



Q3 2026 NEWSLETTER

Volume 63, No. 3

ISSUE HIGHLIGHTS

SALMON SUPER HIGHWAY

TRANSPORTATION COMMITTEE TOURS

MICRO-TRENCHING AND FIBER EXPANSION

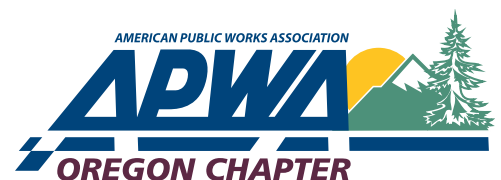
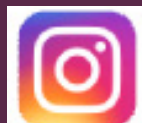


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PRESIDENT'S MESSAGE



*Shannon Williams, PE
Principal Engineer, Keller
Associates
2026 Oregon Chapter President*

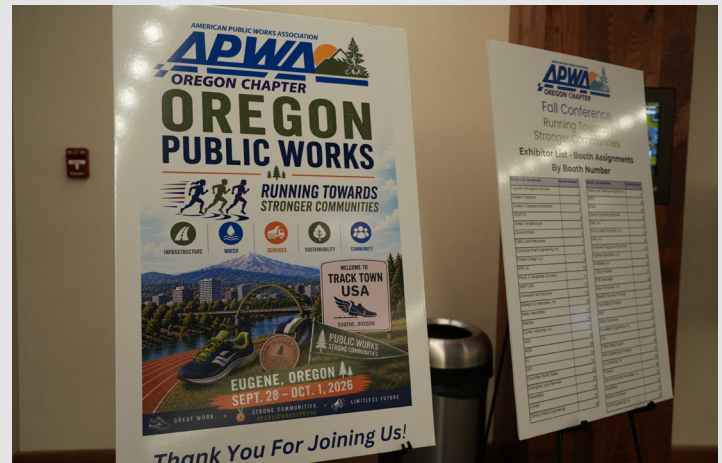
Hello fellow American Public Works Association members, and happy fall!

As we move into fall, I am reminded of the strength of our

Oregon Chapter and the remarkable dedication of the public works professionals across our state. The energy, engagement, and enthusiasm on display at our Fall Conference in Eugene reaffirmed why APWA remains such a valuable community for learning, networking, and professional growth.

We offer some great education, and the Fall 2026 Conference in Eugene did not disappoint. While running from one event to another, I still found time to chat with exhibitors, see some wonderful presentations, and celebrate our fabulous public works projects. We continue to evolve our programs and events to better serve our members, creating more opportunities for connection, professional development, and engagement across the Chapter. I hope that everything met your expectations and that you found the conference rewarding.

None of this would be possible without our volunteers. From our committees and Chapter leadership to conference organizers, exhibitors, and countless members who contribute behind the scenes, your dedication is what makes APWA Oregon successful. Thank you for the time, energy, and expertise you invest in our profession and our Chapter.



Please remember to provide your feedback about the conference. Conference and Chapter leadership need to hear both the good and the bad to affect change.

We were also honored to welcome Marty Williams, APWA's Senior Government Affairs Manager. His presentation reinforced the important role public works professionals play in shaping policy, communicating infrastructure needs, and advocating for the investments our communities depend on. Advocacy does not happen only in legislative halls. It happens every day as we engage with elected officials, stakeholders, and the public.

One highlight of FC2026 was welcoming nearly 80 First Timers, our largest cohort to date, including two scholarship recipients. Seeing so many new professionals engage with APWA is an encouraging sign for the future of public works in Oregon. As our membership continues to grow, mentoring and leadership development become increasingly important. If you're looking for a meaningful way to get involved, I encourage you to consider serving as a mentor.

Our keynote speaker, Jeny Haruyama, City Manager for the City of Eugene, challenged us to think about how we tell the story of public works. Whether we're maintaining infrastructure, responding to emergencies, protecting public health, or planning for future generations, much of our work occurs behind the scenes. Yet the value of that work touches every community every day. Continuing to communicate that value remains one of our profession's greatest opportunities.



Gizmo and fundraising for our Scholastic Foundation remain strong. We appreciate every one of you who donate items, experiences, and support toward our educational efforts.

As we move toward the end of the year, I encourage each of you to stay engaged; whether through a committee, Chapter event, mentoring opportunity, professional development program, or community outreach effort. Together, we can continue strengthening our profession, supporting one another, and advancing public works throughout Oregon.

Thank you for your continued involvement and support of APWA Oregon. It is an honor to serve as your Chapter President, and I look forward to seeing many of you at upcoming events.

If you'd like to connect, don't hesitate to reach out at swilliams@kellerassociates.com



Oregon APWA Listings



Looking to fill a position?

Look at what Oregon APWA offers:

Free listings for public works jobs in the Pacific Northwest.

Wide range of positions in the public and private sectors.

More information online or email oregonapwa@gmail.com.

APWA OREGON MEMBERS HELP CONNECT ‘SALMON SUPERHIGHWAY’

by Hunter White (ESA), Josh Goodall (DEA), and Ian Parker (GeoEngineers)



It's been a tough century for Oregon's native fish population.

Salmon, steelhead, and other ocean-going fish need reliable pathways and diverse habitats to complete their spawning cycle each year. But human-caused barriers – mostly collapsed culverts – have hindered and sometimes prevented fish passage through many of Oregon's streams.

The Salmon SuperHwy project is a public-nonprofit partnership that aims to fix that. Their goal is to restore 180 miles of habitat to salmon and steelhead rivers along the Oregon Coast by completing 93 critical improvement projects.

Recently, APWA Oregon members Josh Goodall and Hunter White got to work on one of those projects, a culvert replacement that restored fish passage and access to 1.3 miles of Myrtle Creek (south of Tillamook).

White, a water resources engineer with Environmental Science Associates (ESA), said the site conditions presented an interesting challenge.

"The culvert was severely perched and had a big drop at the outlet," White said. "No fish were making it upstream. "We had to modify about 300 feet of the channel downstream to flatten out the stream bed enough to reduce that drop. This involved a much longer reach of stream modification compared to other projects so we had to incorporate more stream restoration, including resting pools."

ESA was the prime contractor on the project. They brought on David Evans and Associates (DEA) for structural and roadway engineering.

"We had to replace the bridge over the culvert, which was tough because there are homes at all four corners of that bridge, including a working farm," Goodall said.

Goodall, a senior bridge engineer with DEA, said working within that confined space was one of the more difficult aspects of the project.

"The bridge had to be long enough to accommodate fish passage, but not so long that it cut off anybody's driveway or became too expensive to fund," Goodall said.

As the bridge is part of a single two-lane road owned by Tillamook County, the team also had to figure out how to build and install the new bridge with minimal impact on traffic.

Ultimately, they built a bypass bridge while constructing the new permanent bridge in place, resulting in only a few days of total road closure.

"We had to work with the county to utilize the right-of-way and the neighbors to be able to use some of their yard space during construction. A lot of people came together to come up with a good solution to a tricky problem," Goodall said.

Other project contributors include the Oregon Department of Fish and Wildlife (ODFW) and Trout Unlimited, a conservation organization hired by Salmon SuperHwy to spearhead fish passage projects.

"This project was a priority for the fish and a priority for the county," said Liz Ransom, who directs Salmon SuperHwy projects for Trout Unlimited. "And it was not an easy one. We were very excited to move it forward and very lucky to have this team put it together."

Because such a large stretch of creek had to be re-graded, the project team also had to perform a large amount of brush clearing to clear the way for construction.

“When we walked away initially, the whole project corridor had been cleared of vegetation,” White said. “But we got to work with the county and the owner of the adjacent farm to do a lot of replanting. I can’t wait to go back out and see the site and how it’s healed.”

Construction on the project wrapped in September 2025.

“The Salmon SuperHwy cause is good,” Goodall said. “Everybody on and around this project is happy that we made this area accessible for fish again.”

The Salmon SuperHwy project is about 75% complete; 137 out of 180 miles of stream have been reconnected. More information is available at salmonsuperhwy.org.



INDIVIDUAL CHAPTER AWARDS ARE MOVING TO THE SPRING!

by Awards Committee



Know someone doing outstanding work in Oregon’s public works community? Now is the time to recognize them!

APWA Oregon’s awards recognition is moving to the Spring Conference, giving us a new opportunity to celebrate the people and contributions making a difference across our public works community. Nominations are due January 31st for:

Young Leader Award – Recognizes an APWA member age 35 or younger who has demonstrated an early commitment to the profession and APWA, along with strong potential for future leadership.

Everyday Heroes Award – Celebrates public works employees who stand out for great customer service, teamwork, resourcefulness, and simply being great people to work with.

Sustainability Practices Award – Recognizes individuals, programs, agencies, or organizations making outstanding contributions to sustainable public works practices.

Chapter Communication (Bulldog) Award – Honors an individual who uses outstanding communication to educate, engage, or build awareness of public works and the profession.

Think about the people you work with every day, who deserves to be recognized? Nominations are due January 31st. Visit the APWA Oregon Awards page to review the full guidelines and download the nomination forms.

TRANSPORTATION COMMITTEE HOSTS PROJECT TOURS

Over the summer, the Transportation Committee hosted two technical tours that gave members an opportunity to see recently completed projects firsthand and learn about the decisions behind them. Members toured the City of Cornelius' innovative neighborhood street and trail system and the City of Wilsonville's Boeckman Road Corridor Project.

Mariposa Community Park Causeway

By Mike McCarthy, City Engineer, City of Tualatin

On Friday, July 24, a few dozen attendees met at Mariposa Park for an engaging technical tour of Cornelius' new 'causeway' trail connection across a natural area.

The 290-foot-long, 10-foot-wide elevated causeway cleverly follows the path of an old farm road across a natural area to create a pathway above the floodplain, making a key connection between two large subdivisions so residents can enjoy the sights and sounds of nature as they walk their dogs or go to friends' houses. The project restored native vegetation and natural channel flow between an existing pond and the Tualatin River.

The group also toured many features of new subdivisions recently built following Cornelius' innovative new design standards. Features include narrow 20-foot wide streets that help reduce traffic speeds, maintenance costs, and impervious area (and mitigation needs), as well as creative parking solutions such as concrete parking bays and head-in parking. Attendees also saw small cul-de-sacs that still meet fire code, a mini-roundabout, and a network of streets, alleys, and woonerfs that provide efficient access and utility connections. Attendees said it was exciting to see many residents out enjoying these new neighborhoods.

Following the tour, about a dozen attendees gathered at the Hillsboro Station food carts for additional discussion and networking.

Special thanks to Terry Keyes and Kevin Oppenlander of the City of Cornelius, and Nye Underwood and Jason Wuertz of AKS Engineering & Forestry, for leading the tour. Congratulations on this great work!



Boeckman Road Corridor Project

By Rylee McMillin, Engineering Intern, City of Tualatin

On Tuesday, August 11, a group gathered in the new Frog Pond area of Wilsonville for the Boeckman Road Corridor Project Tour. The tour highlighted the new Boeckman Bridge, street improvements along the corridor, the new roundabout at Canyon Creek Road, and other infrastructure improvements completed to serve the planned Frog Pond neighborhood.

The event began with a presentation on the project and how the team used a Progressive Design-Build (PDB) process to efficiently deliver major improvements in just over three years from design to completion. Attendees then toured the corridor and saw the completed improvements firsthand. New sidewalks and protected bike lanes have made the area more accessible to the community.

The tour also included a close look at the new Boeckman Bridge and the reconstruction of Boeckman Creek below. The new roundabout at Canyon Creek Road showcased how an intersection that once experienced the highest crash rates in the city has been transformed into a safer and more user-friendly connection. Additional improvements include the undergrounding of overhead utilities, extension of a sanitary sewer trunk line, and replacement of the Meridian Creek culvert.

Special thanks to Zach Weigel, Wilsonville City Engineer; Ryan Silbernagel, PDB Manager with Sundt; and Amrutha Das, Owner's Rep Construction Manager with Consor, for presenting and leading the tour. Thank you to the City of Wilsonville for hosting this event.



MICRO-TRENCHING AND FIBER EXPANSION: A NEW CHALLENGE FOR UTILITY LOCATING IN OREGON

by Dawn Easley, Operations Manager, City of Medford and Utility & Public ROW Committee

As communities across Oregon expand access to high-speed internet, cities are seeing increased investment in fiber-optic infrastructure. One telecom installation method becoming more common is micro-trenching, a technique that can reduce the time and disruption associated with traditional underground construction.

Of course, faster installation does not necessarily reduce long-term impacts. However, micro-trenched fiber introduces new considerations for right-of-way management, pavement maintenance, utility locating, and future excavation.

What Is Micro-Trenching?

Micro-trenching generally involves cutting a narrow slot into pavement, often along or near the edge of the roadway, placing fiber or conduit into the slot, and restoring the opening with an approved material.

Compared with conventional trenching, the approach can have obvious advantages: Less pavement is disturbed, installation can proceed quickly, traffic impacts may be reduced, and the construction footprint is smaller.

The American Public Works Association has recognized that technologies such as broadband, small-cell infrastructure and micro-trenching are changing the way public rights-of-way are managed. APWA specifically identifies micro-trenching as an issue requiring consideration of clearances, restoration, permitting and coordination.

The Challenge Beneath the Pavement

From a municipal utility perspective, the shallow installation of micro-trenching is a challenge. Water, sanitary sewer, stormwater, electrical, gas and communications facilities already compete for limited space within public rights-of-way. Adding fiber only a few inches beneath the pavement creates another layer of infrastructure.

With shallow fiber in the right-of-way, routine activities such as repairing pavement, installing a sign or constructing an ADA ramp can suddenly present a utility-damage risk.

In addition, municipalities that operate underground water, sewer, stormwater, electrical or other facilities already respond to large numbers of Oregon 811 locate requests. Fiber construction can generate substantial additional locate activity.

Under Oregon law, a person intending to excavate generally must notify the Oregon Utility Notification Center between two and 10 business days before excavation. The Notification Center then alerts affected underground facility operators.

For a municipality, a large fiber build can mean repeated tickets along the same streets as construction progresses. Locators must identify city infrastructure ahead of crews that may be moving rapidly through neighborhoods.

Locating is not simply painting lines on pavement. A qualified locator must understand utility maps, construction practices and the characteristics of the system being located. As fiber projects accelerate, cities need staffing, equipment and records to keep pace.

Today's Installation Becomes Tomorrow's Locate

Once fiber is installed, it becomes another underground facility that future excavators must work around.

Fiber itself presents a locating challenge because optical fiber is not inherently detectable using conventional electromagnetic or magnetic locating methods. For cities permitting fiber installations, this makes construction standards particularly important.

Requirements for tracer wire or other detectable components, access points, accurate as-built information, GPS or GIS coordinates, depth information and identification of ownership can substantially improve the ability to locate the facility years after installation.

Without those standards, today's fast and relatively inexpensive installation can become tomorrow's difficult-to-locate underground utility.

Accuracy Becomes More Important When Facilities Are Shallow

Oregon's damage-prevention system recognizes that utility markings identify an approximate location; Oregon excavation rules require additional care when excavation occurs close to a marked underground facility. Excavators must use hand tools or other non-invasive methods to determine the exact location of the facility or excavate to the required depth below the proposed work.

Recent Oregon rule making has defined non-invasive methods as hand digging, air cutting, vacuum excavation and hydro vacuum excavation.

Those protections are always important, but shallow fiber makes the relationship between locating accuracy and excavation practices extra important. There simply may be less vertical separation between the facility and everyday roadway maintenance activities.

Additionally, not every underground facility encountered by municipal crews will necessarily be marked through the public one-call process.

The Oregon Utility Notification Center cautions that privately owned underground facilities may not be marked by public utility companies and notes that privately owned fiber-optic lines may require a private utility locator.

As fiber networks expand from public rights-of-way onto private property, municipalities, contractors and property owners need to understand where the responsibility for locating changes. Clear documentation during installation can prevent confusion in the future.

What Municipalities Should Consider

Micro-trenching is not inherently a problem for public works agencies. The key is to consider the entire life cycle of the installation rather than solely the initial construction.

Municipalities considering micro-trenching permits may want their standards to address:

- Approved horizontal and vertical placement within the right-of-way.
- Minimum separation from existing municipal utilities.
- Requirements for detectable tracer wire or another reliable locating method.

- GPS/GIS documentation and accurate electronic as-built records.
- Identification of conduit, fiber ownership and future locate responsibility.
- Pavement restoration materials and procedures.
- Coordination with planned paving and capital projects.
- Procedures for crossings and conflicts with existing utilities.
- Expectations for potholing or other non-invasive verification around critical facilities.
- Contractor coordination when large fiber projects generate significant numbers of locate requests.
- Long-term responsibility for abandoned or inactive fiber facilities.

Design-stage coordination can also help. Oregon's rules provide a process for requesting underground facility information during project design and encourage coordination and preconstruction meetings when projects involve multiple sites or large areas.

Broadband Expansion and Infrastructure Stewardship

A fiber installation may take only days to move through a neighborhood, but the infrastructure placed beneath that street could remain there for decades. Long after the construction crews are gone, municipal employees and utility locators will still need to know who owns it, where it is, how deep it is, and how to find it safely.

For public works agencies, that may be the most important consideration surrounding micro-trenching: Installing fiber quickly is only the beginning. Managing and locating it safely is a long-term responsibility shared by utilities, excavators and right-of-way managers.

Article Sources

Oregon Revised Statutes, ORS 757.542–757.562, Oregon Utility Notification Center provisions.

Oregon Public Utility Commission, *Call Before You Dig*. Oregon Utility Notification Center, *Locator Best Practices, Private Utility Locators, and 2025 Changes to Oregon Dig Rules*.

Federal Highway Administration, resources regarding micro-trenching, broadband deployment and underground utility locating technologies.

American Public Works Association, *What's in a Right-of-Way?* and *Public Works Perspective on Managing Microtrenching in the Right-of-Way*.

EMERGENCY MANAGEMENT COMMITTEE: RECENT HIGHLIGHTS AND OPPORTUNITIES TO GET INVOLVED

by Ken Alexander (Windsor Engineers) and Shaylee Robanske (PBOT) and the Emergency Management Committee

The Oregon Chapter of APWA's Emergency Management Committee is co-chaired by Shaylee Robanske (Portland Bureau of Transportation) and Ken Alexander (Windsor Engineers).

Recent committee accomplishments include two presentations at the Spring 2026 Conference and another at the Fall 2025 Conference. Ken Alexander presented on *Debris Management Plans and Risk Communication in Public Works Emergencies* at the Spring Conference in Seaside in May. Shaylee Robanske presented on *Unified Command: How Public Works and First Responders Team Up* at the Fall 2025 Conference in Bend.

Their newest committee member, Galina Burley, is now a member of APWA's National Emergency Management Committee and keeps the committee and chapter informed of developments at the national level. Additionally, Ken Alexander authored a column titled *Integrating Risk Communication in the Water Sector*, which appeared in the December 2025 issue of the Journal of the American Water Works Association

The committee is actively seeking new members and encourages anyone with an interest in or experience with emergency management to get involved. For more information or to join the committee, please contact Ken Alexander at kcalex777@msn.com or Shaylee Robanske at shaylee.robanske@portlandoregon.gov.



RISK COMMUNICATION IN PUBLIC WORKS EMERGENCIES





Risk Communication occurs in all phases of an emergency



Mitigation – Preparedness – Response - Recovery



Understanding and using the Incident Command System promotes effective Risk Communication



Understanding the Public Information Officer's role within the Incident Command System and employing the PIO effectively is the key to effective Risk Communication

APWA OREGON EARNS 2026 PACE AWARD

by Theresa Palid (Apex Companies) and Communications Committee

The Oregon Chapter of APWA has once more earned the Presidential Acknowledgment for Chapter Excellence (PACE), one of APWA's highest chapter honors. Our chapter has received the award for more than 20 years in a row, recognizing achievements in membership, leadership, education, communications, community service, and advocacy.

Nancy Kraushaar once again took on the extensive application process, which requires documentation of chapter activities and accomplishments from the previous year. In a letter to Nancy, APWA President Vic Bianes wrote, "This achievement is a testament to the hard work and commitment of your chapter's leaders, volunteers, and members. Your efforts not only strengthen APWA but also make a meaningful difference in the communities you serve."

The recognition reflects the dedication of our more than 830 members. Throughout 2025, our chapter continued to provide conferences, training programs, technical tours, leadership development opportunities, and networking events across the state. The APWA Oregon Scholastic Foundation awarded 21 scholarships totaling \$43,000 and maintained a fund balance of more than \$1 million.

Our chapter also expanded opportunities for member involvement in 2025. The new Operations and Engineering Committee brought together operations and engineering professionals to share ideas and strengthen connections across the industry. The Workforce Development task force increased



From left to right: Scott Grayson (APWA CEO), Keiske Harry (Kittelston), Lisa Patterson (PBOT), Tony Roos (Kittelston), Russ Thomas (retired, City of Newberg), Shannon Williams (Keller), Doug Singer (City of Eugene), Kurtis Pipkin (HHPR), Mandy Flett (OTAK), Dave Minor (PBOT), Michael Lewis (PBOT), and Vic Bianes (APWA Past President)

outreach through career fairs, Engineers Week activities, and student engagement efforts across Oregon.

We also continued to recognize outstanding work across the profession. In 2025, APWA Oregon honored five individuals, two organizations, and 13 projects through its awards program. Conference fundraising activities also generated more than \$38,000 for the Scholastic Foundation.

The PACE Award belongs to the many members, volunteers, committee leaders, and Board members who give their time to APWA Oregon. Their efforts continue to make the chapter a strong resource for public works professionals throughout the state.

YOUNG PROFESSIONALS HAPPY HOUR

by Kurtis Pipkin (HHPR)

Our joint ASCE and APWA Happy Hour in Eugene on September 9th was a total blast and a huge hit! We had an awesome turnout from all over the area, including a great crowd from the City and County, plus a fantastic mix of private consultants. ASCE and APWA teamed up and treated everyone to pizza and drinks. A huge thank you to everyone who came out to hang out, catch up, and make it such a fun evening!



UPCOMING EVENTS

Please continue to check our website and social media channels for upcoming events, registration details, sponsorship opportunities, and more!

SAVE THE DATE!

2026 Event Dates

APWA Oregon Chapter Fall Conference <i>September 28-October 1, 2026</i> <i>The Graduate, Eugene</i>	Street Maintenance & Collection System Fall Short School <i>October 13-15, 2026</i> <i>Best Western Agate Beach, Newport</i>
Public Works Leadership Skills <i>November 17-20, 2026</i> <i>Broadway Commons, Salem</i>	

2027 Event Dates

Public Works Essentials <i>March 2-5, 2027</i> <i>Best Western, Hood River</i>	The Developing Leader <i>March 30-April 2, 2027</i> <i>Sunriver Resort, Sunriver</i>
Street Maintenance & Collection System Spring Short School <i>April 6-8, 2027</i> <i>Riverhouse Lodge, Bend</i>	APWA Oregon Chapter Spring Conference <i>April 19-22, 2027</i> <i>Riverhouse Lodge, Bend</i>

NATIONAL FIRST RESPONDERS DAY - OCTOBER 28TH



October 28th is National First Responders Day, an opportunity to recognize the critical role public works professionals play alongside police, fire, EMS, and other emergency personnel in keeping our communities safe and resilient. APWA National has resources available to help agencies recognize and promote public works as first responders, including graphics, a sample proclamation, social media resources, PSAs, and more.

Explore the resources and help spread the word in your community: [Public Works First Responders – APWA](#)