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President's Message

By Mike Bisset, City of McMinnville
Community Development Director

Greetings APWA Oregon members – I sincerely hope that this message finds you, your families, and your co-workers well. What a difference a month makes. The changes we've faced globally, nationally, and locally are staggering! My thoughts are with each of you—whether you are working remotely; on leave caring for yourself or loved ones; or you are still at work each day filling a critical role for your community—your efforts matter, and you are making a difference!

The Chapter Board continues to work on your behalf, and we have been working closely with Cameo Management Solutions, Inc. (CMSI) to quantify the financial impact of the cancellation of our spring events. I want to personally thank Maggie Vohs and Peggy McCormick (both of CMSI) for all of their work coordinating refunds; working with the event venues on cancellations; communicating with registrants and vendors; and the countless other things that they have done and continue to do to help the Chapter through these unprecedented times.

Within the next few weeks we will have a much clearer picture of the budgetary impact on the Chapter. While the impact will be significant, we are very fortunate that over time the Chapter members and previous Chapter leaders established a contingency reserve in the Chapter's budget that will help us withstand the impact. As we move forward, the current Chapter Board is committed to charting a sustainable financial path for the Chapter that will help to rebuild the reserves, and that will help ensure that the Chapter remains strong.

With the cancellation of the spring events, I did want to remind each of you that as members of APWA you have access to the educational offerings, professional development opportunities, and "Click, Listen & Learn" webcasts in the APWA Member's Library on the National APWA website (www.apwa.net). We have also been posting online training opportunities on the Oregon Chapter website home page as we become aware of them.

Additionally, the Education Committee is evaluating the possibility of working with some of the speakers that were going to present at our spring events to have them do online versions of their presentations. Stay tuned for more information from the Education Committee as they work on the details of making that happen.

I will close by thanking you for everything that you are doing for your communities during these challenging times! As public works professionals, I know that each of you is facing these challenges with the dedication, determination, and courage necessary to help our citizens, communities, and state overcome this crisis. Thank you for your efforts!

Be safe, and be well.

Mike Bisset – 2020 Chapter President

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Two Oregonians Tapped as Jennings Randolph International Fellows

By Eric Jones, Communications Committee



Emily Tritsch

City of Portland Bureau of
Transportation Asset Manager



Doug Singer

City of Eugene Principal Civil
Engineer

APWA has selected City of Portland Bureau of Transportation Asset Manager Emily Tritsch and City of Eugene Principal Civil Engineer Doug Singer as the 2020 Jennings Randolph International Fellows. Tritsch and Singer will conduct public works study tours and provide presentations at the Swedish Public Works Association annual conference in Malmo, Sweden, in September 2020.

Tritsch will travel through Sweden. With this study tour, Tritsch will focus on learning about socially and environmentally responsible infrastructure investments. APWA became particularly interested in Tritsch's proposal because she wants to share her own experiences with public works colleagues in Sweden through a "peer review" approach. In Tritsch's own words, "I would love to share Portland's recent experience advancing a triple bottom line approach to optimize asset repair given community priorities, as well as our current efforts formalizing these into electronic calculators for more dynamic and responsive portfolio management."

Her study tour will start in Stockholm and will explore best practices in asset renewal optimization considering infrastructure data, as well as community priorities. Prioritization methods for asset reinvestment will be evaluated, including a triple bottom line approach looking at social, environmental, and economic targets as identified by the community and decision-makers. The tour also seeks to exchange ideas about community engagement, including how stakeholders are provided the opportunity to offer feedback on asset performance and desired service levels. "Together we will consider various approaches and develop a tool to evaluate, weight, and rank asset investments that can adjust with community and political priorities," said Tritsch.

In addition to strengthening existing partnerships and collaborations at a global level by connecting a US-West Coast innovator with a leading thinker and practitioner of asset management in Sweden, this program would support technology development in creation of a robust and responsive tool to aid local governments in portfolio management to optimize infrastructure outcomes. "We aspire to realize performance targets related to environmental and financial sustainability, as well as social outcomes, through this proposed asset renewal optimization technology," said Tritsch. "Finally, I propose the use of open-source tools to make this solution accessible to all and support broad-ranging development and information sharing in favor of maximizing infrastructure outcomes despite resource constraints."

Tritsch holds a B.A. in Environmental Studies and Geography from the University of California Santa Cruz, and an MPA from New York's Columbia University School of International and Public Affairs. She has 15 years of experience in asset management, transportation, and environment working with agencies including the World Bank, and the Cities of New York, Austin, Hillsboro and Portland.

Singer's tour will focus on Sweden's and Denmark's implementation of asset management technology for ecosystem services planning of flood control, stormwater management and parks. "In urban planning, it is challenging to establish the value of nature as compared with economic or social values, and to consider natural areas in asset management systems," Singer said. "Eugene is embarking on an initiative to use asset management tools with an ecological services perspective to establish values for natural assets in balance with social and economic factors."

CONTINUED...

Singer will visit three Swedish cities and Copenhagen, Denmark. The Stockholm Resilience Center at Stockholm University is a global leader in the research of resilient sustainable development. The Center has developed asset management and GIS tools to measure the benefits of natural, social and economic assets to improve the resiliency of urban development to climate change. Also, in Stockholm, Campus Albano is the redevelopment of an industrial area connecting Stockholm University, Karolinska Institute, and the KTH Royal Institute of Technology into a cohesive campus for learning and research. Singer will also visit Uppsala, a university town similar in size to Eugene. Uppsala created a Green Infrastructure Management Plan for the redevelopment of several urban sites with the goals of promoting human wellbeing and socio-economic needs and strengthening community.

Singer will attend the Swedish Public Works Association conference in Malmo. While in Malmo, he will study the development of a program for green infrastructure which created a thorough guide titled “Blue-Green Fingerprints in the City of Malmo.” In Copenhagen, Singer will visit the Osterbro Climate Quarter, the world’s first purpose designed climate-resilient neighborhood which incorporate flood storage into green streets and pocket parks.

Spending time learning from local and national experts in Sweden and Denmark and experiencing first-hand their knowledge and insight into ecosystem services planning using asset management will allow Singer to bring valuable information to the City of Eugene and the APWA community.

Singer holds a B.S. in Civil Engineering and is registered as a Professional Engineer in Oregon. He holds LEED accreditation, a River Restoration Certificate from Portland State University, and certificates from APWA in Stormwater Management and Public Works Supervision and Management. He is a member of the Oregon Chapter’s Board of Directors and has 17 years of experience in various areas of public works.

About the Jennings Randolph International Fellows

Administered through the APWA International Affairs Committee, Jennings Randolph International Fellows are accomplished public works professionals who study public works topics and projects internationally in association with APWA’s international partner organizations. The Jennings Randolph International Fellowship Program, which was established in 1987, is named after the former senator from West Virginia. Randolph served as the Chair of the Senate Committee on Environment and Public Works from 1966 through 1981 and was known as the “Dean of Public Works.” This fellowship in his name offers a unique international study and professional exchange opportunity that promotes collaboration and the sharing of public works best practices, knowledge and innovation.

For more information about the APWA Jennings Randolph International Fellowship Program, contact APWA Marketing & Outreach Manager Lillie Yvette Salinas at lsalinas@apwa.net.

Chapter Committee Spotlight

UPROW



*By Corey Biddle, UPROW
Committee Chair / T2
Utility Engineers*

It is well known that utilities are a top concern when it comes to project-related risks and other management issues for right-of-way managers and engineers. To address these concerns and the ever-increasing complexities of both right of way management and risk mitigation, APWA National formed the Utilities and Public Right of Way (URPOW) Committee to assist in identifying resources, technology and practices to aid in the formulation of local and state policy as well as identifying best practices for the management of public right of way. At the national level, the UPROW Committee is made up of three subcommittees: Damage Prevention; Construction Practices; and Right of Way Management.

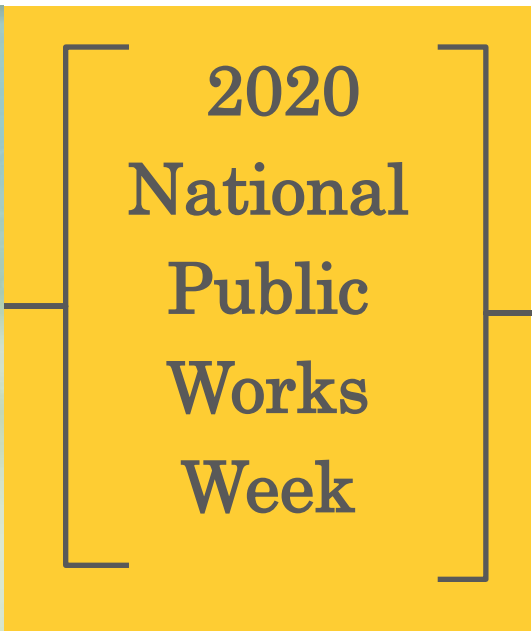
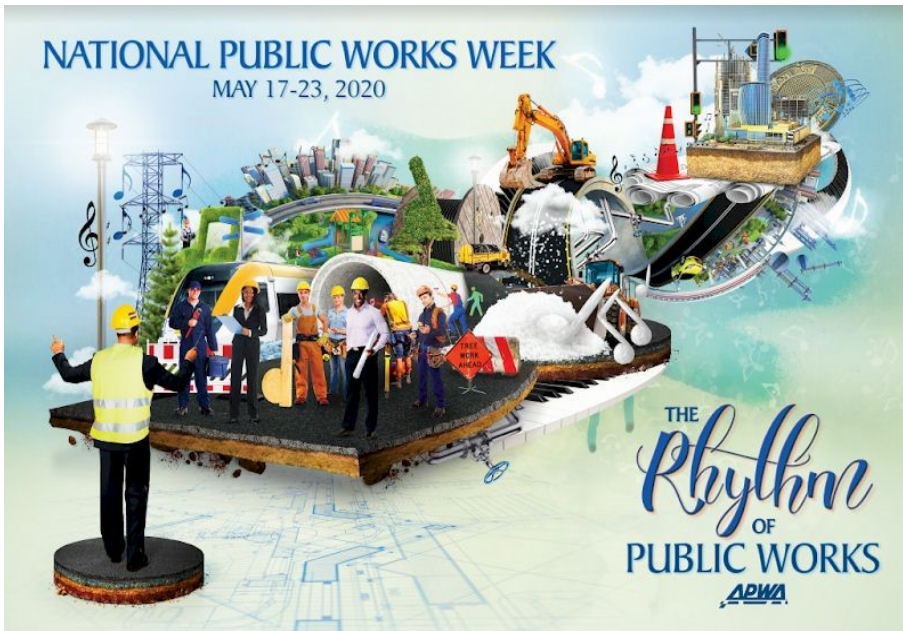
Oregon APWA has recently launched its own UPROW Committee at the state level. While the national committee brings light to topics that are more global in scale, the mission of the Oregon UPROW Committee is to follow the goals and objectives of the national committee and bring those to the local level and provide a forum to discuss similar topics that address our unique issues in Oregon. Our initial work plan focuses on two major

topics: implementation of 5G infrastructure; and alternate construction methods. The committee will be meeting regularly, and as work progresses any materials or papers that are developed will be posted on the APWA Oregon website on the UPROW page ([link](#)).

One of our missions is to host educational tracks at Oregon APWA conferences to keep all APWA members apprised of developments and provide information that can be used within your own jurisdictions.

If you are interested in learning more about the committee or participating please check the APWA website ([link](#)) or contact the committee chair, Corey Biddle, Corey.Biddle@T2ue.com.





NATIONAL PUBLIC WORKS WEEK IS MAY 17 - 23, 2020

This year's theme for National Public Works Week (NPWW) is "The Rhythm of Public Works." The theme challenges APWA members and the citizens they serve to think about their communities as a symphony of essential services, working in concert to create a great place to live. Every community has a rhythm, a heartbeat that reflects its essence and tempo of life.

In the midst of the global pandemic the rhythms of daily life have changed significantly. But now, more than ever, public works plays a key role in providing essential services and working in harmony with other first responders to maintain the safety and health of our communities.

Get Creative With Your Activities

Since 1960, APWA has sponsored National Public Works Week, encouraging public works agencies to tell their stories to energize and educate the public on the importance of public works to their daily lives. But in 2020, some tried-and-true strategies—such as inviting children, parents and teachers to the public work yard or the mall for a hands-on experience—may not be appropriate. Here are five ideas for celebrating NPWW that meet the goals of the event without compromising public safety.

1. **Create a short video** focusing on the ways your public works agency protects the health and safety of your community. It does not have to be a major production; two or three minutes is plenty. You do not need fancy equipment; most modern smart phones are capable of shooting and editing video. Put the video on YouTube or post it to Instagram and send out a news release letting folks know where they can view the video.
2. **Spruce up your web pages and your Facebook page.** Online social interaction is more valuable now than

ever before. Also, many staff members are looking for assignments that allow them to work from home. Encourage staff to keep content fresh, relevant, and interesting. Use #NPWW on your posts to join in on all the NPWW discussions being held across major social media platforms and make your posts easier for others to find. Plus, your post will be included in APWA's Social Media Gallery ([link](#)).

3. **Reach kids via television.** Kids are always a key audience during NPWW. Make the commercial about the fun things public works people do to keep the community safe and run it on kids' favorite channels. You can also reach out to your local TV station to ask for assistance in creating the commercial.
4. **Engage your local elected officials.** Ask your mayor or county commissioner to issue a resolution or proclamation. APWA provides easy to use templates at [link](#). Feeling more ambitious? Develop a podcast on public works subjects and invite your local elected officials to join in the discussion
5. **Use artwork** to reach people outside (while keeping a safe distance). Create fun signs and games in natural areas, putting down art work that shows up when it rains. For example, artful signs can point out storm drains that public works maintains.

Have fun. Be creative. Be flexible.

Share your ideas with others. By working together we can tell the public works story in new ways that celebrate the rhythm of public works.

National Top 10 Public Works Leader Award



Oregon APWA nominated long-time chapter member Rick Olson as the chapter's nominee for the National Top 10 Public Works Leader Award.

Although Olson was not one of the 10 people selected in this year's highly competitive national judging, David Derrick, chair of the APWA

National Top 10 Review Committee, recognized the significance of being nominated by Oregon APWA. "Your nomination reflects your commitment and service to the public works industry," Derrick said.

"It was an honor to be considered," Olson said.

Olson's career in public works spans nearly 50 years. In his letter of support for Olson's nomination Mike Bisset, Oregon Chapter President, wrote:

"He has an amazing track record of dedicated service to the profession as an industry leader, as a manufacturer and supplier of quality public works products, as an advocate for prudent local and national codes, standards and regulations, and as a national recognized expert serving on numerous public works related board, committees, and organizations. [...] In addition to a lifelong commitment to his own professional development, Rick has helped numerous young engineers and professionals with their career development success. Additionally, Rick has a lengthy history as a leader in social and community service organizations."

Olson is president and CEO of R.K.O. & Associates, a consulting company that specializes in innovations and improvements in concrete stormwater products, system I&I issues and building materials particularly for pre-cast concrete products and the roofing industry. He is president of Spec-Industries, a locally owned family business established in 1922 by Olson's grandfather, Hugh Ford. He is also President and Technical Director of the Tile Roofing Industry Alliance.

Olson learned early on that the Pacific Northwest posed significant subsurface construction issues, and this led him to research and ultimately master public works specifications and infrastructure building codes. Through the Pacific Northwest Precast Concrete Association, Oregon APWA and Associated General Contractors, Olson helped establish committees to focus on this issue. Since 1981, Olson has been a voting member of the American Society for Testing and Materials for concrete pipe-related standards and concrete roofing tiles. In the early 1990s, Olson co-chaired the Oregon APWA Specification Committee with fellow member Paul Klope, and was instrumental in creating a standard set of specifications used by ODOT and APWA.

As Olson's knowledge of concrete materials grew to include roofing tiles, he found a new set of challenges in the Southeast U.S. When Hurricane Andrew tore through Florida in 1992, its destructive force wreaked havoc on all building construction. As a nationally recognized expert on tile roofs and steep-slope roof assemblies, Olson recognized the need for updated specifications and building codes to improve the safety and performance of proper tile roof installations. Field investigations led Olson to help develop a full set of new building standards for the Florida and Southern Building Code Congress that has been the benchmark of all new wind-related code development. In 2004, the value of improved specifications and building codes was evident when most steep-slope roof assemblies with new code requirements withstood the pummeling of four hurricanes—Charlie, Frances, Ivan and Jeanne—all affecting more than 15 million residents of Florida.

Olson has been a member of the Oregon APWA since 1981. He served as president in 2008, has been on the Scholastic Foundation Board of Directors since 2008, and from 2012 to 2019 served as Foundation Treasurer .

Olson has a rich history of leadership in social and community service organizations including Rotary International (1986), Rotary Club of Eugene (President, 2011), District 5110 Assistant Governor, District 5110 Executive Assistant Governor, and District 5110 Governor, Junior Achievement of Lane County, Boy Scouts, Oregon Special Olympics, Active 30/30 International and 4H.

"Rick has exemplified excellence in public works leadership, and he is worthy of recognition as a Top 10 Public Works Leader of the Year," Bisset concluded.

Oregon Member Writes *APWA Reporter* Article

IN CASE YOU MISSED IT...

APWA Oregon member, John Howorth, recently wrote an article for *APWA Reporter*. The national monthly magazine published by APWA.



John is a President and Principal Engineer at 3J Consulting. John has been involved in APWA for more than 6 years and, as President of 3J,

supports his employee's involvement in the Chapter at the Board and Committee level.



SUBMIT YOUR ARTICLE

Check out past issues of *APWA Reporter* Magazine: [link](#)

Have an article to submit to *APWA Reporter*? Learn more: [link](#)

Have an article to submit for Oregon APWA's quarterly newsletter. Email alindsey@geoengineers.com.

Unique opportunity forms long-term partnerships

Multi-agency water quality reserve program creates low-impact development approach to stormwater treatment

John Howorth, P.E.
President & Principal Engineer
3J Consulting, Inc.
Beaverton, Oregon

In Hillsboro, Oregon, a unique opportunity presented itself for four entities to come together and devise a cost-effective and ultra-sustainable approach to meeting stormwater quality treatment requirements on many small, but important school renovation and transportation projects. Through an unprecedented and cooperative agreement, the Four-Party Water Quality Reserve Program (officially the "Memorandum of Understanding Between Hillsboro School District, Washington County, Clean Water Services, and City of Hillsboro") was formed.

The original stormwater treatment need presented itself when the Hillsboro School District passed a capital construction bond in 2017 that would cover necessary renovations and maintenance for many small projects—such as installing new playground equipment and ultimately resurfacing a number of playground sites. The upgrade from wood chips to rubber tiles—a decision made after the bond was initially estimated to improve fall protection—created impervious playground surfaces, therefore triggering water quality treatment requirements.

www.apwa.net / February 2020 / *APWA Reporter* 57

Read the full article on APWA's website: [link](#)

Pavement That Can Clean Water



By Katie Holzer, Ph.D.,
Watershed Scientist, City of
Gresham



*Kane Road porous overlay test project 10 years
after installation.*

Porous pavements (also called permeable or pervious pavements) are nothing new. For decades, roads and parking lots have been paved using materials that allow rainwater to infiltrate into the ground below. What is new is the understanding of how the pavement itself can drastically clean stormwater runoff even when used merely as an overlay on top of conventional pavement. In fact, it can clean many of Oregon's priority pollutants as well as or better than typical stormwater best management practices (BMPs). This provides an opportunity for stormwater and transportation public works professionals to pool resources and accomplish multiple goals in one footprint.

Admittedly, installations have had mixed success. Issues such as clogging, raveling and cracking are not uncommon in Oregon. However, recent advances in materials specifications and practices of installation and maintenance have led to successful projects and a promising future in the region.

CASE STUDY

Kane Drive is a five-lane major arterial road and truck route in Gresham with more than 30,000 trips per day. A half-mile segment of road was widened and resurfaced in 2008 and required water quality treatment improvements. Site constraints made it difficult to accommodate the number of bioretention facilities needed to fully treat stormwater and the soil below did not infiltrate quickly enough for typical porous pavement to be effective. Gresham used this project as a pilot to test the utility of porous pavements with these constraints and has been monitoring the water quality results.

About the Pilot Project

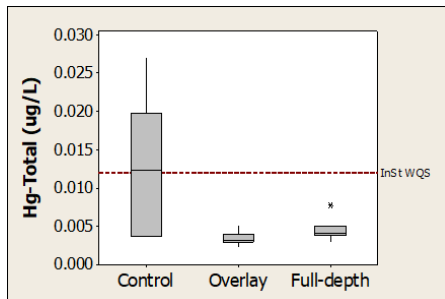
- Two variations of porous asphalt applications were tested:
 - a. Full-depth porous asphalt with an underdrain which allowed for partial infiltration.
 - b. A 3-inch porous asphalt overlay on top of a 5-inch conventional asphalt base with no infiltration possible.
 - Other sections of the road are paved with conventional asphalt and used as a control for the study.
 - The entire road has received Gresham's typical arterial street sweeping maintenance (sweeping the curb lane 12-22 times per year with a regenerative air sweeper).
 - There are very few trees on this road, reducing the leaf inputs that can clog porous pavements.
-

Stormwater runoff from Kane Drive was sampled during several storms in 2017-2019 and analyzed for 49 pollutants. Since high traffic roads are known to be the primary source of heavy metals, hydrocarbons, and suspended solids in urban stormwater, it is unsurprising that the direct runoff from conventional control sections of the road were among the dirtiest samples collected anywhere in Gresham over the past decade. Kane Drive discharges this runoff directly into Kelly Creek, a tributary to Beaver Creek and the Sandy River which are important recreation areas and salmon-bearing streams.

Unexpectedly, Gresham found that the porous asphalt overlay produced results that were similar to or even better than the full-depth porous asphalt, with both resulting in some of the cleanest effluent seen from any stormwater BMPs. The percent reductions and effluent concentrations for almost every pollutant measured were better than we generally see for other BMPs, including vegetated facilities and proprietary stormwater devices. Most heavy metals were reduced by 63-95%, most hydrocarbons were reduced 75-95%, and suspended solids were reduced 83-93%. (For a full tech memo on this project please email Katie.Holzer@GreshamOregon.gov.)



Sample bottles in Kane Drive study from left to right: conventional asphalt control, 3-inch porous overlay, and full-depth porous with underdrain.



Total mercury as an example of pollutant reduction on Kane Drive with porous pavements. Concentrations from the conventional asphalt control on the left were substantially reduced to below the instream water quality standard (InSt WQS) by both the 3-inch porous overlay and the full-depth porous with underdrain.

NOT JUST AN ISOLATED CASE

There is a growing body of research from other projects which are all showing similar trends. There are now more than a dozen peer-reviewed scientific studies and numerous results in the International BMP database demonstrating the amazing ability of porous pavements to clean water, even when just used as an overlay. The water running through the pore spaces in the pavement allow for physical filtration, and the biofilm which grows on the inside surfaces provides abundant surface area and binding sites for chemical sorption and biological capture and processing of pollutants. Some of the pollutants break down into less harmful components while others will be disposed of by the street sweeper.

MAKING THE CASE FOR POROUS PAVEMENT

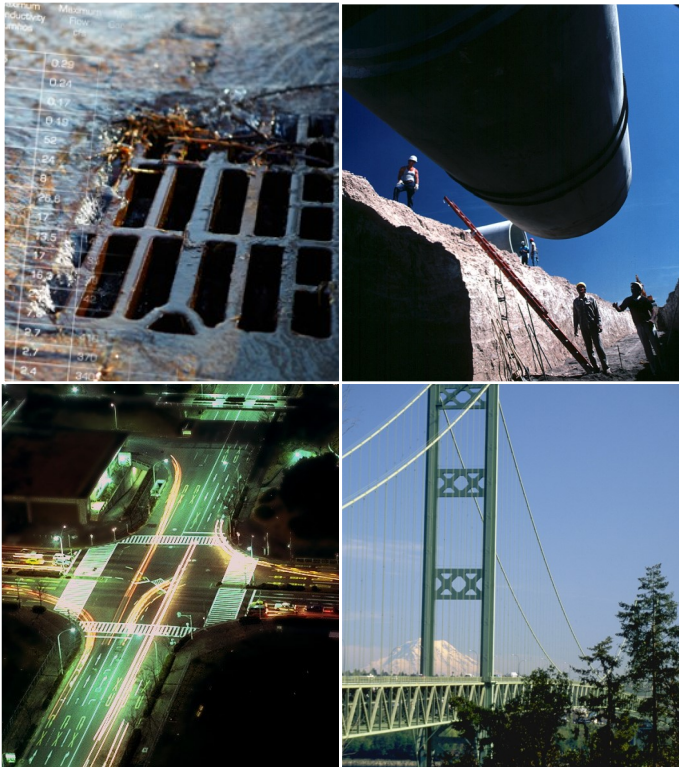
Considering that roads are the major source of urban stormwater pollution—and that porous pavements are one of the best ways to treat that pollution—using porous pavement provides a unique opportunity to treat the biggest stormwater problem right at the source. When combining this with the relatively inexpensive price of installation and maintenance (compared to other stormwater BMPs), it seems that using porous pavements for stormwater treatment or pretreatment may be a particularly efficient and effective method to address multiple issues. Additionally, several jurisdictions already use porous overlays—also called permeable friction courses (PFCs) or open-graded friction courses (OGFCs)—to improve safety by reducing road spray, as well as to reduce road noise, road life-cycle costs, and the need for anti-icing and de-icing chemicals.

When considering all the benefits, some wonder why we don't see porous pavements everywhere already. The reason: most of us have had bad experiences with them. The primary function of pavement is, of course, to be driven on. When porous pavement clogs, ravels, cracks, and needs to be repaved sooner than a conventional road, it doesn't make sense to install it. However, there are increasingly a lot of good experiences out there. Other states (e.g. Washington, Minnesota, and Texas) and countries (e.g. The Netherlands, New Zealand, and Japan) are successfully using porous pavements on a large scale without these issues, even on high-traffic roads.

There is growing interest to learn from past projects to bring Oregon up to date on the latest advances in specifications, additives, installation practices, and maintenance regimes to foster successful porous pavement projects. Many of the critical advances are simple adjustments, such as: increasing the amount of fines in the specifications; using high-quality binders with polymer additives; using warm mix applications; requiring special training for installers; increasing compaction; using regenerative air sweepers; and focusing on higher traffic roads because they have higher pollutant loads, less dry steering, and fewer trees.

OREGON APWA AT WORK

Oregon APWA recently launched a new Pervious Pavement Subcommittee to convene experts and knowledge to further the goal of refining standards and practices that work well for Oregon. If you are interested in joining, please contact Steve Adams at AdamsS@MilwaukieOregon.gov.



New Members

Please welcome the 23 new members who joined between January and March 2020.

Learn more about membership benefits. Visit the Membership webpage ([link](#)) or contact Membership Chair Leslie Finnigan at lfinnigan@ufsrw.com.

Elle Allan, Development Services Supervisor, Clean Water Services, (503) 681-3600, allane@cleanwaterservices.org

Frank Anderson, Director, Tribes of the Umatilla Indian Reservation, (541) 429-7508, frankanderson@ctuir.org

Wayne Bauer, Project Manager, NV5-WHPacific, (503) 372-3520, wbauer@whpacific.com

Thomas Bennett, Sr Program Manager, City of Portland - Transportation, (803) 823-4811, thomas.bennett@portlandoregon.gov

Andy Bowen, Sr. Bridge Engineer, NV5-WHPacific, (503) 372-3525, abowen@whpacific.com

Timothy Bowers, Sr Engineering Associate, City of Portland - Transportation, (503) 823-3292, tim.bowers@portlandoregon.gov

Gary Brittle, Sr Engineering Associate, City of Portland - Transportation, (503) 823-7666, gary.brittle@portlandoregon.gov

William Farley, Sr Associate Engineer, City of Lake Oswego, (503) 635-0274, wfarley@ci.oswego.or.us

Chris Faulkner, Water Resources Program Manager, Clean Water Services, (503) 681-3600, faulknerc@cleanwaterservices.org

Brad Haynes, Streets Operations Mgr., City of Redmond, (541) 504-2033, brad.haynes@ci.redmond.or.us

Tonja King, Management Analyst, City of Springfield, (541) 726-5930, tkling@springfield-or.gov

Jasper Lind, PW Engineer Tech I, Tillamook County OR, (503) 842-3419, jlind@co.tillamook.or.us

Todd Miller, Environmental Services Supervisor, City of Springfield, (541) 736-7137, tmiller@springfield-or.gov

Ben Norland, Engineer, Clean Water Services, (503) 547-8100

Anthony Ortgies, City of Redmond, Anthony.ortgies@ci.redmond.or.us

Kelsey Parpart, Marketing Manager, Century West Engineering, (503) 419-2130, kparpart@centurywest.com

Jim Scaulon, Sr Engineering Associate, City of Portland - Transportation, (503) 823-1188, jim.scaulon@portlandoregon.gov

Avery Scott, ADS, (971) 227-0854, avery.scott@ads-pipe.com

Kristi Steiner, Engineer, Clean Water Services, (503) 681-3600, steinerk@cleanwaterservices.org

Rachael Valcunas, Civil Engineer II, City of Eugene, (541) 729-2963, rvaicunas@eugene.or.gov

Jordan Vesper, Civil Engineer, City of Eugene, (541) 246-0019, jvesper@eugene.or.gov

Brent Walker, Roadway Engineer, NV5-WHPacific, (503) 626-0455, bwalker@whpacific.com

Joe Wisniewski, Principal Engineer, City of Tigard, (503) 718-2433, joew@tigard-or.gov

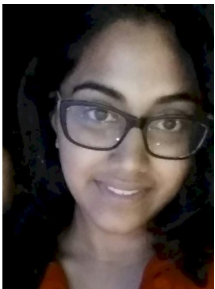


Photo: Past Gizmo winners at 2019 Spring Conference.

Meet A Scholarship Recipient

By Eric Jones, APWA
Scholastic Foundation

The Oregon APWA Scholastic Foundation finished 2019 in a strong financial position, with assets totaling more than \$560,000. More importantly, the Foundation, with the support of the members of Oregon APWA, was able to award 18 scholarships totaling \$31,000. Here is a story of one of those scholarship recipients, told in her own words.



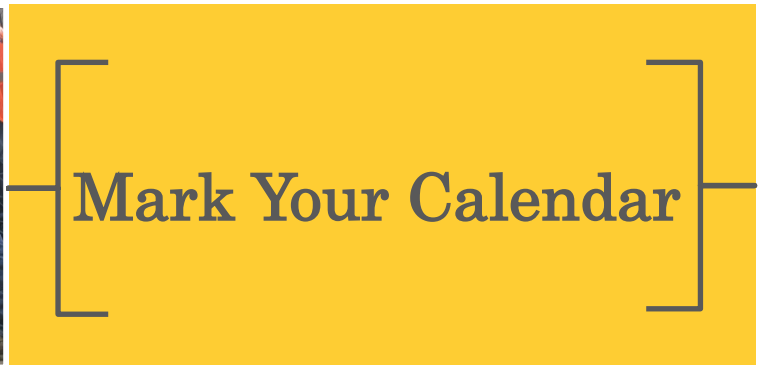
Natasha Karan, Oregon Institute of Technology, Civil Engineering Scholarship

My name is Natasha Karan. I was raised in Coos Bay, where I graduated from Marshfield Senior High School. I'm currently studying for the bachelor's and master's in civil engineering at the Oregon Institute of Technology. I'm in the fourth year of my studies.

I'm a member of the American Society of Civil Engineers and Tau Beta Pi. I've interned for two years for the City of North Bend Public Works Department, where I found the work to be something that I enjoyed because I knew I was helping people within the city.

I'm currently working at Adkins Engineering and Surveying, which allows me to do plenty of projects related to public works. I look forward to working on more public works related projects in the future so that I can improve people's lives.

For more information about Oregon APWA's scholarship program, including a list of students who have received scholarships, visit the Oregon APWA Scholastic Foundation website at [link](#).



Due to the COVID-19 outbreak, many events have been cancelled, are being rescheduled or are waiting to be finalized. Please check out the events [webpage](#) or follow Oregon APWA on Facebook to keep up to date on upcoming events.

Many of the events below are subject to change. Please contact the event organizer for more information.

May 2020

May 19, 2020: Portland Luncheon. Topic TBD (Portland, OR) For more information contact Fred Wismer at fwismer@kittelson.com

June 2020

June TBD: Eugene Luncheon. Topic TBD (Eugene, OR) For more information contact EugeneAPWALuncheon@ci.eugene.or.us

July 2020

July 21, 2020: Portland Luncheon. Topic TBD (Portland, OR) For more information contact Fred Wismer at fwismer@kittelson.com

August 2020

August 14, 2020: Chapter Awards Applications Due. More information: [link](#)

August TBD: Eugene Luncheon. Topic TBD (Eugene, OR) For more information contact EugeneAPWALuncheon@ci.eugene.or.us

REVISED 2020 Northwest Public Works Institute Schedule		
Leadership Skills	Sep 15-18, 2020	Holiday Inn, Issaquah, WA
Leadership Skills	Nov 17-20, 2020	Surfsand Resort, Cannon Beach, OR
Public Works Essentials	Dec 8-11, 2020	Holiday Inn, Wilsonville, OR