing some EV chargers on town property. They want the town to execute a non-disclosure agreement (NDA) with them. We told them that we can’t do an NDA due to the Public Records Act (PRA). Is that correct? Also, if we were going to install EV charging stations, are we correct in assuming we would need to go through the typical public procurement process?*

**A:** You are correct that entering into a non-disclosure agreement would create potential problems for the town to the extent the NDA would apply to records that are subject to disclosure under the PRA. MRSC recommends that any NDA include an exception under which the local government is able to provide responsive records if it receives a public records request. The town’s attorney should be involved in negotiating such a provision.

Regarding the appropriate process to follow, it will depend on whether the town would install the charging stations and subsequently own and operate them. If so, then the construction would likely be a public works and subject to the applicable procurement requirements. However, there are a number of different approaches out there to install and finance EV charging stations, so we would need more specific information on the terms and conditions under which installation would take place. ▀



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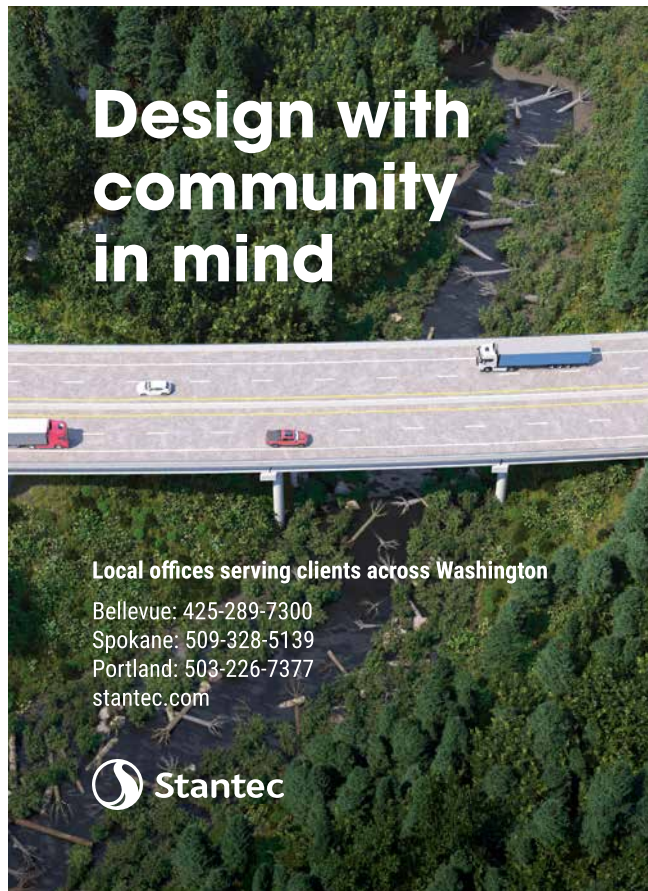
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# SEATTLE CITY LIGHT OFFERS FLEET ELECTRIFICATION PROGRAM



**N**ow is the time to move your fleet forward with electrification, and for customers, Seattle City Light is here to help. Seattle City Light can help you save on charging solutions to power your fleet. Working with their team of experts, fleets can get up to 50% of the costs covered for eligible charging infrastructure. Seattle City Light is also offering free, expert guidance at every step on your journey to fleet electrification.

The program is offering three types of incentives and can help you select what is best for your fleet: on-road vehicle charger, non-road equipment infrastructure, and make-ready infrastructure. Fleets within environmental justice communities may be eligible for additional financial assistance for behind-the-meter and to-the-meter utility-owned make-ready infrastructure.

## Why Are Fleets Going Electric?

### FLEET BENEFITS\*

#### Lower Costs

In addition to federal, state, or local incentives that can lower their purchase price, EVs offer high fuel economy, which translates to lower operating cost. Light-duty all-electric vehicle Operation and Maintenance (O&M) averages about 3 cents per mile according to the U.S. General Services Administration. EVs achieve their best fuel economy during stop-and-go driving conditions typical of many fleet applications. Electricity prices are also less volatile than those of gasoline/diesel, making it easier to predict fuel costs over time. Finally, lower off-peak electric rates may be available for charging, which further reduces EV fuel costs.

#### Performance Features

EVs can match or surpass the performance of their conventional counterparts, and they're much quieter. They produce maximum torque and smooth acceleration from a full stop, which can be especially useful when hauling heavy loads. Additionally, some can even serve as an energy source for off-board equipment such as power tools or lights, providing several kilowatts of electricity through multiple electrical outlets.

### BENEFITS OF ELECTRIFYING YOUR FLEET

- Reduced long-term costs
- Lower operations and maintenance expenses
- Reduced emissions and carbon footprint
- Increased reputation as a leader in sustainability and innovation
- Increased community recognition for your fleet
- Enhanced recruitment and retention of employees, tenants, and customers

*Content from Seattle City Light used with their permission.*

For more information on their program:



[www.seattle.gov/city-light/business-solutions/renewable-energy-services/fleet-electrification-program](http://www.seattle.gov/city-light/business-solutions/renewable-energy-services/fleet-electrification-program)

#### Reduced Maintenance and Equal Safety

EVs typically require less maintenance than conventional vehicles. They must meet federal safety standards and undergo the same rigorous safety testing as conventional vehicles sold in the United States.

#### Flexible Charging

EVs can fuel at fleet facilities or public stations. Facility charging enables EVs to charge overnight and during idle times. Public direct-current fast-charging (DCFC) stations are increasingly available along major transportation corridors to extend EV range for longer trips. Plug-in hybrid electric vehicles (PHEVs) can fuel with gasoline/diesel at traditional fueling stations when necessary, adding even more flexibility.

#### Meeting Fleet Goals and Requirements

Because of their high efficiency and low-emissions benefits, EVs can help organizations meet environmental objectives, demonstrate community leadership, improve their public image, and

differentiate themselves from competitors. Highly visible fleets (transit/school buses, police vehicles, taxis) can project a positive image by using EVs. Additionally, EVs can help public fleets meet Energy Policy Act (EPA) requirements and comply with state or local alternative transportation policies.

#### Good Stewards of Our Communities

Since electric cars don't produce tailpipe emissions, the air we breathe is less toxic, contributing to better air quality and health for our communities. Rest easy knowing you are charging on carbon-free hydroelectricity, delivered with a net-zero impact. EVs are oil-free, produce 85% fewer carbon emissions, and can be powered by renewable energy like City Light's hydroelectric dams or solar panels.

*\* Fleet Benefits are quoted from the US Department of Energy, Energy Efficiency & Renewable Energy.*

For further information on Fleet Benefits see: [https://afdc.energy.gov/vehicles/electric\\_fleets.html#fleet-applications](https://afdc.energy.gov/vehicles/electric_fleets.html#fleet-applications). ▀

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# The New Outlook 36

## Strowski's

Sometimes we spend so much time talking about fake news and misinformation that we forget about a related problem – non-information. Many people in the public works business think they know a lot about how the system works and what it takes to get things done. Without trying to guess how many people working in the industry don't understand the workings of the system, we can be pretty sure that the citizens we serve don't understand much about the subject either.

This was brought home to me recently after I read a letter to the editor in *The Oregonian*. The letter writer wasn't ranting and raving, but he was complaining about something he didn't understand. He stated that on most of the region's streets – whether they be city, county, state or federal – he found himself slaloming through a maze of potholes, poor repairs, fissures, and crumbling surfaces. He summarized that our wheeled vehicle surfaces were not in good repair and went on to cite a White House press release on the 2021 Bipartisan Infrastructure Law (BIL) that said it would “rebuild America's roads, bridges and rails.” The writer wanted to know where these funds were and if they had been distributed locally. He was glad the Biden Administration pushed for the BIL but could not understand why the local roads were still in disrepair.

This writer was a person who supported improved infrastructure and had given some thought to the subject. I was surprised that he included federal highways in his letter, since most people don't know what a federal highway looks like. He may have assumed that Interstate highways are federally operated, or perhaps he spent enough time outside of urban areas to actually drive on a federal highway.



I doubt that the vast majority of regular folks know the difference between various highway types. Do people know that different units of government maintain city streets and county roads? Do they realize that those different units of government compete with each other for their share of the gas tax dollars? I doubt it.

The next thing that stands out is that the letter writer connected pothole repair with federal funding through the BIL. The federal government doesn't fund maintenance of local roads. Federal and state grant programs focus on new construction and reconstruction but not annual overlays and routine maintenance, and so, the letter writer was hoping for something that wasn't going to happen.

He also wondered why it was taking so long for the money to be spent on something he could see. That's the piece of non-information that may be the most

frustrating to ordinary citizens. We've come to expect immediate responses to our requests. When we order something online we're given an expected delivery day and we can even track our purchase to see when it will actually arrive.

There's no such information system in place to track the purchases we make with our tax dollars. Some public works administrators do put out information on projects, but evidently, my letter writer didn't get any of that information. Even if he had, he might have been disappointed. When you order a tire inflation station online for \$59.99, you expect to get that product. If instead you get a notification that the digital tire gauges you ordered cost \$19.95 and would be arriving in three days, you'd be disappointed: That wasn't what you ordered. If the supplier can't correct the order, you will likely cancel it. Compare that to my letter writer who was expecting

his local potholes to be repaired within a year. What if, instead, he got a nice online report about the highway widening project funded by the BIL but that was going to be built next year. He now has a better idea of where the money went, but he's not going to be any happier about the potholes needing repair where he lives. Even if he sees some potholes repaired, it will have

no connection to the BIL. He conducted his street survey during a time when potholes commonly appear and grow, but routine public works maintenance that happens in spring might fix some of these.

When I started this article, I thought I might hit a wall when I got to this point because explaining the whole system of infrastructure funding works

is complicated and not the kind of story that can hold an audience. It's my perception people like my letter writer won't stick around for the whole show even though they might want to see things turn out better.

The problem is that such an approach comes from my thinking like an engineer. Engineers want to explain everything but sometimes the question isn't, "How does the system work," but rather, "How do I get what I need?"

I stumbled onto a possible solution by comparing how we report on infrastructure to how e-commerce communicates with customers. The customer only wants to know how much it costs and when to expect their stuff. When you shop online, the system doesn't explain how your order gets through the fulfillment center; it just tells you when the order is placed, when it's shipped, when it's out for delivery, and when it's delivered (even though you might already know that part).

The difficulty, of course, is that citizens don't place discreet orders for infrastructure. In addition not everyone is interested in the status of all infrastructure orders. What we probably need is a map-based system that anyone can access if they want to see if a piece of road is on somebody's nice list. Actually, a road probably has to be on a naughty list to qualify for needing work. If the system says, "Needs overlay in five years," that report won't change until someone updates the report to say, "Funding requested for overlay." When money is secured and the project is scheduled, the delivery time could be the new, updated report. Once the project is complete the report would state that, with the status staying that way for a long time, probably 20 years.

Is building such an information system worth it? It's a lot of work and only benefits the customer, so agencies might not want to take it on. If it were in place now it would really help my letter writer. It would also benefit me since my street hasn't seen a surface treatment in over 20 years, and I'm wondering when it will get something done to it. At least in my case I know the BIL won't have anything to do with any future local street improvements.

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I got this far without saying anything about being transparent or accountable. I didn't bring them up because I don't think they have anything to do with the issue. In fact, transparency could make things worse. If all of our funding processes are to be transparent, we'll have to explain what those processes are. That is the approach engineers take and just adds a lot of work for no benefit.

Accountability is only important if somebody screws up. Unfortunately, the system isn't transparent enough for anyone to know who really screwed up. It's a basic tenet of leadership that the leader always takes responsibility for things that go wrong and spreads the praise around for things that go right. Workers like a boss who doesn't throw them under

the bus, so they might be more willing to fess up if they know the boss will take the blame anyway. However, if the boss hasn't established a learning culture, then the bad actors in the organization will take advantage of the system and keep being careless. Eventually the boss will move on, either through mutual agreement or through a simple, "You're fired."

In my e-commerce example, I don't care if someone screwed up in the fulfillment center as long as the error was corrected, and I got what I wanted at the price I expected. The same is probably true for infrastructure reporting – accountability doesn't have to concern the citizen/customer.

My letter writer is probably at the point where he wants to know who screwed up

because he hasn't seen the improvements he expected. But we know it's the system that he doesn't understand; one that may be going through its normal processes with a better world as the end result... or not. In any case, working on transparency and accountability takes time away from the real work, which is to meet the customer's needs.

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

### John Lisenko

As Mozart was told once by his sponsor, the Emperor "...too many notes, Mozart..." But they are good insightful notes, and as Mozart replied, "Just enough to get from the beginning to the end."

Your suggested map-based system exists in many, if not most municipalities. It evolved in the '90s as a more easily manipulated and visualized version of the Pavement Management Systems that were developed in the 1980s and presented data in a tabular form that even engineers had a hard time with. Most of the modern systems can be easily adapted to produce the map-based reports you refer to. All it would take is the will to do it and the dedication to keeping it current. And the courage to make it available to the public.

My personal gripe with the BIL is that it was, in my estimation, deliberately misleading to achieve goals and objectives that had nothing whatsoever to do with roads and bridges.



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# Reader Responses

**Jason Van Gilder, PE**

I can't imagine anyone outside of the public works industry or politics understanding our roadway transportation funding. Within those two groups, it's probably a very small minority of the people with a comprehensive view of where the money comes from and goes to, the machinations involved in moving that money around, and the stipulations included with that money. It's a dizzying array of information and interests to keep track of. Unfortunately, I'm at a loss to suggest much in the way of solutions to the problems you raise.

If there was one person that I think of as having a thorough understanding of the entire roadway funding process it was Russ Blount. Russ worked for the City of Fife but also chaired the South Puget Sound's Transportation Coordinating Committee. Tragically, Russ passed away this past year while still actively serving his community. I'm sure much has been said in way of tribute to his accomplishments in the past couple months. But since you raised the topic of how bewildering our transportation system is, this seemed fitting time to acknowledge the accomplishments of an individual who devoted a significant portion of his professional life to mastering that topic. I suspect the readers of this publication can well-appreciate that accomplishment better than most. And those readers that knew Russ personally will be quick to add that he did it with aplomb, diplomacy, and kindness. He was a friend to everyone and accomplished much. I'm glad to have had the opportunity to interact with him a couple times over my professional career.

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**Toby Rickman**

John accurately points out a very important flaw in our stewardship of the infrastructure we manage for our communities. That being our lack of communication with our customers. We in public works understand the difficulties we all face with sustaining the existing infrastructure while we grapple with the growing pressure to provide more and better services, but how well do others understand? In a recent conversation about communication management and customer engagement with our new Chapter President Lauren Behm, she made sure to point out that there are trained communication professionals in our industry who should be brought in more often to make sure we are communicating with those we serve. If you have the resources in your organization to have dedicated communication professionals, you should empower them to improve your connection to customers. If you are in smaller organizations, we need to figure out how to support your efforts to engage customers. Our collective

credibility has been questioned regularly in recent years and we need to come together and improve this area of communication John describes. If some fail, we will all be painted with the same brush. As John points out, people don't know when they cross from a city street

to a county road, to a state highway or a federal road, and why should they? One last thought: we all want to connect with another person. It is harder for people to stay upset if you meet them in person or at least call them and explain.



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