



CITY OF EUGENE PUBLIC WORKS
ANNUAL REPORT FY 2010



Introduction	1
Organization	1
Financial Highlights	2
Service Highlights	3
Airport	
Parks and Natural Areas	
Construction Permits	
Engineering Construction Management	
Fleet and Radio	
Stormwater	
Transportation	
Wastewater	
Urban Forestry	
Diversity, Equity and Human Rights	
Action Plan	5
Chat Auqua Discussions	5
Respectful Workplace	5
Wastewater Communications	5
Safe Community	
New Disinfection Process	6
Safety Plaza Memorial	6
ARFF Station Project	6
Joint Traffic Signal Project	6
Leaves and Bike Safety	7
Peak Flow Improvements	7
Sustainable Development	
Energy Credits at Treatment Plant . . .	8
Airport Runway Rehabilitation	8
Access Management Standards	8
Pavement Preservation 2010	8
Thriving Recreation	
Bowl Games Affect Airport	9
New Skatepark Design	9
Delta Ponds Habitat Enhancement . . .	9
Mariposa Woodland	10
Veteran’s Memorial Wall	10
Ribbon Trail Complete	10
Dog Owners for Clean Water	10
Effective, Accountable Government	
Public Involvement Aids Designs . . .	11
Street Repair Innovations	11
Street Bond Review Panel	12
Laserfiche Conversion	12
Green Partners at Home Show	12
Enhanced Street Repairs	13
On-Line Service Options	13
Financially Sound	
Voluntary Furlough Savings	14
Stimulus Funds Transportation	14
Cost Modeling in Parks	14
Awards	
Wastewater Performance and Safety	15
Bailey Hill Improvements	15
Fleet Top 100	16
EUG Social Media	16

Public Works in Eugene

In addition to typical services such as planning, designing and constructing capital projects and maintaining streets and sewers, the Eugene Public Works Department operates the region’s wastewater treatment facilities, runs the regional airport, manages stormwater in the greater Eugene area, and plans and maintains the local park system. Funding for these various services comes through a mix of taxes paid by local property owners, fees paid by service users, and grants and special payments provided through intergovernmental agreements.

Eugene was incorporated in 1862 and is currently Oregon’s second-largest city, with a population of 157,100 as of July 2010. Eugene is located in a metropolitan area that has about 250,000 people, including the adjacent city of Springfield and urbanized areas of central Lane County.

Eugene’s city limits encompass approximately 42 square miles. The city’s urban growth boundary, which includes unannexed properties that receive some level of municipal services, is approximately 54 square miles. The University of Oregon, located in Eugene, typically enrolls more than 20,000 students each fall. The Eugene 4J School District and the Bethel 52 School District provide primary and secondary education services in the Eugene area.

According to the Eugene Chamber of Commerce, there are more than 10,000 businesses in and around Eugene. Manufacturing, retail trade and healthcare and social assistance make up nearly 40 percent of total employment in Lane County, and government employment helps add stability to Lane County’s economy. Electrical and water services are provided through the Eugene Water & Electric Board, a public utility separate from but closely aligned with the City of Eugene.

Geographically, Eugene is situated near the southern end of the Willamette Valley in western Oregon. The Willamette River runs through the center of town. At 426 feet above sea level, Eugene is midway between the Pacific Ocean 50 miles to the west and the Cascade Range 60 miles to the east. Eugene’s climate is strongly influenced by marine weather patterns. The average annual temperature is 53 degrees, and the annual average rainfall is approximately 49 inches.

Eugene has a council-manager form of government. The nine-member council is composed of eight councilors elected by ward and a mayor elected citywide. The City’s organizational structure in FY 2010 comprised six departments: Central Services; Fire and Emergency Medical Services; Library, Recreation and Cultural Services; Planning and Development; Public Works; and Police. In FY 2010, the City had approximately 1,555 full-time-equivalent positions. The City’s FY2010 net adopted budget (not including internal payments and transfers) was \$446.5 million, including a \$46.6 million capital budget. The City’s effective property tax rate (not including taxes paid to the Urban Renewal Agency) in FY 2010 was \$6.90 per \$1,000 assessed value.

Additional information about the City of Eugene and links to other local information sites can be found at www.eugene-or.gov.

From the Director



The fiscal year that began July 1, 2009, and ended June 30, 2010, was one of high visibility for Eugene Public Works, and this annual report provides an overview of our many activities throughout the period.

Against the backdrop of a continuing difficult local and national economy, it was a time to focus on new strategies to ensure available resources were used thoughtfully and for the greatest benefit to our community. There are many references in the report

to innovative approaches that have improved workplace efficiencies and become standard practice – social media for enhanced communications, expanded capabilities for on-line service requests, innovative pavement construction practices that preserve both dollars and the environment, and creativity in a host of other activities. Once again, the 420 collective public works professionals of the Eugene Public Works Department have proven themselves exceptionally capable builders, caretakers, innovators, and good stewards of the public infrastructure and environment. Their leadership as evidenced in these stories has assisted the community in achieving its vision and helped maintain the trust our citizenry has placed in us to enhance the wonderful quality of life we have come to expect here in Eugene.

We are proud to have been a part of significant upgrades to our local infrastructure over the past year and grateful to Eugene's voters and the various policymakers for making the work financially possible. More than 66 miles of streets were improved during this period, major elements of a comprehensive \$200 million capital

expansion were completed the wastewater treatment facility, the main runway at the Eugene Airport was completely and dramatically reconstructed, and numerous parks and open space and natural resource improvements were completed. Indeed, the community has taken some critical steps toward recognizing the importance of properly funding and maintaining its infrastructure.

We are devoted to the fundamental principles of sustainable public works service delivery, sustainable development, and protecting the environment. As part of this commitment, the first city-owned LEED-certified building was completed during this period. In addition, further enhancements were made to the city's bicycle/pedestrian path system. These and related efforts have favorably positioned the City for an array of grant opportunities that provide the chance for even more investment in the community's future.

Eugene Public Works is committed to proactively working with the community in taking on the challenges of today's world as well as the world of tomorrow – that is, staying ahead of the curve. We will continue to stress the importance of ethics and a respectful workplace environment that encourages the growth of new talent from within. We look forward to the path that lies before us with confidence that we will make a difference and leave things in better condition than the way we found them. Please enjoy this report!

Kurt Corey

Organization

In FY 2010, the Public Works Department employed approximately 420.5 full-time-equivalent (FTE) positions budgeted in six divisions:

Administration — 17 FTE positions including the executive director, budgeted in three sections: Financial Management, Public Affairs and Graphic Services; and Human Resources and Organizational Development.

Airport — 32.75 FTE budgeted in three sections: Airport Administration and Financial Services; Marketing and Public Relations; and Airfield Operations and Facilities.

Engineering — 79.6 FTE budgeted in five sections: Darwin and East project teams; Information Team; Administrative Support Team; Land Development Review and Acquisitions team; and Transportation Team.

Maintenance — 130.25 FTE budgeted in five sections: Finance and Administrative Services; Fleet Services; Surface Operations; Subsurface Operations; and Transportation Operations.

Parks and Open Space — 79.4 FTE in five sections: Finance and Administrative Services; Natural Resources; Urban Forester; Parks and Open Space Planning; and Parks Maintenance.

Wastewater — 81.5 FTE in three sections: Administrative Services; Operations and Maintenance; and Technical Services.

Public Works Division Directors



Robert Tittle
*Division Manager
Administration*



Tim Doll
Airport Director



Jeff Lankston
*Maintenance
Director*



Mark Schoening
City Engineer



Michelle Cahill
*Wastewater
Division Director*

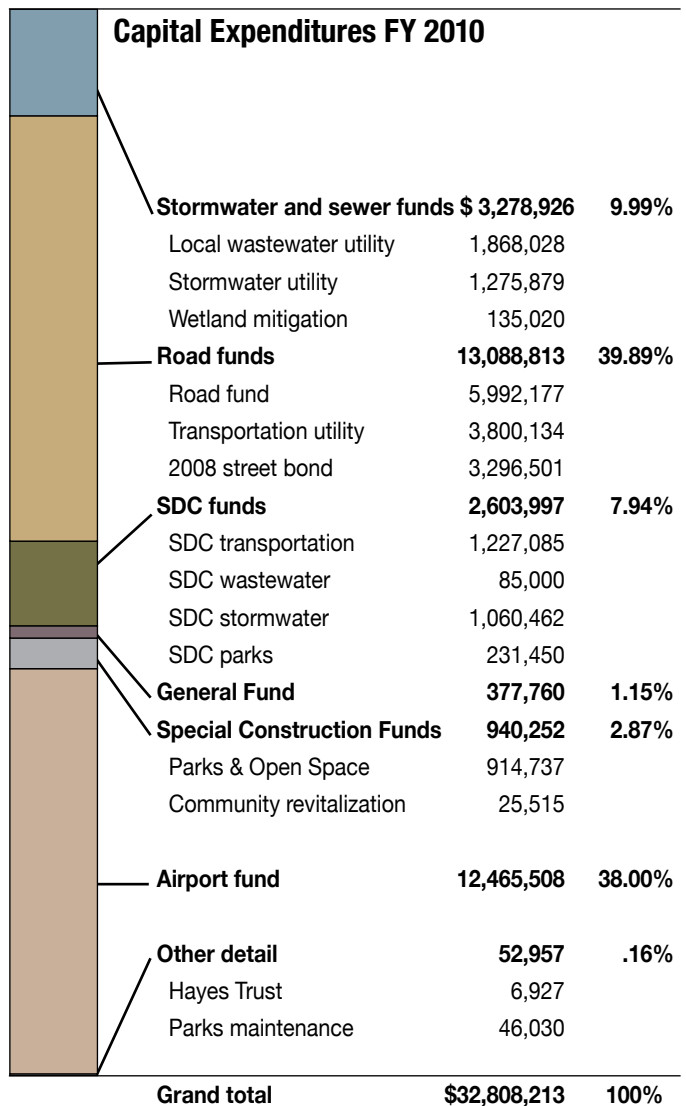
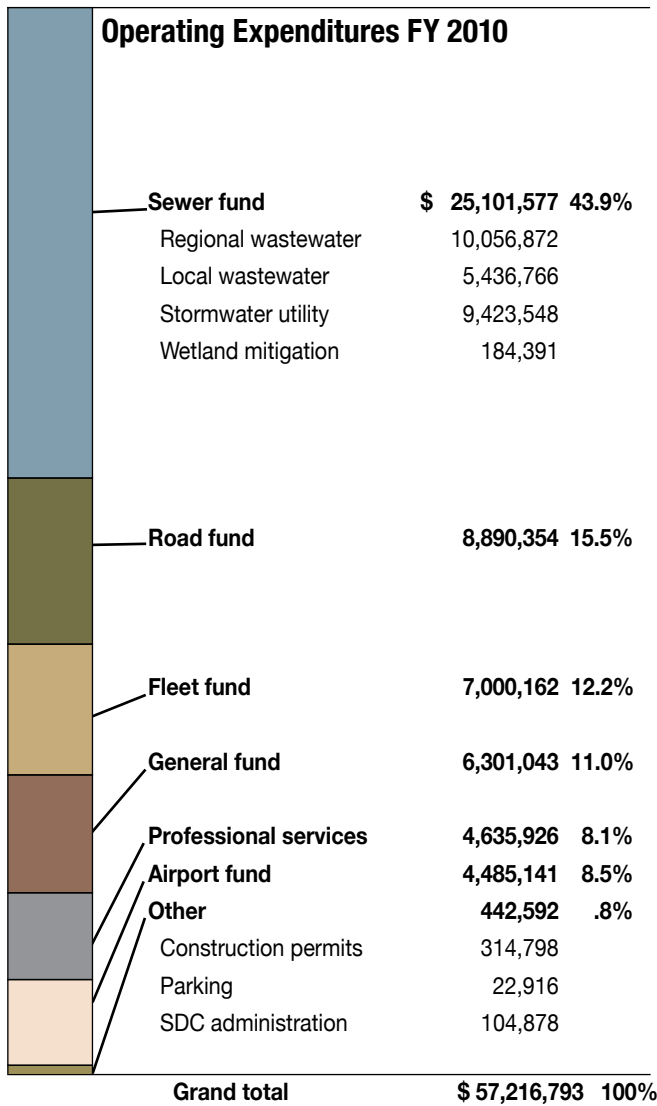


Johnny Medlin
*Parks & Open Space
Director*

Financial Efforts Focus on Sub-Funds

During FY 2010 Public Works Administration staff coordinated cross-departmental efforts to address issues in specific sub-funds.

To stabilize the SDC Administration Fund, a group from the Public Works, Central Services and Planning and Development departments collaborated on expense reductions and revenue increases. To ensure regulatory compliance, a group from Public Works and Central Services worked together to update methods used in central service allocation and rate development related to the department's professional services funds. Public Works Administration has fund management responsibility for 14 of the department's 25 capital and operating sub-funds.



Airport: Allegiant Air Inaugurates Services from Eugene to Los Angeles

Allegiant Air started nonstop 150-seat jet service between Eugene and Los Angeles in June 2010. The flights operate two times weekly between EUG and LAX. Allegiant Air offers low-cost, nonstop service to three other destinations from Eugene: Las Vegas, Phoenix and San Francisco-Oakland area. With this latest addition, Allegiant continues to add nonstop flights at EUG to underserved markets.



EUG now offers non-stop service to LAX

City Parks and Natural Areas: Engagement, Vision, Improvements

Parks and Open Space (POS) worked on several public engagement projects in FY 2010. POS wrapped up a six-month public process to determine the design of a new 23,000-square-foot skate park under the Washington/Jefferson bridge in downtown Eugene. Open houses were held for the new Washington Spray Play Park, providing citizens the opportunity to review the design and learn about ways to get involved. A series of public workshops were also held on a proposed disc golf facility in Alton Baker Park.

In FY 2010 POS team members and other City of Eugene staff worked with 10 local agencies and organizations to develop a future vision for the Willamette River in the Eugene-Springfield area. The vision will address the future of recreation facilities, trails, wildlife habitat, public safety, and visual quality from the confluence of the Coast Fork and Middle Fork of the Willamette River to Green Island, north of Eugene.

Volunteer work parties throughout the year included the planting of over 400 native trees along Amazon Creek by 170 volunteers, an Arbor Day celebration where volunteers planted 20 trees in downtown Eugene, and the fifth annual Delta Ponds bird monitoring program. POS also launched a new volunteer program at the Owen Rose Garden, working on Thursdays from spring through early fall to help care for the over 400 rose varieties.

Several park improvement projects also took place in FY 2010. At Delta Ponds a \$1.642 million federal stimulus funding grant from the National Oceanic and Atmospheric Administration kicked off multiple rounds of invasive species removal. Changes to the reflecting pond in Alton Baker Park improved water quality and public health by placing native planting on the south side of the pond and relocating dozens of the white geese. Finally, federal stimulus funding helped create Eugene's new Ribbon Trail connecting Hendricks Park to the Ridgeline Trail System.



Open houses encourage citizen involvement in plans for Washington Spray Play Park

Construction Permits: Sustaining Services in Challenging Economy

The construction permits service area of the City of Eugene in FY 2010 met the challenge of continuing and improving service delivery during a time of declining development activity and associated revenues due to the depressed national and local economy. Public Works staff participate in providing development review and permitting services at the City's Permit and Information Center and greatly contributed to the near-term cost reductions and flexible service delivery needed during the fiscal year.

While construction activity for new homes continued at record low levels — 156 permits in FY 2010 as compared to an average of about 600 homes per year during the prior decade—commercial development projects provided some stability and helped sustain service delivery. Notably, a number of large University of Oregon projects, including the new Matthew Knight Arena, were a positive stimulus in the local economy and supported services. Service improvements, such as increased “express” or same-day permits were implemented during the year. These projects and efforts, coupled with cost reductions, left the service area in a better position to respond to the needs for construction permitting in a recovering economy.

Engineering Construction Management: A \$25 Million Year

Engineering staff designed and managed 37 construction contracts awarded in FY 2010 totaling \$25,099,647. Projects included:

- \$8,761,130 for approximately 37.5 lane miles of pavement preservation program and pavement bond measure projects, including portions of Goodpasture Island Road, Harlow Road, Patterson Street, Willamette Street, 13th Avenue, First Avenue, 33rd Avenue, Crescent Street, Garfield Street, Hawkins Lane, High Street, Oakway Road, Valley River Drive, West 11th Avenue, and the 29th and Willamette intersection. In addition, 26.5 lane miles of residential street were slurry sealed in various neighborhoods in FY 2010 for \$424,000
 - \$165,433 for pothole removal contract
 - \$40,702 for the Lifeflight helipad at Fire Station 2
 - \$117,565 for Fillmore Street, Praslin Street, and East 32nd Avenue traffic calming and for the River Road rectangular rapid flashing beacons (for pedestrian crossing)
 - \$493,607 for park improvements at Bond Lane, Alton Baker, State Street and Walnut Grove parks and resurfacing the Echo Hollow tennis courts

- \$620,203 for environmental restoration work to Delta Ponds
- \$734,098 for bike path improvements
- \$3,438,410 for the Delta Ponds Bridge
- \$8,826,570 for airport runway rehabilitation
- \$427,533 for stormwater capital improvements
- \$1,059,583 for wastewater capital improvements.

Fleet and Radio Communication

The fleet and radio communications section of Public Works Maintenance takes care of approximately 670 pieces of rolling stock and almost 1,700 communication devices for City departments.

In FY 2010, fleet and radio staff completed 7,142 work orders. The average cost per fleet work order was \$539; the average cost for radio work orders was \$144. Of the work orders completed, 99 percent were considered successful by internal customers.

Stormwater: Leaf Program, Curriculum By the Numbers

Eugene's leaf collection program has provided service to local residents since the late 1960s. The program offers two key benefits: preventing street flooding caused by clogged gutters and catch basins; and improving water quality because decomposing leaves use up oxygen that is needed by aquatic life in local streams and rivers.

In FY 2010 Public Works Maintenance crews collected 17,201 cubic yards of leaves during two rounds of collection on 470 centerline miles of improved streets and one collection on 50 miles of unimproved streets. More than half of the leaves collected (9,596 cubic yards) were delivered to private properties, 42 percent (7,186 cubic yards) were delivered to community gardens and parks, and 2 percent (419 cubic yards) went to commercial recyclers. No leaves went to the local landfill. The program is funded by stormwater fees paid by local residents and businesses.

In FY 2010, the SPLASH! (Stormwater Pollution Learn and Share) curriculum was taught to 2,707 students in the Bethel and 4J school districts. Sixty-two teachers at 19 schools participated in the K-12 program, which provides the foundation for environmental stewardship through activities, games and lesson plans.

Transportation: Planning Moves Ahead on Many Fronts

FY 2010 was a busy year in transportation planning. The SmartTrips Harlow project reached out to 5,300 households in the Harlow neighborhood with messaging about how to reduce single occupancy vehicle trips, and 650 of those households participated in the program. Events showed people that walking and biking are easy



New Delta Ponds multi-use bridge

ways to access destinations in their neighborhood and other parts of the city.

Success with grants continued with a \$495,000 Safe Routes to School grant to improve access for walking and biking to elementary and middle schools across the city and a \$460,000 Urban Trails Grant to create path connectors between the Riverbank Path and Fir Lane, Rasor Park and Merry Lane, and Amazon Path and 30th Avenue.

Transportation planning staff collaborated with the Lane Transit District on planning for the extension of EmX bus service into west Eugene.

Community-initiated traffic calming projects were constructed on East 32nd Avenue and Fillmore Street.

The fourth annual Walking and Biking Summit kicked off Eugene's Pedestrian and Bicycle Master Plan Update. Work also began to develop new transportation system plans at the local and regional levels.

Wastewater: Improvements Include New Odor Control System

Capital improvement accomplishments in FY 2010 included expansion and new technology for the plant's odor control system.

Two primary clarifiers were completely covered with a flat truss cover system. The odor treatment system was also extended to cover the new pretreatment facility and the influent solids handling processes. The previous bark chip biofilter was replaced with one that uses engineered media, which minimized media compaction and provides better filtration.

Urban Forestry

During FY 2010, 840 trees were planted in the City of Eugene rights-of-way. Urban Forestry staff coordinated with the Engineering Division to plant 281 trees related to project work, 129 trees were installed through the developer street tree program, and the NeighborWoods program planted 430 trees. Over 1,000 public tree inspections were conducted. Urban Forestry staff pruned 5,093 trees, volunteer Tree Stewards pruned 1,137, and 462 trees were removed because of hazardous or unsafe conditions. In addition, over 300 requests for information and services were received and 93 permits were issued to authorize the removal of 149 trees.

Understanding Diversity, Equity and Human Rights

Department Committee Develops Equity and Human Right Action Plan

In FY 2010, Public Works Diversity Committee (PWDC) members created an Equity and Human Rights Action Plan that aligns the needs and missions of the department with the goals of the citywide Diversity and Equity Strategic Plan (DESP). The purpose of the DESP is to provide a five-year, citywide plan to refine and guide efforts to serve community members and employees fairly and inclusively.

The PWDC members began this challenge by working with their respective divisions to gather information such as past and present equity and human rights efforts in the divisions, lessons learned from these efforts, and people's

concerns for the future. Later this division information was brought together and developed into a unified department action plan.

Chat Auqua Sessions Promote Free-Form Discussions

The PWDC hosted two Chat Auqua sessions in October 2009 at the Roosevelt Yard and the wastewater treatment plant. A Chat Auqua session is a series of free-form discussions on topics relating to the culture and environment in Public Works – past, present, and future.

The name “Chat Auqua” is the PWDC’s twist on an educational format popular around 1900. Named after a lake in New York, these traveling institutes were critical in stimulating thought and discussion on important political, social and cultural issues of the day in rural communities.

The Public Works events were well attended and proved very successful in getting employees to have conversations about some difficult topics. Notes were taken in each discussion group and a summary of comments were presented to the division managers. Due to popularity, the PWDC will host future Chat Auqua events.

Respectful Workplace Group Promotes Roosevelt Yard Teamwork

The Roosevelt Yard Respectful Workplace Committee (RWC) is committed to promoting a respectful and welcoming work environment, supporting employees and encouraging cooperative teamwork.

The RWC is available to listen, discuss and resolve

concerns that arise in the work place and interfere with maintaining respectful work environments. The City of Eugene regards a respectful work place as a core value. Some outcomes have been the employee hiring and application process trainings, “Dear Rosy” columns, the use of “Voiceboxes” to submit confidential topics, annual Ice Cream Festivus and participation in other events.

Many Public Works employees have served on this committee in the past, and each April the RWC recruits new members. They look for members who can introduce new perspectives and ideas and are committed to promoting a valued and respectful work place. RWC strives for balanced representation of the Public Works Yard with members from both Parks and Open Space and Maintenance, AFSCME represented and management staff, and representation from the various work groups.

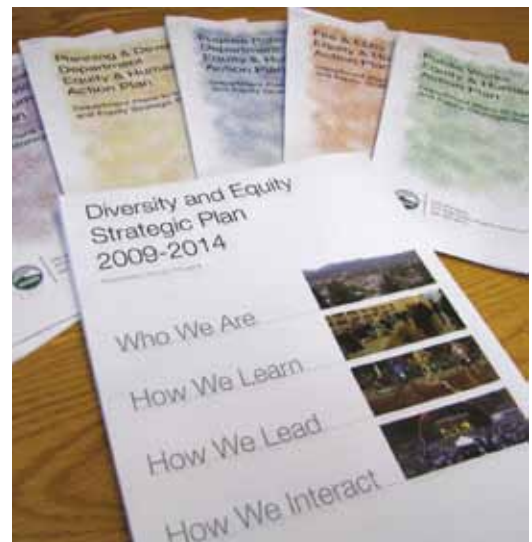
Committee Improves Wastewater Communications

The Public Works Wastewater Division continues to use its communication committee to improve communication across the division. The purpose of this committee is to share information among work sections, management staff, and line staff regarding decisions and activities within the division, and ultimately to improve communication, thereby leading to clarification and better understanding among staff at Wastewater.

The committee provides various avenues for staff to share their thoughts on improving communication, ranging from face-to-face contact with Committee members, to a write-in box that circulates around the division, to an online module that gives staff the option to submit thoughts anonymously.



Three members of the PWDC work on the DESP Action Plan



New Disinfection Process Eliminates Use of Extremely Hazardous Chemicals

The Wastewater Division in FY 2010 participated in a regional project to replace chlorine and sulfur dioxide facilities with a new disinfection system that uses much safer disinfectants, sodium hypochlorite and sodium bisulfite. Overall project coordination was managed through the Metropolitan Wastewater Management Commission (MWMC).

Chlorine and sulfur dioxide are extremely hazardous chemicals. The storage and handling of the toxic chemicals required extensive facility safety features, specialized equipment and controls, and numerous procedures for compliance with federal and state safety standards. An uncontrolled major release of either chemical had the potential of toxic effects for an area of nearly a mile surrounding the treatment facility. The new process eliminated the risk of public exposure and substantially reduced the chemical exposure risk to City employees.



Groundbreaking for ARFF station

Airport Rescue and Fire Fighting Station Project Begins

A groundbreaking ceremony for a new Aircraft Rescue and Fire Fighting (ARFF) station at the Eugene Airport was held in September 2009. The 11,600-square-foot building features four ARFF vehicle bays, specialized equipment storage, conference space, and living quarters for four firefighters.

The project, originally estimated at \$5.1 million, was bid at \$3.84 million. Federal Aviation Administration entitlement and discretionary grants funded the project with a 5 percent airport fund match of \$192,000.

The project was a joint effort between staff from the Eugene Airport; the Eugene Fire & EMS Department; the City of Eugene Facilities and Information Services Division; RS&H, a facilities and infrastructure consulting firm; and PIVOT Architecture, a Eugene design firm.

The new ARFF station replaces the outdated and undersized Fire Station 12 building. Relocating the station on the north end of the airfield will provide the ability for fire personnel to access either runway under the required FAA response time. The current fire station on the airfield was the only remaining station operated by the City of Eugene that lacked separate quarters for male and female firefighters.

Joint County-City Project Improves Traffic Safety

A joint traffic signal project by Lane County and the City of Eugene in March 2010 improved safety at one of the busiest intersections in the region. The two agencies worked cooperatively to upgrade the signals at River Road and River Avenue/Silver Lane to install new flashing yellow arrows.

With an average of more than 42,000 vehicles a day going through it, the intersection of is one of the busiest in the area. The flashing yellow arrows update the old-style, five-section “doghouse” signal configuration and replaces the signs reading “left turns yield to on-coming traffic” with simpler green and yellow arrows. Left-turning drivers easily understand that a flashing yellow

Safety Plaza is Memorial and Safety Reminder

The Bailey Hill Road safety plaza, on the east edge of Churchill Youth Sports Park adjacent to Bailey Hill Road, was created in the spring of 2010 by community members. The safety plaza serves as a memorial to a young boy who was killed in a crash on Bailey Hill Road in 2007, and other youth in the community who have been victims of motor vehicle crashes in the past several years.

The safety plaza is not only a memorial but also a reminder about traffic safety. The two safety messages on the sign at the plaza are: motor vehicle crashes are the number-one cause of death for Oregon youth; and “start seeing everyone,” a reminder that eye-to-eye contact between drivers and pedestrians or bicyclists saves lives.



Bailey Hill safety plaza

indicator means they must yield to oncoming traffic. By contrast, the old-style five-section heads confuse some left-turn drivers who aren't sure of the difference between a green arrow (which means they have a protected left turn) and a green ball (which means they are permitted to turn left but must yield right of way to oncoming traffic).

Eugene Public Works Maintenance completed the installation of flashing yellow arrows for left turns at River Road/Silver Lane/River Avenue and the north-south signal heads on River Road. Work was scheduled intentionally during early morning hours to minimize traffic impacts at this very busy intersection.

The flashing yellow arrow is becoming the standard for protected/permissive signal operation. Other city signals with protected/permissive left turns using the old five-section heads will be upgraded to flashing yellow as funding allows.

Leaf Program Focuses On Bike Lane Safety

In fall 2009 Public Works introduced several new bike lane enhancement strategies to address bicyclist safety associated with on-street bike lanes. Operational enhancements included increased public education, identification of priority bike lanes, night shift sweeping, purchase of an extra leaf vacuum, and enhancement of the leaf website.

Increased public education was one of the most successful and effective enhancements implemented. Public education components included informational fliers about City code, commercials, placards posted on LTD buses and City leaf vacuums, and personal contact with commercial landscapers and property owners on program guidelines. The education outreach changed how citizens managed their leaves on bike lanes.

Maintenance identified 25 miles of priority bike lanes that would be cleaned on a weekly basis. To meet the weekly cleanings, priority bike lanes were swept at night and a second leaf vacuum was purchased to help maintain on-street bike lanes during the day. In addition, new features were added to the City's website. One feature displayed real-time information showing recently cleaned bike lanes which gave cyclists the ability to select recently cleaned routes to their destinations. Another feature allowed cyclists to report debris in the bike lanes.

Performing weekly cleanings and giving cyclists better information tools clearly made a difference. By mid-season the number of bike lane service requests fell from 113 to three and the volume of leaves collected from bike lanes decreased from 661 cubic yards to 176 cubic yards. The reduction of service requests and leaves collected indicate that the enhancements developed by Public Works were meeting the needs of bicycle commuters.

Peak Flow Improvements Help Prevent Overflows

In FY 2010, several regional wastewater capital projects were completed that will help prevent wastewater overflows by increasing the capacity for the total collection and treatment system almost 60 percent — to 277 million gallons per day (MGD) from 175 MGD.

The improvements included replacing large valves in the collection system, renovating Willakenzie pump station, relining the conveyance pipe under the Willamette River, and adding a new pump station and pretreatment process at the regional treatment plant.

To accompany these improvements, about 4,000 feet of six- to eight-foot-diameter pipe was installed through the plant to transfer and balance peak flows across process units, including a new disinfection contact basin and outfall pipe.

The Eugene Public Works Wastewater Division manages regional wastewater treatment facilities, including the Water Pollution Control Facility treatment plant, under contract to the Metropolitan Wastewater Management Commission (MWMC).



New, large diameter pipe increases peak flow capacity

Treatment Plant Generates Renewable Energy Credits

In March 2010, the Metropolitan Wastewater Management Commission (MWMC), working with Wastewater Division staff, entered into a new agreement for the sale of electricity generated at the wastewater treatment plant to the Eugene Water & Electric Board (EWEB).

The treatment plant uses methane gas derived from an anaerobic treatment process to generate electricity. This renewable source of power generation meets federal requirements to earn renewable energy certificates (RECs). The RECs have no monetary value to the City but they do provide a benefit to EWEB in meeting their purchasing agreements with the BPA.

The agreement is a 10-year contract that includes a new provision for passing on the RECs to EWEB. The additional annual revenue estimated to be received by including the RECs is about \$86,000 annually. This revenue will help hold down regional wastewater rates for customers.



Resurfaced runway

Project Rehabilitates Eugene Airport Runway

The Eugene Airport's main runway underwent a complete rehabilitation in June 2010. The \$9.5 million project was funded through Federal Aviation Administration entitlement and discretionary funds, and a five percent airport match from a state ConnectOregon III grant.

Construction crews operated 24 hours a day, seven days a week, for the full month of June. The project included resurfacing the full 8,009-foot length of the runway, grade corrections and runway shoulders built to current design standards, reconstruction of Taxiway A6, replacement of runway lights,

and installing an in-pavement temperature sensor system.

The project called for about 97,000 square yards of rock, 60,000 tons of asphalt, and 135,000 square feet of pavement markings. One added benefit, once construction is complete, is the main runway will be able to fully accommodate Boeing 747s. Currently, a B-747 departing EUG requires the removal of runway lights to avoid damage to the lights.

The last major work done on Runway 16R/34L (main runway) was completed when the crosswind runway was replaced by the parallel runway in 2005. The last complete pavement overlay was constructed in

1994 when the main runway was extended to its current length. Expected lifespan of the rehabilitated runway is 15 to 20 years.

Access Management Standards Adopted by City Council

Ordinances to amend several sections of chapters 7 and 9 of the Eugene Code to include standards for "Safe and Efficient Streets through Access Management" were passed by the City Council in March 2010. The new rules provide spacing standards to enable roadway users sufficient time and distance to react to conflicts arising from vehicular movements into or out of driveways.

This action culminated nearly 18 months of effort coordinated by the Public Works Engineering team that processes land use reviews and privately engineered public improvements. A department advisory committee was convened to work with staff on proposed access management strategies, which were presented to the Eugene Planning commission in June 2009 and subsequently presented to City Council.

The access management standards codified several important new criteria and clarifications, introducing the term "intersection influence area" and clarifying the difference between "access connections" and "driveways." The application of new access management regulations is limited to Eugene's collector and arterial street network.

2010 Pavement Preservation Repairs 66 Lane Miles of Streets

2010 was the department's largest pavement preservation construction season ever, both in total project costs and lane miles treated. A record 39.5 lane miles of arterial and collector streets were rehabilitated or reconstructed in 2010 funded primarily by the 2008 bond to fix streets, \$3 million in economic stimulus funding from the American Recovery and Reinvestment Act, and local fuel tax funds. In addition, 26.5 lane miles of slurry seals were constructed on local streets.

Major pavement preservation projects in 2010 included portions of First Avenue, 11th Avenue, 13th Avenue, 18th Avenue, 23rd Avenue, 33rd Avenue, Crescent Avenue, Garfield Street, Goodpasture Island Road, Harlow Road, Hawkins Road, High Street, Oakway Road, Valley River Drive, and Willamette Street.

Bowl Game Travel Keeps Airport Busy

It was an especially busy time at the Eugene Airport during the 2009 holiday travel season, with the OSU Beavers playing in the Maaco Las Vegas Bowl and the Oregon Ducks playing in the Rose Bowl.



Rose Bowl-bound travelers crowd airport

The Eugene Airport terminal building was packed with passengers on December 30. Between 4:30 and 6:30 a.m. about 1,000 departing passengers were processed through the security checkpoint. On an average day the Eugene Airport has 986 departing passengers, but on

this day the airport had at least twice as many departing passengers. Airport staff, airline partners, the TSA, and concessionaires ramped up efforts to keep everything running smoothly.

Design Developed for “The Bridge” Skatepark

City parks planning staff facilitated a six-month public process in 2010 to determine the design of a new 23,000-square-foot skate park under the Washington-Jefferson Bridge in downtown Eugene.

Parks planning staff worked closely with consulting design/build contractors from DreamLand SkateParks, world renowned designers and builders of skate parks that are generally thought of as “epic,” “amazing” and “sick” (i.e., very well liked) by skaters around the

world. Staff and consultants hosted a series of four design workshops over several months, which were followed up with on-line surveys. In all, more than a hundred skaters, kids, parents, cyclists and roller bladers attended the workshops with an additional 190 people participating in on-line surveys.

The project started with asking people for their unfettered ideas. From there, Dreamland came up with three distinct designs and asked for feedback. The ideas were then distilled into two designs and finally one. The final design is a total of 23,025 square feet and incorporates street and transitional style skating areas, skatable art, the classic kidney-shaped pool, and viewing areas. Most importantly, it will be under cover and lit.

The design incorporates areas for beginners and advanced skaters alike and can be defined by the diversity of skating opportunities as a true reflection of Eugene’s unique and opinionated style. Construction will begin upon completion of the ongoing community fundraising campaign. For more information on the project visit www.sk8eug.org or www.eugene-or.gov

Delta Ponds Habitat Enhancements Gain Momentum

The City of Eugene and U.S. Army Corps of Engineers made substantial progress on implementing habitat enhancement actions at Delta Ponds in FY 2010, thanks to a \$1.64 million grant from the National Oceanic and Atmospheric Administration to the City and \$2.33 million of stimulus funding directed to the Army Corps of Engineers.

Three rounds of invasive species removal were conducted throughout the Delta Ponds system, which sets the stage for planting more than 30,000 native trees and shrubs in FY 2011. Where there was once an impenetrable wall of blackberries and English ivy throughout the ponds, there is now an open, accessible area that is suitable for planting native trees and shrubs.

Most of the remaining elements of the project will be implemented during FY 2011 and FY 2012. For example, in FY 2011, 5,000 additional feet of riparian bench will be constructed and planted with native species, the culvert under Goodpasture Island Road will be constructed, and a new side channel on the west side of the Willamette River near Maynard Park will be constructed. In FY 2012, a recreational trail will be constructed around a portion of the site, the side channel on the west side of the Willamette River will be extended, and 10 interpretive signs will be designed and installed.



Artist's rendering of downtown skatepark design



Mariposa Woodland

Mariposa Woodland Habitat Project Implemented

During summer 2010, the first phase of the Mariposa Woodland habitat enhancement project was implemented using grant funds from the Oregon Youth Conservation Corps.

Mariposa Woodland is located in Spencer Butte Park and contains unique oak-pine woodland, oak savanna, and prairie habitats within its 30 acres. These habitats have become increasingly rare since Euro-American settlement in the Willamette Valley. Approximately 200 wildlife species depend partly or wholly on the plant communities found in these habitats, including 45 at-risk species.

A unique feature to Mariposa Woodland is the presence of numerous large Willamette Valley ponderosa pines, some of which are thought to be 500 years old. These are the largest and oldest ponderosa pines in the Eugene parks and open space system. During the summer, Oregon white oak and ponderosa pine were “released” from shading by Douglas-fir trees, which provided the slower-growing oaks and pines with needed sunlight and soil moisture so that they can thrive in the future.

City Parks and Natural Areas: Collaborating to Honor Veterans

As an early test of Parks and Open Space’s newly implemented process for managing citizen-initiated development requests within Eugene’s park system, the renovation of the Veteran’s Memorial Wall in Skinner Butte Park was a true reflection of the spirit of these collaborations. The Memorial Wall, erected in 1996 through private donations, included the names of Lane County soldiers lost to 20th century wars. Unfortunately, it did not accommodate the need to add the names of soldiers lost to battle in the 21st century and beyond.

Taking this opportunity to expand the memorial and enhance the area, the local VFW Post 293 and two local teenage boys — the Enos brothers — partnered with the City of Eugene and set to work. Funded entirely through private contributions of money and labor, the project resulted in a much larger, more accessible and contemplative plaza. The existing engravings were refreshed and renewed, and the wall was shifted to be perpendicular to the path. This shift allowed what was formerly the back side of the wall to be viewed and provided space for the additional 123 names of Lane County fallen soldiers so far this century. Gracefully inscribed on the wall is the phrase, “May there be an end to war.” Until such time, we now have the ability to continue to honor Lane Country residents who give the ultimate sacrifice for their country.



Ribbon Trail

Ribbon Trail Completes Link to Ridgeline Trail

The 0.75-mile Ribbon Trail is the newest addition to the Ridgeline Trail system. The Ribbon Trail offers a slice of nature in the city by connecting the southern end of Hendricks Park to the intersection of Spring Boulevard and 30th Avenue.

The trail had been planned for many years because it creates a vital connection between well-used parts of Eugene’s parks and open space system, but funding had never been available for construction. The 2009 federal stimulus bill, however, created a funding opportunity that was a terrific fit for this project. The Parks and Open Space Division was awarded a stimulus grant from the Oregon Youth Conservation Corps’ Youth Employment Initiative. With this funding, the Parks and Open Space Division hired two crews of six youth to construct the trail during FY 2010. From the moment the trail was completed, it has been heavily used.

Dog Owners Invited to Bark if They Like Clean Water!

In June 2010, the department’s Canines for Clean Water program participated in the Bark & Bubbles dog wash, a benefit for People and Animals Who Serve. The Canines for Clean Water program is a pledge-based, stormwater education program that asks dog owners to commit to cleaning up after their canine companions. In exchange, they receive a free bandana for their pet and can submit a photo to an online gallery at www.eugene-or.gov/cleancanines. Although sign-up is available online, the program is also promoted at various events around town, veterinary clinics, pet stores and Eugene’s spay and neuter clinic. Locally, more than 370 members have joined this innovative awareness program.



Daisy is a canine for clean water

Effective Public Involvement Results in Well-Designed Projects

The Engineering Division constructed three large capital street projects in FY 2010 that included multiple approaches to public involvement. Using a variety of public involvement techniques, Engineering was able to develop a public involvement process that fit each project — ranging from a robust and lengthy process to one-on-one contacts — and was able to be responsive to the needs of each neighborhood.

The Crest neighborhood street project went through an extensive public input process. This involved monthly design meetings with a citizen design committee selected by the Crest Drive Citizens Association, several open house meetings to seek input on the design, newsletters, and public hearings about various design elements. The resulting street work reflected the citizen design developed through this process and the individuality of the neighborhood.

Design on Elmira and Maple streets began in 2008 after polling verified the majority of residents were in favor of updating the streets. The local residents were involved through a series of three public meetings as design progressed, and the end result was based on the input received from these meetings.

Public involvement on the Chad Drive extension project consisted of one-on-one meetings with each of the seven adjacent property owners throughout project development. On all three projects, Engineering continued to work with individual property owners during construction to make sure their property needs were coordinated with the improvements.



Crest Drive improvement project



In-place street recycling on Riverview Street

Street Repair Innovations Provide Long-Lasting Results

Two innovative street repair techniques were used during FY 2010 for the first time in Eugene.

The first, called in-place recycling, is a process where a large piece of machinery called a reclaimer mixes the existing pavement, base rock, and native soils with dry cement and water to create a strong cement-treated base. Once a cement-treated base is created, the streets can be either paved with asphalt or chip sealed to provide a driving surface. This process recycles existing road materials saving virgin resources and eliminating trucking typically associated with conventional reconstruction where existing materials are removed and replaced. In-place recycling was performed on sections of Riverview Street and Floral Hill Drive in the Laurel Hill Valley, and a portion of Cross Street in the Trainsong Neighborhood.

The second innovative street repair technique is called “thin whitetopping.” Thin whitetopping is a process where a thin layer (4 to 6 inches) of concrete pavement is placed on top of existing asphalt pavement to create a composite pavement that provides the long life and wear resistance of concrete without reconstructing the entire pavement thickness. This technique was used to repave the intersection of Seneca Road and First Avenue in west Eugene, which is subject to heavy truck loading.

Citizen Panel Reviews Street Bond Projects

In FY 2010, the first set of bond-measure-funded projects to fix city streets was completed. In keeping with pledges made at the time of the November 2008 bond measure election, a street repair review panel was formed and an outside auditor was retained to report on the use of the bond proceeds.

Public Works staff provided the 12-member Street Repair Review Panel (SRRP) with detailed information about the four bond measure projects completed in the 2009 construction season and answered questions about timing and choices of treatments to fix the streets. Staff also presented the auditor's report and described the public outreach aspects of the street projects.

After a series of meetings, the SRRP issued a final report and concluded that "the bond proceeds were used for the authorized purposes and in compliance with the limitations and restrictions" outlined in the bond measure. More information, including a copy of the final report, is available at www.eugene-or.gov/gobonds.

Laserfiche Conversion Cuts Down on Paper

Public Works Administration in FY 2010 took a significant step toward sustainability in the form of paperless document management.

Each of the division's sections (executive management, public affairs, human resources, finance, and utility administration) converted some or all of its processes to Laserfiche, which stores documents as electronic files.

The division subsequently upgraded to Laserfiche version 8.1. This enables features such as tighter security, named full-user licenses, and unlimited read-only licenses. Security on documents in version 8.1 is tied to user identification and security tags, allowing the division to meet confidentiality and red flag requirements. Unlimited read-only licenses have opened up opportunities for greater staff usage of the system.

In the finance section, the capital program now manages all documents in Laserfiche, instead of in notebooks that once filled an entire room. Finance staff can now pull up a document while talking to a customer and either answer the question or e-mail the document.

Green Partnerships Promote Eco-Tips

At the Good Earth Home, Garden and Living Show in January 2010, the stormwater management program teamed up with Planning and Development's solid waste and green building program. This informational booth was aptly titled "tapping into green wisdom." On display was information about composting leaves, low-flow devices, waste prevention reminders and eco-friendly ways to remove moss. Visitors who pledged to make at least one earth-friendly behavioral change received an earth-smart give-away item.

Another home show partnership reminded people that "it all comes back to you."

Partners from several local agencies teamed up for a second year to host a booth at the spring home and garden show at the Lane County Fairgrounds in March 2010. The booth featured four information stations with tips on how to save money, reduce pollution and protect the local environment. Sustainable living messages were posted throughout the display along with handouts and staff to answer questions. More than 500 people pledged to make earth-friendly behavioral changes. Those who participated were eligible to enter a drawing for several items donated by local businesses and agencies.

This interactive booth was created and staffed by the Pollution Prevention Coalition (P2C) – a group that works together to share information and educate residents about pollution prevention tips. P2C agencies include the cities of Eugene and Springfield, the Oregon DEQ, Lane County, Springfield Utility Board, Lane Regional Air Protection Agency, Department of Human Services Drinking Water Program and EWEB.



Home show booth was a P2C cooperative venture



Paving crew constructs maintenance overlay

Enhanced Street Repair Services Continues to Benefit Citizens

FY 2010 was the second year of enhanced street repair services supported by Council-approved dedicated funding. The second year continued the expanded services for individual pothole repairs, skin patching and maintenance overlays.

Maintenance overlays consist of cleaning the existing asphalt surface, and then prepping and overlaying the full width of the street with new asphalt. Many citizens consider streets that receive an asphalt overlay to be improved, even if those streets lack curb, gutters, sidewalks and storm drains. This treatment is not intended to provide a full service-life solution. But it does improve the ride quality and maintenance efficiencies for a limited time at a reasonable cost. Maintenance overlays are one effective option until a long-term solution for Eugene's 67 miles of unimproved street is identified.

Similar to 2009, maintenance overlays were accomplished utilizing Public Works Maintenance and local contractor resources. Overlaid street segments included portions of West Irwin, Fir Acres, Turnbull, Hamble, Rose, 36th and 38th Avenues, Country Club Road, McKendrick and Graham. About 584 tons of asphalt was used in the maintenance overlays.

Enhanced pavement services on unimproved streets have proved to be very popular. Rating criteria have been established to prioritize a long list of requests, and the department's ability to provide ongoing service will be based on available funding.

Options Expanded for On-Line Service Requests

To increase public access to the services that Public Works Maintenance provides, the department in FY 2010 expanded the options for visitors to the City's website, upgrading the capability to accept online requests for service.

Online applications were put in place in FY 2009 that enable citizens to request bike lane service, ask for leaf deliveries and report potholes. The department now also allows citizens to submit vegetation service requests and to sign up for sweeper notifications. These online requests are routed directly to the appropriate program manager for immediate attention.

In addition to the new offerings, each of the forms received a makeover and a technology upgrade. This was done to make the applications work in a broader range of browsers while increasing their speed and ease of use over the previous versions.

To better track the usage of these tools, the Maintenance Management System (MMS) team created a tool that allows staff to view usage trends for these applications. Built into a generic reporting dashboard, this tool allows Public Works to track usage trends over time and can help provide a better feel on the impact of outreach and advertising campaigns. During FY 2010, the public has submitted more 1,000 online requests for service. The MMS team expects this number to continue to grow as more citizens become aware of these options.



City Employees Make a Difference Through Voluntary Furlough Program

In April 2009, the City implemented a voluntary furlough policy as a creative approach to bridging the gap in the General Fund. The City set a savings target of \$200,000 in the General Fund for FY 2010.

Contributing to the overall good and making a positive impact on the financial savings, Public Works employees contributed 2,583 total voluntary furlough hours in FY 2010 for a total savings of \$100,497, with more than 10 percent of that amount as direct savings to the General Fund. Citywide, 8,739 total voluntary furlough hours were contributed by City employees with 58.3% of those hours resulting in direct savings to the General Fund.

The voluntary furlough program demonstrated that City employees could make a difference in bridging the budget shortfall by saving the City of Eugene a total of \$313,628 through voluntary furlough hours.



A total of \$1.2 million in federal economic stimulus funds expedited the construction phase of the \$5.8 million Delta Ponds Bridge project, which broke ground in August 2009. Work on this project will be complete in November 2010. In addition to being a visual landmark, the bridge provides a major connection to the riverbank path system.

The Delta Ponds Restoration project also benefited from the federal stimulus program. The US Army Corps of Engineers and the City completed a culvert under Goodpasture Island Road, created wetland and riparian habitat and constructed a side channel habitat project featuring a bridge for the path on the west side of the Willamette River.

In March 2010, state officials approved a Safe Routes to School grant application that will design and build \$495,000 worth of bicycle and pedestrian improvements throughout the 4J School District.

Park Operations Completes Cost Modeling Effort

In FY 2010 the Parks and Open Space park operations team completed development of a system to identify and analyze all costs for park maintenance activities in Eugene's park system. The multi-year project produced an analysis tool based upon a maintenance management method developed by the National Recreation and Parks Association. The method includes a system for identifying the costs for each park and facility based on the maintenance tasks that need to be done, the seasonality of the work, the frequency with which the work is done, and the costs for all the resources necessary to accomplish the work.

In the first phase of the project a team of supervisors, lead workers and line staff gathered data, tested assumptions, and field-checked data gathered for each site. In the second phase, each developed park, running trail, special garden, sports field, and right-of-way planting was analyzed, and the results were combined to provide a composite view of the resources necessary to maintain and operate the developed park system and rights-of-way plantings. The completed system provides useful information about what it costs to maintain Eugene's park system. It provides a record of all maintenance activities for each site, clarifies when in the year particular resources are required, and identifies per unit (for example, dollars per acre) costs for maintaining neighborhood, community and regional parks and other facilities. The system has already proved valuable as the park operations team reviews the way the work, and the workers, are organized and how the crucial park maintenance work is prioritized.



Grants, Stimulus Funds Leverage Transportation Improvements

State grants and federal stimulus funds allowed Public Works to complete several significant transportation improvement projects in FY 2010.

The \$2.3 million Bailey Hill Road project replaced or repaired pavement from Bertelsen Road to 18th Avenue and also included significant safety improvements – including raised median islands, lane reductions for easier crossing, and a rectangular rapid flashing beacon system – between Warren Street and 18th Avenue. The paving work was funded by the 2008 voter-approved pavement bond measure, and the safety improvements were funded by an ODOT bicycle and pedestrian grant.

Wastewater Earns Awards For Performance, Safety

The Wastewater Division was recognized by the National Association of Clean Water Agencies with a Gold Peak Performance Award for complete and consistent National Pollutant Discharge Elimination System permit compliance during calendar year 2009.

The Oregon OSHA recognized the Wastewater Division for its third year as a SHARP (Safety Health Achievement Recognition Program) employer. The SHARP award recognizes employers who have implemented exemplary safety and health management systems. The division experienced zero lost time accidents and exceeded performance for 58 standards of the OSHA program.

Bailey Hill Road Improvements Earn State Safety Award

The Bailey Hill Road improvement project was awarded the 2009 Oregon Transportation Safety Award for Best Engineering Project from the Alliance for Community Traffic Safety in Oregon (ACTS Oregon). After a fatal crash during the summer of 2007, concerned neighborhood residents formed the Bailey Hill Road Safety Committee to work with the City and 4J School District staff to develop a solution to safety problems on Bailey Hill Road. The end result was an innovative street design that converted the four-lane undivided road into a two-lane road with

a center turn lane and planted medians. The design included improved pedestrian crossings, wider bike lanes and completion of a missing sidewalk segment. A combination of funding resources, including voter-approved local bonds and a grant from the ODOT Pedestrian and Bicycle program was used to implement this project in the summer of 2009.

Eugene Earns Gold As Bicycle-Friendly Community

In October 2009, the League of American Bicyclists designated the City of Eugene as a gold level bicycle-friendly community. Eugene shares the gold level designation with only nine other cities across the nation. This prestigious award recognizes Eugene's strong commitment to support and encourage bicycling as a means to improve individual health, address environmental concerns and to provide economical and equitable mobility choices.

The Bicycle-Friendly Community program ranks cities based on a broad range of criteria including engineering, education, encouragement, enforcement, evaluation and planning efforts for bicyclists. The City of Eugene stood out from other communities based on its well-developed and expanding network of bicycle facilities, community-based efforts to grow youth and adult bicycle safety education, encouragement events such as the annual Business Commute Challenge and the monthly Breakfast at the Bridges events, the Police Department's bicycle registration program, and through implementation of actions described in Eugene's Pedestrian and Bicycle Strategic Plan.

Air Cargo Building Gains LEED® Certification

The Eugene Airport air cargo building was awarded LEED® certification by the U.S. Green Building Council. It is the first LEED Certified building constructed by the City of Eugene, and is currently home to Horizon Air Cargo, Lawrence Air Service and several air cargo shipping companies.

The \$3.1 million air cargo building was part of a \$6.2 million project that included the aircraft ramp area and other infrastructure needed on the south end of the airfield. Construction of the 11,000-square-foot building was completed in June 2008. Funding came from a ConnectOregon grant, a Federal Aviation Administration grant, and Eugene Airport funds.



Bailey Hill Road project won a state safety award

- Green features of the building include:
- More than 90 percent of construction waste re-used or recycled
 - New building materials had more than 25 percent recycled content
 - Wood used in construction 100 percent certified by the Forest Stewardship Council as sustainably harvested.
 - A 17 percent reduction in total building energy use through increased building insulation
 - High reflectivity roofing
 - More efficient HVAC systems
 - A 35 percent increase in water efficiency through low-flow fixtures
 - Improved indoor air quality through low emitting materials such as sealants, paints, adhesives, and carpets.
- The LEED® certification process was achieved through a combined effort between the Eugene Airport, M & H Architecture, Inc. and Essex Construction. In 2009, about 1.4 million pounds of air cargo was flown out of Eugene.



Fleet and Radio Communications: Recognized as a Top 100 Public Fleet

For a second consecutive year the Public Works Department's Fleet and Radio Communications section has been recognized as being one of the top 100 managed public fleets in North America. This year Fleet and Radio Services was ranked 29th out of the 100 top public fleets receiving this industry award. The judging was done by the top public fleet administrators in the U.S. as recognized by the National Association of Fleet Administrators and the American Public Works Association.

There are more than 38,000 public fleets in the United States with 165 fleets being considered for the 2010 award. This award, coordinated through Government Fleet Magazine, recognizes those public fleets that excel in multiple areas of fleet management and service delivery. Fleets are graded on the following performance criteria: accountability, technology implementation, evidence of a high-trust culture, performance recognition, collaboration, creativity, celebration, doing it right the first time, quick/efficient turnaround, staff development, resources stewardship, and competitive pricing.

The award is given to public fleets demonstrating leadership, efficiency, positive customer service and cost effective operations within their agency. Selected fleets must also show their efforts to improve ongoing performance in these selected categories throughout the year. Fleet and Radio Communications will continue striving to improve upon its current service delivery.

EUG Social Media Efforts Recognized

The Forbes Magazine "Wheels Up" blog cited the Eugene Airport as one of the top airports using social media. EUG was one of four airports in the top 10 lists of airports using both Facebook and Twitter. The comparison was based on a ratio of followers/fans to total passenger numbers.

EUG uses Facebook, Twitter, and other social media tools to communicate happenings at the airport, promote fare specials, and address customer questions and concerns.



Air cargo building earned LEED® certification

Public Works Mission

The Eugene Public Works Department provides a wide range of services and programs related to parks and open space, transportation, stormwater and wastewater infrastructure, and natural resource stewardship.

Our services and programs protect the safety and welfare of the public, balance community goals for livability and economic vitality, and fulfill local, state, and federal mandates.

We deliver our services in a manner that is professional, environmentally and fiscally responsible, and convenient and understandable to the public.

As an organization, we take pride in our work, treat people respectfully, and value innovation and collaboration.

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