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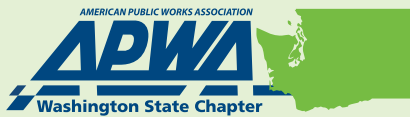
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On the cover:

Columbia river at sunrise, Kennewick, WA. | dreamstime.com



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Tara Davis, PE, 2024 Chapter President



Getting Involved

As we head into our fall conference in Kennewick, does it have you thinking: These people have a lot of fun, I wonder how I can get more involved?

How can I make more connections in our industry?

I go to these conferences, but how can I get more out of APWA?

Well, let me tell you, the secret is to volunteer. Volunteering is one of the best ways to get more involved, make more connections, and get more back from APWA. You may have heard the phrase that volunteers are APWA's Life Blood. It is so true. APWA is a volunteer organization and without our volunteers we wouldn't have our wonderful (and super fun) conferences, events, educational offerings, and scholarships. We have so many ways to volunteer and probably the easiest and best way to start getting involved is with a committee.

Have you looked at our list of committees (found on our chapter website under Committees)? We have technical committees, professional committees, student outreach/scholarship committees... whatever your skillset or interests are, I am confident you will find a committee that you will enjoy and will enrich your career. Each of our committees are very different as well. Some committees like the Transportation Committee focus mainly on technical sessions for the conferences while the Contract Administration Education (CAEC), Construction Management and Northwest Public Work Institute (NWPWI) committees offer certifications and ongoing trainings throughout the year. Our Marketing Committee's purpose is to support the other committees and help APWA WA be successful while our Construction Standards committee writes technical specification for WA local agencies. And trust me, these committees would love to have you!

"Please reach out directly to the committee chairs list on the committee directory at the QR code on this page."

Please reach out directly to the committee chairs list on the committee directory at the QR code on this page. If you have an idea for a new committee, reach out to me or one of our board members.



What?? You've been involved with committees for several years and you are looking for the next step? You might consider running for a board member position to experience the inner workings of our Chapter. Board members help set the direction of our Chapter, progress our strategic plan, liaison with our committees, and work on special projects to advance APWA WA. The next step within our Chapter may be the Executive Board, which is made up of our Secretary, Treasurer, Vice President, and President – which I have had the honor to serve as this year. If this seems interesting to you, please reach out to one of our current board members listed on page 5 and we'd be happy to share our experience. As can be seen from our current election ballot, we have a lot of talented and giving individual running for these positions.

You may also consider getting involved in APWA National committees. Those can be found on the national website (APWA.org)

under *Connections & Networking*. If you get involved in one of the national committees, please make a point of sharing the knowledge you gain back with APWA WA so we can all benefit.

Want to know more about volunteering for APWA in general? You can always talk to some of our long-time volunteers that have helped shape our Washington Chapter. Just to name a couple that come to mind (because I've talked with them with the last week): Toby Rickman, Grace Richardson, Lauren Behm, and of course John Ostrowski. Did you know that John Ostrowski served as our APWA WA President in 1988 and has continued to volunteer his time ever since? From involvement in our APWA WA committees to National committees, John has also written 101 articles for our APWA WA magazine and 24 articles for the *AWPA Reporter*. He began teaching public work management classes for the Chapter in 2000, which evolved into a dual administrator and main instructor role for the Northwest Public Works Institute. He has been a site reviewer for the APWA accreditation program, and the list goes on. It is volunteers like John and so many others that make APWA WA one of the best professional organizations around.

I hope you'll be inspired to follow in our volunteer's footsteps and give some of your time and talents to keep APWA WA growing and improving. I'm sure you will find that the more you give to APWA, the more you get you in return. ■



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APWA WA



OCT 9-10, KENNEWICK WA

2024 FALL CONFERENCE

Join us in Celebrating Public Works in 2024!

From planning and building to maintaining our community's connectivity and safety – intentional Public Works creates healthy vibrant communities. Get ready to celebrate all year long by recognizing the work that we do together to solve tough challenges.

We can't wait to celebrate Public Works with you at the Fall Conference and hope to see you there!

Conference Highlights

» **Golf Tournament**

October 8, 2024

Canyon Lakes Golf Course

» **Keynote Presentation**

October 9, 12:00PM 🔥 Kyle Scheele

» **APWA Tailgate Party**

October 9, 7PM 😊

Live band, fun games, food and drink!

» **Annual ROADeo**

October 10, ALL DAY

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» **Exhibit Hall**

More details: www.apwawaconf.com

» **Two Days of Education**

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THINKING INSIDE THE BOX



**WEDNESDAY, OCTOBER 9,
12:00PM**

Kyle Scheele has been called “the patron saint of crazy ideas.” Whether he’s having a Viking funeral for the regrets of 21,000 people, hosting the world’s first fake marathon, or gaining a million TikTok followers in just 25 hours, Kyle is always on the lookout for crazy ideas that produce wildly outsized outcomes. Over the last decade, his projects have been featured in outlets like Fast Company, WIRED, The Washington Post, Yahoo!, BuzzFeed, Upworthy, Goalcast, and more. His videos have been viewed over 250 million times, and he has spoken to hundreds of thousands of audience members across the United States. More than anything, Kyle hopes that his story can inspire others to chase their own crazy ideas and become the people they were meant to be.

The NIGHT OF EXCELLENCE Awards

THURSDAY, OCTOBER 10

7:00PM: Dinner & Awards

8:00PM: Entertainment

APWA-WA is honoring the outstanding individuals and groups at the annual Night of Excellence Awards Banquet October 10th at the Three Rivers Convention Center. With entertainment provided by Dueling Pianos, the event is sure to be a memorable celebration. The Night of Excellence recognizes the outstanding contributions of chapter members to public works with individual and group awards.

- » Outstanding Service Award
- » Chapter Pillar Award
- » Roy Morse Award
- » Young Leader Award
- » The President’s Award
- » The Committee in Action Award
- » Empowering Teams Award

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

Session Preview

FALL CONFERENCE 🌞 OCTOBER 9-10 🔥 KENNEWICK, WA

Beat the Heat: Oregon's Cooling Needs Study

Oregon's Cooling Needs Study offers vital insights and solutions for safeguarding the Pacific Northwest's most vulnerable housing types from deadly heat. Join us to explore the study's innovative community-driven outreach and data collection methods, compelling findings on cooling needs, costs, and preferred equipment types, and equity considerations.



🌟 **Grace Kaplowitz
Thirkill**
Climate & ESG Consultant
Parametrix



🌟 **Suzy Godber**
Climate & ESG Consultant
Parametrix

Small, abandoned dams are nestled within rural areas across Washington State. Removing these facilities, historically used for drinking water or standby fire protection, offers a unique opportunity to use mitigation funds. Join Osborn Consulting as we discuss mitigation opportunities, review permitting requirements, and summarize challenges associated with small dam removal.

Dam Good: Small Dam Removals for Mitigation



🌟 **Peter
Wurden-Foster, PE**
Project Manager
Osborn Consulting



🌟 **Jason
Neibergs, PE**
Civil Engineer
Osborn Consulting

Beavers: Managing Nature's Stormwater Engineers

Beavers are known as ecosystem engineers creating vast wetland complexes that provide numerous ecosystem benefits. However, in our confined urban systems, beavers' engineering activities often conflict with our human engineering. In this talk, we will explore beaver coexistence applications, techniques, and efficacy through case studies throughout the Pacific Northwest.



🌟 **Elyssa Kerr**
Executive Director
Beavers Northwest

Session Preview

FALL CONFERENCE 🌞 OCTOBER 9-10 🔥 KENNEWICK, WA

Optimizing Traffic Flow & Safety with AI in Real Time

See, and demonstrate, the use of Artificial Intelligence as it is applied to real time traffic control systems for enhanced traffic flow, actionable data, and emergency response.



🌟 **Doug Smith, PE**
Mechanical Engineer
MENG Analysis
APWA WA Technology
Co-Chair



🌟 **Paul Wilhem**
City of Everett, CAD &
UAS Program Manager
Public Works Engineering Dept.
APWA WA Technology Co-chair

Pumps are vital for water and wastewater systems, but they can also be tricky. This session will teach you the basics of pump types, curves, and applications, as well as how to avoid and solve common pump problems. Learn from real-life examples and get practical tips for pump success.

Pumps: When They Suck, They Soar



🌟 **Curtis Butterfield, PE**
Project Manager
Keller Associates Inc.



🌟 **Stillman Norton, PE**
Project Manager
Keller Associates Inc.

Fleet Electrification: Lessons Learned from Cities & Counties

This interactive session targeting fleet and facilities managers presents actual lessons learned from planning electrification of over 50 municipal fleets in Washington and elsewhere. Topics will include: regulatory compliance, stakeholder engagement, project scoping/budgeting, data, utility collaboration, cost estimating, grants and incentives, project implementation, future proofing, transition planning, and more.



🌟 **Mike Usen**
Principal & National Director for
Electromobility
DKS Associates

Session Preview

FALL CONFERENCE 🌞 OCTOBER 9-10 🔥 KENNEWICK, WA

Winning FEMA BRIC Funding for Transportation Projects

FEMA mitigation grants provide funding for projects to reduce or prevent damage from natural disasters. During this presentation, learn about the process used to develop a successful Building Resilient Infrastructure and Communities (BRIC) grant application for the City of Shoreline to mitigate a vulnerable priority transportation route.



🌟 **Christina Wollman**
Senior Planner
Pertee



🌟 **Brianne Ross**
Senior Project Manager
/ Washington Roadway
Business Class Manager
HDR

Maintaining asphalt roads involves strategic treatments like crack sealing and chip sealing. Understanding how these processes work together is crucial for preserving pavement integrity and extending its lifespan.

Crack Seal: Key to Chip Sealing Success



🌟 **Tom Shamberger**
Field Representative
Albina Asphalt



🌟 **Brett Rankin**
Territory Manager
Crafco Inc

The Gray Fire – Lessons Learned

The Gray Fire burned 10,085 acres and 259 structures in Spokane County, Washington, in August of 2023. The fire burned over the City of Medical Lake causing damage to significant public infrastructure and dozens of homes were destroyed. The local government response is ongoing and preparedness lessons have been learned.



🌟 **Terri Cooper**
Mayor
City of Medical Lake

Session Preview

FALL CONFERENCE 🤗 OCTOBER 9-10 🔥 KENNEWICK, WA

Getting to Injury Minimization Speeds

Setting appropriate speed limits for all road users is now classified as a FHWA Proven Safety Countermeasure. Hear how cities and counties in Washington are taking the initiative to reevaluate the speed limits and operating speeds to achieve safety goals through speed limit setting and speed management.



🔥 **Briana Weisgerber**

Active Transportation
Programs Engineer
WSDOT



🔥 **Michael Houston, PE, AICP**

Engineering Manager
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🔥 **Jon Pascal, PE**

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TARGET ZERO:

A NEW FOUNDATION TO SAVE LIVES IN WASHINGTON

Co-authors:

Brian Chandler, PE, PTOE, RSP2IB, PMP | National Director for Transportation Safety | DKS Associates
Mark McKechnie | Director, External Relations Division | Washington Traffic Safety Commission

In Washington state, 810 people died and 3,413 people were seriously injured in crashes involving motor vehicles in 2023. These are parents, children, teachers, students, coworkers, friends, and neighbors.

While recent increases in fatalities and serious injuries are tragic, we are optimistic about achieving a safer system and we remain steadfast to the original goal of zero fatalities and serious injuries in Washington by 2030. Our optimism stems from examples in the state's past and success in locations around the world:

- Washington's fatalities have been reduced by 32% from 2005 to 2013.
- Finland saw zero traffic deaths in two-thirds of its municipalities in 2022, and their traffic deaths fell to an 80-year low in 2023.

Washington's Target Zero effort is our collective commitment to a shared goal of zero traffic fatalities and serious injuries. The 2024 update lays out a new way of thinking about transportation safety as part of a larger system. We must seize the opportunity to reduce the potential for future crashes so we never have roadway deaths and serious injuries again.



We have the knowledge. We also need the will and the commitment. The 2024 Target Zero Plan is based upon three foundational elements to help us reach zero deaths and serious injuries: a prosocial traffic safety culture, an equity framework for road safety, and a safe system approach.

Prosocial Traffic Safety Culture

Traffic safety culture refers to our shared beliefs about our individual actions that affect safety. Prosocial traffic safety culture goes further, referring to beliefs about our collective actions that create a safe transportation system for everyone. Joint responsibility and collective actions involve the actions of individual road user as well as how road owners plan,

design, operate, and maintain a safe transportation network.

Equity Framework for Roadway Safety

When compared across geographic and social segments, individuals using the transportation system can experience significantly different outcomes related to death and serious injuries. For example, people in historically marginalized, segregated, and underinvested census tracts in Washington experience higher rates of serious injuries and fatalities in traffic crashes. Some of these differences are attributable to prior policies (including redlining and segregation) that were put in place nearly a century ago.

"Traffic crashes are a legacy of colonization. We did not ask for these roads."

—Tribal Representative, October 2023, Target Zero Listening Session

Addressing the most harmed populations in our society will communicate our commitment to equitable outcomes and reinforce that Washington's Target Zero goal is for everyone. Eliminating these disparities is a necessary step to reaching safety goals.

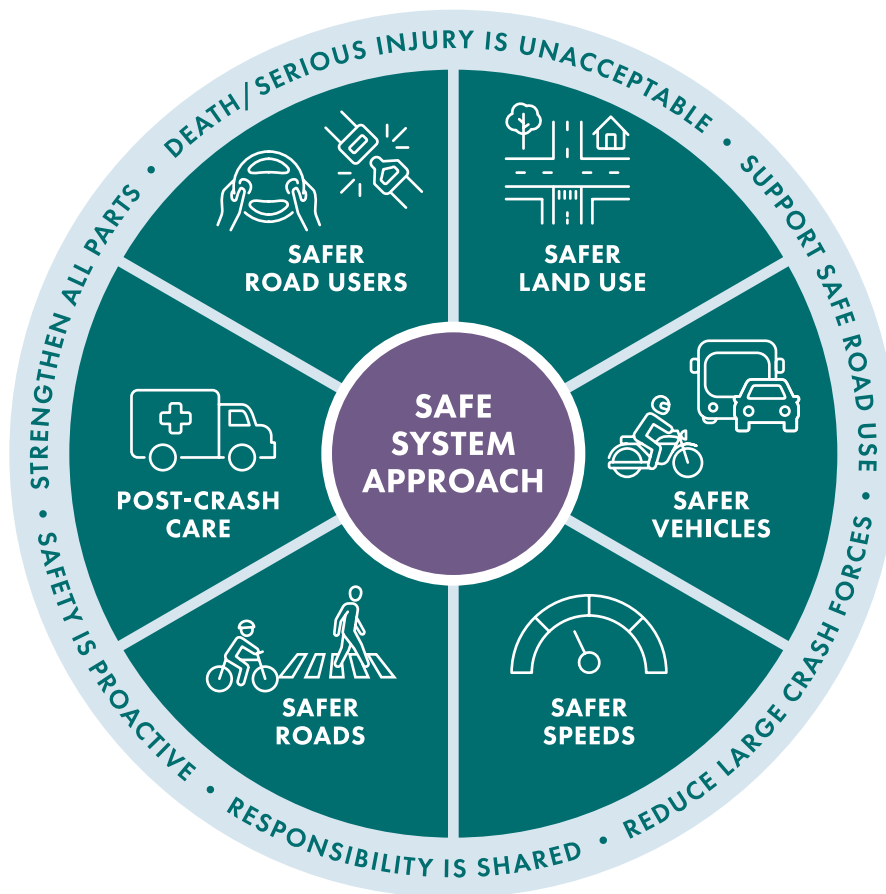
The Safe System Approach

Safety is increased when we examine how all parts interact to support and strengthen the system. The Safe System Approach (SSA) provides a framework for operationalizing traffic safety among policymakers, transportation system owners and operators, and road users. Variations of the SSA are used worldwide.

Washington's SSA principles include the following:

- 1. Death or serious injury is unacceptable.** Washington commits to achieving zero fatalities and serious injuries.
- 2. Shared responsibility.** All parties, including individual road users and those who own and operate the system, have a role in traffic safety.
- 3. Support safe road user behavior.** People make mistakes that can contribute to crashes. A self-explanatory and self-enforcing roadway* can help reduce the effects of these errors. Prosocial traffic safety culture and law enforcement also encourage safe behaviors.
- 4. Prevent exposure to large forces.** Crashes at high speeds produce significantly higher forces. Influencing driver speeds and conflict angles can reduce the force generated.
- 5. Safety is proactive.** We work to avoid recognizable, predictable risk factors before future crashes occur.
- 6. Strengthen all parts.** Reducing the likelihood, exposure, and severity of crashes requires strengthening all parts of the transportation system. If one element fails, the others remain in place to prevent serious or fatal injury.

*A roadway that is easily understood by users and enforces traffic systems through its construction can help reduce crashes and their effects.



The final principle, 'Strengthen all parts,' leads directly to Washington's six SSA elements.

- 1. Safer land use.** Land use planning can help reduce vehicle miles traveled and increase use of active transportation modes, both of which reduce crash exposure.
- 2. Safer road users.** Educating road users and encouraging safe behaviors prevents crashes.
- 3. Safer vehicles.** Vehicles can travel at very high speeds, vehicle weight has increased over time, and regulations have not prioritized safety for people outside the vehicle.
- 4. Safer roads.** When infrastructure is designed to accommodate human mistakes and injury tolerances, we can reduce the frequency and severity of crashes.
- 5. Safer speeds.** Reducing speeds can improve safety by improving drivers' field of vision, providing additional time and space for drivers to react, and reducing impact forces.

- 6. Post-crash care.** People who are injured in crashes rely on first responders to quickly locate and stabilize their injuries and transport them to medical facilities.

Target Zero and Local Agencies

Much of the day-to-day work of traffic safety occurs at the local, regional, and Tribal levels. More than 100 entities in Washington have developed or are developing safety plans with the same goal: to eliminate fatalities and serious injuries.

Aligning your regional, Tribal, city, or county safety plan with Washington's Target Zero Plan and its foundational elements will support the state effort and increase your agency's opportunities for future safety grant funding. Continued investments in operations and maintenance of the transportation system are required so that treatments will continue providing safety benefits.

For more information, visit <https://targetzero.com>.

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New Apprentice Utilization Requirements Went into Effect on July 1, 2024

Historically, most local governments in Washington have not been required to include apprentice utilization requirements (i.e., that apprentices contribute a certain percentage of total labor hours) in their public works contracts, with the exception of school districts. However, HB 1050, which was adopted in 2023, significantly expanded apprenticeship utilization requirements for projects conducted by all municipalities defined in RCW 39.04.010.

Beginning this July, municipalities conducting public works projects estimated at more than \$2 million will be required to have apprentices contribute 15% or more of the total labor hours (excluding various diking/drainage/irrigation district projects).

In subsequent years, apprentice utilization requirements will change two more times. On July 1, 2026, public works contracts over \$1.5 million will be subject to the new requirements, and in 2028, contracts over \$1 million are also included.

Below are some questions MRSC has received regarding apprentice utilization requirements.

Q: Our county public utility has altered its bid documents to include the new apprentice utilization requirements under RCW 39.04.320. However, we need clarification as to whether or not the term “adopt” as it’s used in the RCW requires a formal adoption from our county commission via a resolution, or if having

our guidelines/procedures in place satisfies the “adopt” requirement?

A: For each agency, apprenticeship guideline adoption will be different based on the common practice for documenting and formalizing procurement processes within your respective agency. An agency may potentially provide guidelines, procedures, rules, and instructions in updated bid documents specifications, and/or they may also have one or more methods of formalizing the process through formally adopted procurement policies, resolutions, and/or ordinances.

Your district would need to adopt a resolution only if this is how it normally adopts new rules and procedures. For example, legislation in 2020 altered



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RCW 39.30.060 to require an agency submit a list of all subcontractors for HVAC, plumbing, or electrical work done on public works projects costing \$1 million or more.

How were your procurement procedures modified to incorporate this new requirement into your processes to ensure that a list of subcontractors for HVAC, plumbing, or electrical work was submitted to the state for public works projects costing \$1 million or more? Did that new rule mean that your board of commissioners had to adopt a resolution formalizing new guidelines or modifying the procurement handbook? If so, then your board will also want to follow the same process to comply with the new apprentice utilization requirements.

Q: Has the apprenticeship utilization requirement in RCW 39.04.320 now been extended to include most political subdivisions, including transit?

A: Yes, starting July 1, the requirement in RCW 39.04.320 will now include most political subdivisions including transit

districts. HB 1050 amended RCW 39.04.320 by expanding apprenticeship utilization requirements to a "municipality" as defined in RCW 39.04.010. RCW 39.04.010(3) provides the following definition for a municipality:

'Municipality' means every city, county, town, port district, district, or other public agency authorized by law to require the execution of public work, except drainage districts, diking districts, diking and drainage improvement districts, drainage improvement districts, diking improvement districts, consolidated diking and drainage improvement districts, consolidated drainage improvement districts, consolidated diking improvement districts, irrigation districts, or other districts authorized by law for the reclamation or development of waste or undeveloped lands.

Under RCW 39.04.320 all 'municipalities' with public works projects estimated to cost \$1 million or more must meet the new requirements that apprentices contribute 15% of total labor hours to the project. This went into effect July 1, 2024. ▀



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BRIDGING THE COLUMBIA THE I-5 STORY

From dugout canoes to visions of extradosed and finback bridges, man has crossed and dreamed of crossing the Columbia River at Vancouver for millennia.

Our story includes I-5 bridge history from before European settlers arrived in quantity through construction of the first bridge in 1917 to the proposed plans for the replacement of both existing bridges.

Pre-European Settlement

The dugout canoe was used by various bands or tribes of the Chinookan native people. Dugout canoes were typically made from a single western red cedar. At this time, the banks of the Columbia River were major trading and fishing grounds for Indigenous people from all over what is now the NW United States and SW Canada. The area was a major regional center of trade and cultural exchange. Large winter villages were present along the Columbia and tributary rivers. There was extensive trade among villages on both sides of the river and with tribes in eastern Washington. Native Chinookan people had no problem crossing the Columbia in dugout canoes made from a single western red cedar log.

The Ferry Era

At the time of European contact, Native Americans often established rates and managed a business – ferrying Europeans across the Columbia in return for gold, and later, coin – which gave them access to European goods.

Although mention has been made of supplies ferried in the 1840s from Fort Vancouver across the Columbia enroute to the Willamette Valley, no regular public ferry service was run by a non-Native American until John Switzler Jr. in 1846. His first crude ferry, probably equipped with a sail and oars, carried mainly foot traffic of Oregonians trading at the Hudson's Bay Company post. This ferry was run sporadically by Mr. Switzler Sr. and his sons for nearly a decade.



On April 5, 1855, the county commissioners of Multnomah County established the following rates of ferriage across the Columbia River to Vancouver for the Switzler operation: "For each foot passenger 50 cents; man and horse \$1.00; wagon and span \$2.00; each additional animal 25 cents. Each cart of buggy and animal \$1.50; each head of horses or cattle 50 cents; each sheep or hog 25 cents; each

hundred pounds of freight not on wagon, 25 cents."

In 1891, the original Vancouver ferry was built in Portland at the request of the Portland and Vancouver Railway Co., and sailed to the City of Vancouver on August 16, 1893. On July 28, 1899, the ferry caught fire and burned to the waterline, destroying the deck house. On October 5, the badly burned 157-foot side-wheeler

was taken to Portland for overhauling. The borrowed “Klickitat” was substituted for carrying the freight and the steamer “Annie” was used for passengers.

In 1919, the City of Vancouver built a ferry to replace the “Vancouver” ferry from Portland. A 398-ton side-wheeler – 142 feet in length with a beam depth of 9 feet – she had the capacity to carry 2,500. The ferry would serve until the first Interstate bridge was constructed in 1917.

The One Bridge Era

Plans for the original Columbia bridge began as early as 1912, with local efforts leading to an initial survey and bond measures totaling \$2,000,000; \$1.5 million contributed from Portland, and \$500,000 from Vancouver. Waddell & Harrington were retained as the project's consulting engineers. Construction on the bridge began in March 1915 and the structure opened on February 14, 1917, at a final cost of \$1.75 million.

The entire project included three bridges and approaches, totaling approximately three-and-one-quarter

miles in length. Going north from Portland, there is a 300-foot-long bridge over the Columbia Slough. A mile north is the Columbia River, split into two channels by Hayden Island. The smaller south channel, known historically as the Oregon Slough, is crossed by a 1,137-foot-long bridge to the south side of Hayden Island. The 3,500-foot Interstate Bridge spans from the north side of Hayden Island across the main channel of the river to Vancouver. The bridge has a total of 13 steel spans, with three measuring 275 feet (84 m) in length and the remaining ten span 265 feet (81 m) each. Piers sit atop pile caps on wooden pilings approximately 70 feet deep. One of the 275-foot (84 m) spans is the lift span for allowing river traffic under the bridge. The lift span can move 136 feet (41 m) vertically and provides 176 feet (53.6 m) of clearance below when fully raised. The towers are 190 feet (57.9 m) tall, above the roadway.

The Two Bridge Era

In 1958, a \$14.5 million upgrade created a second, almost identical span and doubled the capacity of the bridge. The new bridge

was built with a “humpback” that provides 72 feet (21.9 m) of vertical clearance and minimizes bridge openings. Construction began in summer 1956, and the new, parallel bridge opened to traffic on July 1, 1958. At the time the new bridge was opened, the old one was temporarily closed for rebuilding to give it a matching humpback section. Both bridges were first open concurrently, on January 8, 1960.

Helen E. Kiggins McAleer and Eleanore Homan Burkitt untied ribbon to open new bridge to traffic – the same two women who had untied the ribbon on the first bridge 41 years earlier.

What’s Next?

Replacement of the I-5 Bridges

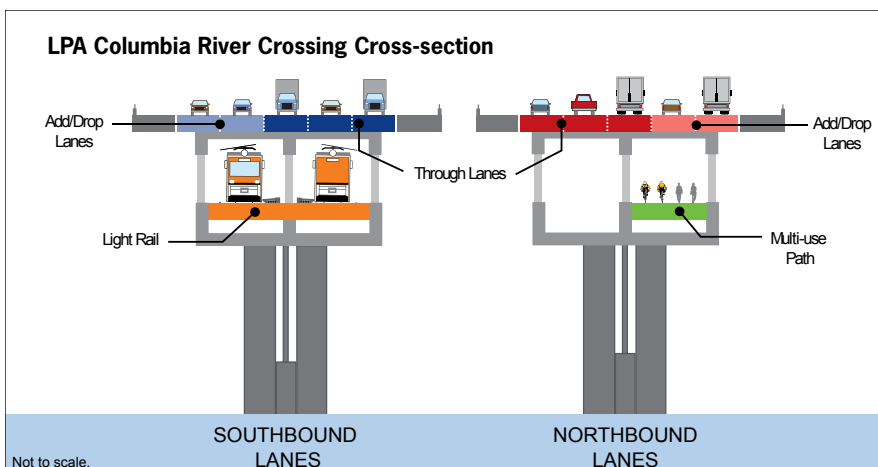
Beginning in 2005, and coming to a crashing halt, was the project fondly referred to as the Columbia River Crossing (CRC) project. The CRC was intended to be a safer, more modern bridge, with greater capacity, including light rail to directly connect with the regional MAX system. The replacement crossing would have had two bridge structures to carry a total of five vehicle lanes in each travel direction (three lanes of through traffic and two lanes for merging/diverging traffic) and full safety shoulders. Each structure was designed as a deck truss bridge type which takes advantage of the otherwise inactive underdeck space of this bridge type. The southbound bridge would have carried light rail traffic under the highway; the lower deck of the northbound bridge would have carried a wide bicycle and pedestrian pathway. The replacement bridge design did not include a lift span.

Fourteen years and \$150 million later, the project comes to a grinding halt. What went wrong? The three lawsuits? The heavy property impacts on Hayden Island? The controversy over the bridge height? One thing is for sure: the common objection from opponents was the inclusion of light rail.

A new project was quietly started in 2017 – the new Interstate Bridge Replacement (IBR) Program. At the time of this writing, the project is on track to award a design/ build contract by early 2026. With a budget: \$5–\$7.5 billion, compare that to the original bridge cost of \$1.75 million.

Will this project get built? The reader will need to wait for a part 2 article to be sure.

A special thanks to Ken Hash, Eli Zehner, Susann Babaei, David Rowland, and Sean McDermott of the History Committee for contributing to the article. ▀



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Kudos Wall

The Kudos Wall is a new feature in 2024 and will be published in both magazine issues and online (web, LinkedIn, and Facebook). We'd love to publish your kudos on our wall. Send your kudos with 1–3 photos to apwa.washington@gmail.com by October 25, 2024 to make our next magazine issue. And let's celebrate public works!

Kudos to the Walla Walla PW Crew on National Recognition of New Pavement Innovation

Walla Walla County Public Works is the only one in the nation to use the new process for simultaneous shouldering and road widening!

The Public Works Crew has stepped up their game in effort to find a cost-effective, long-term solution to gravel roads and pavement maintenance longevity which has gained national attention. After a demonstration by the Asphalt Zipper Corporation, management and the crew could see much more potential out of the machine than demonstrated.

The crew quickly went to work drawing out the “secret invention” in soap stone on the shop floor. It was welded in the shop bay shortly after by a few very talented crew members. This “secret invention” allows our skilled grader operators to remove the fill material left behind from the Asphalt Zipper to be simultaneously rolled out and paved over with the Road Widener. In a nutshell, many heavily traveled, narrow roads can be reinforced and widened in one pass.

Months later the team caught the attention of the Asphalt Zipper Corporation by using the machine to reclaim road base asphalt and native shoulder material at the same time. The corporation was shocked to see how the machine was being put to use. At their request, the team recorded videos of the process which will be shown nationwide on the corporation's website. Our Foreman has been invited to speak at the APWA fall conference in October! However, the soap stone drawing and the whereabouts of the “secret invention” will be kept hidden. —City of Walla Walla



Kudos to the Jennings Nature Park Pump Track Project Team for Community Collaboration



The City of Marysville is giving kudos to the Jennings Nature Park Pump Track Team which opened fall of 2023. This inspiring project was presented to our Parks, Culture and Recreational Advisory Board, nearly three years ago, by Landon Oliphant, who was just seven years old at the time. The track was designed by American Ramp Company, with contractors Oceanside Construction, Inc., and Shire Built, and managed by City of Marysville's Project Engineer Thadd Zehnder. This is the first paved pump track in Snohomish County and is an example of what can be achieved through community collaboration. —City of Marysville



Kudos to Binh Nguyen on Your Quick Repair

Maintenance Technician Binh Nguyen showed off his valuable mechanical skills earlier this year. After being used for snow response late Monday night, truck N013 experienced a loss of electrical power. By the next morning Binh diagnosed that the alternator had failed. This was concerning since two other trucks were out of service for repairs and truck N013 is the primary vehicle for anti-icing. Sensing the concern with N013 being unavailable and with repairs normally performed by the City of Renton, Binh offered to perform the repair himself. By the end of the morning N013 was back in action. Not only did Binh successfully replace the alternator, but he also fixed several other items as well. This is a perfect example of how our small, but skilled and versatile staff can adapt and overcome just about anything! —City of Newcastle



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Kudos to the King County Metro Team for the RapidRide H Line Transit Project Achieving Envision Platinum!

Big kudos from the Sustainability Committee to the King County Metro Team for achieving Envision Platinum for the RapidRide H Line. King County Metro upgraded existing bus Route 120 to deliver the RapidRide H Line, adding to Metro's growing bus rapid transit service. Consolidated bus stops, designated bus lanes, and all-door boarding are improving the rider experience with faster, more frequent, and more reliable service. For this multi-jurisdiction project, King County Metro partnered with the City of Seattle Department of Transportation (SDOT), the City of Burien, and White Center (an unincorporated area of King County).
—APWA Sustainability Committee



Kudos to Patrick Zellner on Your Retirement & Being Selected as Grand Marshal



For the past 37 years, Patrick Zellner worked for the City of Renton Public Works Department, ensuring Renton residents' roads are safe, maintained, and pothole-free. Patrick retired at the end of 2023. This summer, Patrick was honored with being asked to be Grand Marshal in Renton River Days parade.

"To be selected and honored by this, being the Grand Marshal of the parade, it kind of chokes me up a little bit. When I was asked to do this, I thought to myself, this should be a celebrity or police chief or fire marshal," Zellner said.

Patrick started working for City of Renton in the 1980s and spent his entire career working as part of the Street Maintenance Division. Patrick also served in the U.S. Air Force for four and a half years. He prides himself on the team the city has built to keep streets clear of snow, debris, and potholes; residents also may have witnessed Patrick as a

cowboy during the city's Truck-or-Treat event or reading books to Renton's youth at the Renton Library. —City of Renton

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Strategic Plan Update

Promoting the Voice of Public Works

By Stephanie Forman, PE, PMP

In last quarter's magazine, we introduced to you that our Chapter has a strategic plan and delved into our first of four initiatives – the Value Initiative, which focuses on promoting public works in our community and its value to our quality of life. This quarter we're introducing you to our second initiative – the Voice Initiative.

The Voice Initiative

Our Chapter's Voice Initiative is to amplify advocacy and be the policy voice of public works to government leaders, media outlets, and our communities. In the bustling corridors of public works, where asphalt meets utilities, and our infrastructure shapes the daily lives of our communities, there is a key gap missing between the governing policymakers and the public works

implementers – your lived experiences. As industry professionals, we live and breathe public works and witness every project phase – from planning through construction. But our role doesn't end there; we're also responsible for maintaining and operating these facilities. Through these experiences we develop lessons learned to implement better strategies for our next projects. And crucially, we're on the frontline listening to our community's firsthand feedback about our projects, existing infrastructure, their needs, and how well we're meeting those needs.

Your Lived Experiences

Consider a city engineer who hears a parent's gratitude for a safer pedestrian crossing implemented by a Safe Routes

to School project. Or the maintenance worker who chats with a neighbor about the newly upgraded water treatment plan. These stories from our lived experiences are the heartbeat of our profession and they remind us that behind every project lies a community relying on our expertise. These seemingly modest stories – shared by engineers, planners, and community members – hold immense sway in shaping policy outcomes. But unlike elected officials, as public work servants, we may not be fully in tune or perhaps even understand pending legislature. That's where our APWA Washington Chapter comes in! Through our Voice Initiative, we aim to provide you with education and knowledge of current legislative policies that affect public works and to create a

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platform for you to share your stories so that it can help shape current and future legislative policies.

How to Stay Informed

Our Washington Chapter is committed to keeping our members informed about legislative policies and funding. Here are the three main ways in how we achieve that:

- 1. Weekly Updates.** While congress is in session, our diligent APWA Government Affairs committee provides weekly updates. These emailed briefings cover all public works initiatives under discussion, both at the federal level and within our state legislature.
- 2. Conference Sessions.** During our Spring and Fall conferences, we kickstart the conference with our Legislative and Funding Update Session. Here, we highlight current legislative measures and discuss funding updates from WSDOT local programs and the Transportation Improvement Board. It's a dynamic exchange of knowledge!
- 3. Advocacy Updates.** At our conferences and within our Chapter magazine, our Chapter organizes and presents technical sessions focused on advocacy and key issues before the legislature.

We Want to Hear From You

By staying informed of the current legislative landscape, our Chapter now wants to hear from you! Your voice is important to our legislators. When a new

“These stories from our lived experiences are the heartbeat of our profession and they remind us that behind every project lies a community relying on our expertise.”

public works bill emerges, it is a dense document filled with technical jargon, budget allocations, and project timelines – extremely distant from the impact it will make in our community. Enter your voice. Imagine a video of a public works director explaining to the legislative committee the challenges faced during a critical wastewater infrastructure project. Or a letter written about a small business in your community benefiting from a recent roadway access and safety project: how it increased foot traffic, improved access, and ultimately their livelihood. Suddenly, the bill's impact becomes tangible. It's no longer an abstract concept; it's about the safety of commuters, the resilience of our bridges, and the vibrancy of our cities. Stories humanize policy, making it relatable to those who traverse the very roads and sidewalks the policies govern.

Policymakers often focus on the macroeconomics may miss the micro-level impacts. Your voice and the lived experience stories you tell serve as the tales needed to urge legislators to consider the ripple effects beyond the drafting table in session. Your stories unmask the unintended consequences (good or bad) that a legislative policy may have on your community.

The next time you attend one of our legislative sessions at a conference or read a legislative update email that stirs a passion, share your story with our Government Affairs Committee or our APWA Voice Initiative team. Whether it's about funding, environmental requirements, design, construction, or maintenance, know that your voice can change the trajectory of that policy to better our community, industry, and well-being.

Want to learn more or assist with the work for the Voice Initiative? Reach out to any of our team members for more information:

- Mary Heather Ames, Assistant Director, City of Tumwater Transportation and Engineering – mhames@ci.tumwater.wa.us
- Thanh Jeffers, Deputy Director of Public Works, City of Olympia – tjeffers@ci.olympia.wa.us
- Bethany Maines, Principal, LILT – lilt.maines@gmail.com
- Jim Rioux, Public Works Engineering Project Manager, City of Olympia – jrioux@ci.olympia.wa.us
- Patrick Holm, Transportation Business Group Leader/Lacey Transportation Manager, SCJ Alliance – patrick.holm@scjalliance.com
- Stephanie Forman, CEO / Project Manager, Forman Consulting Services – stephanie@formanccs.com

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More Than Lights And Poles



The Last Ostrowski's Outlook 102

Farewell.

This is my last article for the *Washington State Public Works* magazine. In the previous issue of the magazine, I had asked that anyone who reads my article to send me an email. I only got four responses, and that was from people on the preview list. So, it looks like it's time for me to hang it up.

There were many things that regular readers brought up as alternatives to the long-form articles I've been doing for 25 years. I think they're right, but it's not for me. I get tired just thinking about all the work that would go into making all of the improvements suggested.

I want to thank some of my most regular readers by name since they're more likely to actually be reading this.

Bob Moorhead's sharp editing eye saved me from looking more ridiculous in print than I usually do. Brian Ziegler could always be relied on to take my obscure points and offer his own more obscure points. Larry Southwick always found a way to take even



one of my more pessimistic views and offer his own positive and supportive view of the Washington Chapter. Jason Van Gilder could always be counted on to offer something or someone new to look to beyond my meager offerings. Al King even took time to comment when he didn't have time to comment. John Lisenko, my California friend, added a more global perspective – or at least a broader representation of the West Coast.

I don't want to leave anybody out and would like to thank these folks for contributing to this effort: Jeff Brauns, Mike Ronda, Dan Swensen, Toby Rickman, Tim Heydon, Pete Butkus, John Milne, Bill Wright, Paul A. Randall-Grutter, Patrick Zellner, Bill Goodwin, Jon Davies, Stephen Noeske, John Carpitano, Steve Sperr, Brian A. Borgstadt, Kris Overleese, Sam Shipp, and Lauren Behm.

A special thanks goes to John Carpitano who started this whole thing 25 years ago when he asked me to express myself in print. In those early years, John also saw that the early Northwest Public Works Institute classes got whatever I needed. He's one of the unsung heroes of the chapter.

I've learned a lot from these folks and from the classes I've taught in Washington, Oregon, California, Arizona, and Missouri. I've also learned from the people I've worked with while teaching, but especially from Vit Troyan and John Lisenko

in California. Vit's amazing, and I treasure my friendship with him. He comes in second, however, to my most treasured friendship with Jack Pittis. I wrote a book about Jack's life because he was such a great example for anyone in public service.

I've also been lucky to be part of accreditation reviews in over 24 agencies all across America, from Richmond, Virginia to Oakland, California. I've been allowed to look behind the curtain at those agencies and see dedicated public works people trying to do better for their citizens.

My management consulting clients also taught me a lot about the challenges facing public works agencies in Washington, Oregon, and California.

I also learned a lot from people I worked with and for over the years. Some of them were Top Ten Award winners like Jerry Fay, Al Kimbel, and Jeanne Nyquist. Some of them were just excellent in their field like Jan Rosholt and Thayer Rorabaugh. I'm probably forgetting someone, but I've tried to take all of those experiences in my career and all that I've learned from the great people I've worked with and share that knowledge in the articles I've written over the last 25 years.

One of the things I learned from June Rosentreter Spence was that there comes a time to walk away from what you've been doing and look for something even better around the corner. ■

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Reader Responses

Dan Swensen

Very nice John. Although I didn't comment as often as I should have, I read every one of them – first in the magazine and then later from the preview list. I would pass them on to others at City of Vancouver that I thought could benefit from the topic you had chosen. Many of those readers went on to take your classes based on what you wrote.

Al King

Just nothing I can add, John. You are leaving an excellent legacy, one that I've very much appreciated over the years. Thank you.

Tim Heydon

Thank you so much for the many years of your articles. I have always enjoyed seeing them in the APWA magazine. I appreciate this current article and can understand when it feels like it is time to go on to something else. I have had times like that in my many years in Public Works. I also appreciate the many wonderful people in APWA that I have had the pleasure to associate with. May your future adventures be fruitful.

Michael Ronda

I'm sorry to see you go, John. Yours were some of the few articles I regularly read from the local chapter magazine. The open discussion, candor, and general positive attitude about the people in our profession that you included with your posts is also one of the reasons I'm still here.

I would also like to give a shout out to John Carpita, a critical part of our local PW ecosystem and a big part of my early career training in Public Works. We couldn't have asked for a better fit for his position.

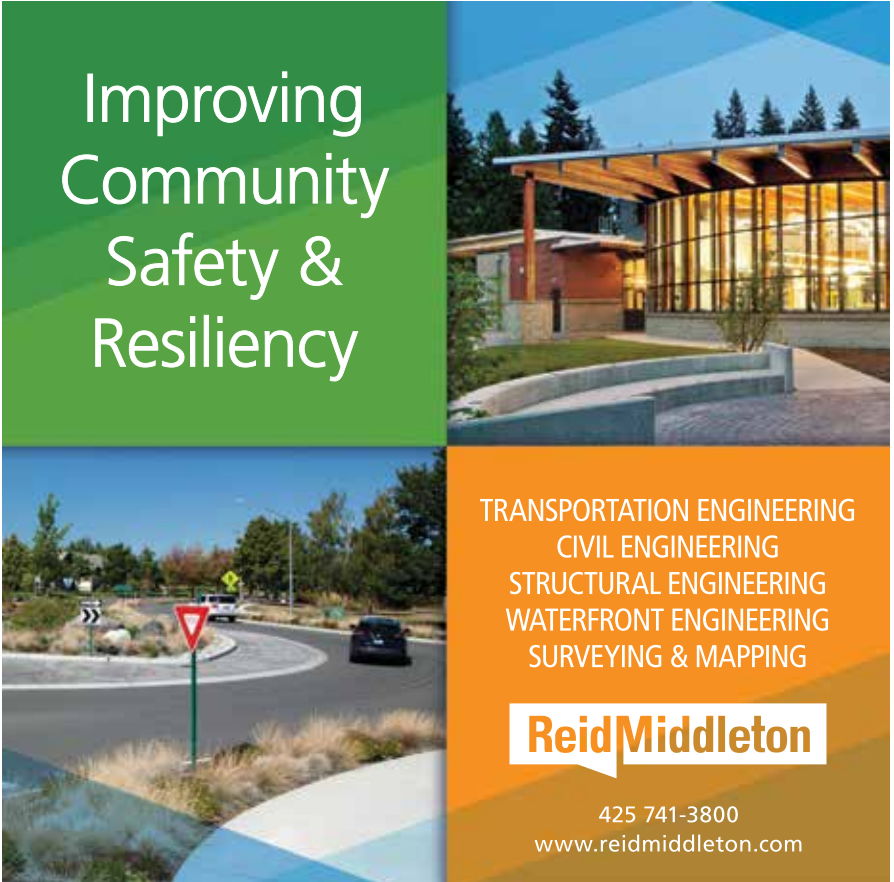


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Reader Responses

John W. Carpita, PE (retired)

In 2010, John asked me to do a preface to a book he wrote for APWA. Here is what I wrote, which is true today as well.

How do you do justice to a book by John Ostrowski in a preface?

He of the droll wit, jaundiced eye, plentiful platitudes, magnificent maxims, subtle (and not so subtle) nuances, and... (Have I used up my quota of trite attributes, yet?)

But seriously folks, as editor-in-chief of the old Washington Chapter APWA newsletter (all 16–20 pages and two colors of it) and contributing editor of our current full color Washington State Public Works magazine, I've had the pleasure of working with John through XLIV Outlooks. I can tell you that I have enjoyed every one of them and have come to recognize John as the leading public works philosopher of this day and age. The fact that he is the only public works philosopher of this day and age does not detract from his greatness.

As not many folks easily remember their Roman numerals, he has managed to cleverly disguise the fact that there are 44 Outlooks in print, which equates to 11 years of really great essays on our foibles as public works professionals and incisive comments on our failures to properly communicate with lesser mortals such as elected officials and (God forbid!) the general public.

After John retired from the City of Vancouver in 1999, he responded graciously (if incredulously) to my request that he give us the benefit of his successful years as Vancouver's premier Public Works Director. His opening paragraph set the tone for successive Outlooks:

"When I was asked to reflect on my many years as a Public Works Director, the expectation probably was that I'd explain things like why concurrency doesn't work, why government takes so long to accomplish anything and why we won't save any salmon without screwing up something else. I actually can explain all those things but first I'd like to deal with what I've found to be the key issue in government today.

That key issue is trust...."

In all succeeding Outlooks, John has challenged public works professionals to step outside their comfort zones and traditional fiefdoms, and to try new ways of reaching their constituency. In the Spring 2008 issue of Public Works Magazine, he/we (I helped a little) used Coleridge's Rhyme of the Ancient Mariner to set the tone (who says engineers don't got culture):

They asked him what happened that he was now reduced to his obvious sorry state. Like the Ancient Mariner, he adjusted the metaphorical albatross around his neck and told them his tale of woe:

"I used to be like you. I used to try the same old ways harder and harder but it didn't work so I gave up and retired. After I retired, I had time to look at what I had done and what worked and what didn't work..."

At this point, more of the crowd drifted away, muttering about impossible dreams. He fixed those remaining with his glittering eye and said, "We just kept doing what we have been doing because it is what we know how to do. What we don't know how to do very well is strategize."

John Ostrowski is that rare public works professional: an engineer who truly understands people. More importantly, he understands how to communicate public works issues to those who opinions matter most. You guessed it: elected officials and their constituencies.

Be prepared to totally enjoy this collection of John Ostrowski's unique Outlooks on life in the public works fast lane.

Toby Rickman

John, you are irreplaceable so we should not even try! You mean so much to APWA and to many of us personally. I can't thank you enough for engaging me in your Northwest Public Works Institute. Your influence and good work in this will inspire the Institute to thrive for years to come. You are a true public works hero, and I'm proud to be associated with you.

David Walde

I want to take a moment to thank you for the many years of service and the mentorship that you have provided to all of us in Public Works in the PNW. Having attended the NWPWI and many conferences, you have been a model for our profession, and I do draw from the training you have provided over the years. I will miss your articles, as they were the one thing I was guaranteed to read in each issue.

Brian J. Ziegler

As usual, you have covered your chosen topic in exquisitely comprehensive detail. I have nothing to add. But then again, this was a recapitulation of your tremendous contributions to the field of public works. Who am I to add or delete to such a compendium?

I am curious, however; your last sentence leaves us all hanging a little bit. What is "just around the corner" for you?

All the best my friend. You've made a huge impact on me and the world.

Jeff Brauns

Thank you for your countless contributions to the Public Works profession and your servant leadership! So many have benefited from you. I will miss your articles and their thought-provoking perspectives.

All the best for what's just around the corner!

Larry Southwick

A fitting goodbye and recognition of all the great people we've had the privilege and pleasure to work with all these years.

Words aren't sufficient to express my love and thanks for all the years we've had together. It's been a great 50 years. Best wishes, good health, and enjoy life.

Jon Davies

I guess the saying is true that all good things come to an end. I always enjoyed your perspective on things and stories about how a lot of good ideas just didn't work. The way you would break down where the missteps occurred so that the good ideas failed was also very informative. A couple times I would say to myself, "So someone had tried that before and it didn't work for them either." Like me you can always be counted on to make the first joke about yourself and humorously point out areas where you could have done better. Those qualities can make it easier to learn from one's mistakes. I was greatly appreciative that there have been a few times where I could learn from your mistakes and not have to make my own! I can't wait to see where you pop up next. Thanks for your contributions over the last 25 years.



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Jason Van Gilder, PE

Thank you for your service to our profession all these years. I have enjoyed your thoughts, consistency, and being an example of one with an innate desire to make others successful. You will be missed. ▀

***Best wishes,
good health,
and enjoy life.***

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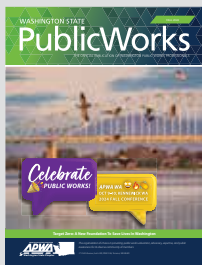


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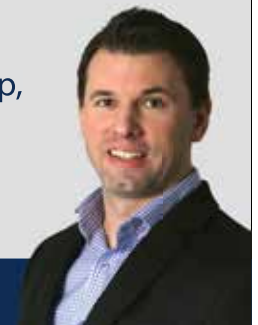


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