

City of Eugene **Public Works** Annual Report FY 2009



Administration



Airport



Engineering



Maintenance



Parks and Open Space



Wastewater



Contents

Public Works in Eugene	<i>inside front cover</i>
From the Director	1
Organization	1
Financial Highlights	2
Service Highlights	3
Airport.....	3
City Parks and Natural Areas	3
Construction Permits.....	4
Engineering Construction Management	4
Fleet and Radio Communication	4
Stormwater	4
Transportation	5
Urban Forestry.....	5
Wastewater Collection.....	5
Safe Community	
Sharing Road Safety Message.....	6
Airport Completes Full-Scale Training Exercise	6
Wastewater Continues Commitment to Safety	6
Sustainable Development	
Airport A-Gate Project Expands Seating/Gift Shop	7
Park Operations Staff Aims to Cut Fuel Consumption.....	7
Eugene Paves Way for Warm-Mix Asphalt Use.....	8
Eugene Hosts Third Annual Walking and Bike Summit.....	8
Thriving Recreation	
Wild Iris Ridge Management Plan Update.....	9
Two Major Trail Fixes Improve Eugene's Ridgeline System	9
Mariposa Woodland Management Plan.....	9
Park Development Supports Healthier Neighborhoods	10
Effective, Accountable Government	
New System Streamlines Requests for Service	11
Trenchless Pipe Repair System Finds New Home	11
TV Sewer Inspections Highlight Coordination.....	12
Financially Sound	
Airport Fire Station Project Planning Fast-Tracked.....	12
Delta Ponds Habitat Benefits Fish, Wildlife, Recreation	13
City Center Skatepark: Partnerships at Work.....	13
Parks and Open Space Division Analyzes Resource Gap	13
PWE Adjusts to Meet Shifting Workloads	14
Street Repair Funding Moves Ahead in FY09.....	14
Federal Stimulus Funds Flow to Eugene	14
Excellence Matters	
Eugene Airport Ranked #1 for Facility Excellence.....	15
Mayor's Award Honors Eugene Airport Terminal Team.....	15
Eugene Airport Director Named Executive of the Year	15
Fleet and Radio Section Recognized by "100 Best Fleets".....	16
Wastewater Receives NACWA Gold Award.....	16
APAO Recognizes Eugene for Paving Excellence.....	16
APA Recognizes Pedestrian and Bicycle Strategic Plan	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 2009. 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 about 54 square miles. The University of Oregon, located in Eugene, typically enrolls more than 20,000 students each fall. The Eugene 4J and Bethel 52 school districts 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% 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 53.3 degrees, and the annual average rainfall is 49.4 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 FY09 comprised six departments: Central Services; Fire and Emergency Medical Services; Library, Recreation and Cultural Services; Planning and Development; Public Works; and Police. In FY09, the City had approximately 1,555 full-time-equivalent positions. The City's FY09 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 FY2009 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



It is a pleasure to present this annual report of the activities of the City of Eugene Public Works Department for the period ending June 30, 2009. As the nation settled up against one of the more difficult economic backdrops since the Great Depression, Eugene Public Works continued to face and meet the challenge of doing more with less through innovation, creativity, and commitment to the community. The American Public Works Association declared 2009 the year to “Revitalize, Reinvest, and Renew” and the stories chronicled in this report aptly demonstrate how this charge has been enacted here in Eugene.

There is perhaps no greater honor than recognition from one’s peers and this was surely a year of significant peer recognition. Our Administration Division manager was named APWA’s Professional Manager of the Year in Administrative Management; the Eugene Airport again earned first place honors in Facility Management Excellence; the Wastewater Treatment Facility continued to be recognized as a national leader in environmental compliance; our Fleet operation was recognized as one of the Top 100 in the nation; and the list goes on. These peer recognitions are direct evidence of the standard of excellence that forms our culture and are key to sustaining the quality of life Eugene’s residents have come to appreciate and expect.

These efforts are also recognized and appreciated by the voting public with an almost unprecedented level of public support. Despite the difficult local economy, Eugene’s citizens passed a bond measure for street maintenance and opted to sustain the local gas tax. These badly needed resources together with funding from the federal government’s economic stimulus program provided the opportunity to reinvest in the community’s transportation infrastructure and begin to draw down the backlog of deferred maintenance. With tens of millions of dollars of related construction activity and hundreds of associated jobs, Eugene Public Works was a major player in the local economic recovery effort.

Innovation abounds in these summary reports. The implementation of warm-mix asphalt technology and full-depth asphalt reclamation helped to significantly stretch available street maintenance funding. Web-based communications and social media helped strengthen the link between public works operations and the public. Grant funding and volunteers continue to help us deliver our services.

The year that lies ahead will surely present more challenges and as yet unknown opportunities. We look forward to working with the community to meet these challenges in our ongoing effort to keep Eugene a safe, secure, and sustainable place to live and raise a family.

Kurt Corey

Organization

In FY09, the Public Works Department employed approximately 440 positions budgeted in six divisions:
ADMINISTRATION—18 full-time-equivalent (FTE) positions in three sections: Financial Management, Public Affairs and Education; and Human Resources and Organizational Development.

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

ENGINEERING—82.5 FTE in five sections: Darwin and East project teams; Information Team; Administrative Support Team; Land Development Review and Acquisitions team; and Transportation Team.

MAINTENANCE—134.75 FTE in five sections: Finance and Administrative Services; Fleet Services; Surface Operations; Subsurface Operations; and Transportation Operations.

PARKS AND OPEN SPACE—88.8 FTE in five sections: Finance and Administrative Services; Natural Resources; Urban Forester; Parks and Open Space Planning; and Parks Maintenance.

WASTEWATER—83 FTE in three sections: Administrative Services; Operations and Maintenance; and Technical Services.

Public Works Division Directors



Becky Carlson
*Division Manager
Administration*



Tim Doll
Airport Director



Jeff Lankston
*Maintenance
Director*



Mark Schoening
City Engineer



Peter Ruffier
*Wastewater
Division Director*



Johnny Medlin
*Parks & Open Space
Director*

Finance

The Public Works Department is responsible for the financial management of a number of dedicated funds that account for a wide range of services related to parks and open space, transportation, stormwater and wastewater, and natural resources. In FY09, the department spent \$56.4 million for operations and \$33.4 million for capital projects. The department's primary financial challenge is securing sustainable revenue to continue to fund these services.

Road Transportation Services

During FY09 Public Works staff worked with the City Council to continue the implementation of a package of funding solutions to address shortfalls in the operations budget as well as a growing backlog of capital street repair projects. A five-year, \$35.9 million property tax measure for capital repair projects was approved by voters in November 2008, and the first set of bond measure projects was designed and constructed in summer 2009. In July 2009 the Council approved an ordinance change making permanent Eugene's 5-cent-per-gallon local fuel tax by removing a sunset provision on a portion of the fuel tax rate.

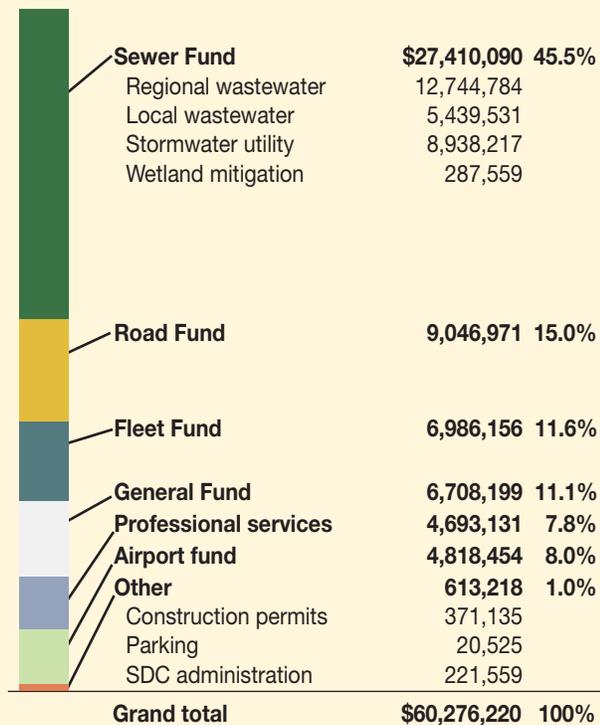
Wastewater Services

Local wastewater user fees support capital and operating costs of Eugene's portion of the collection and conveyance system, while regional user fees support capital and operating costs of the regional treatment complex. In FY09, local rates were increased 4% and regional rates went up 11% in July 2008 and 7% in December 2008, bringing the bill for a typical residential wastewater customer to \$23.72 per month in local and regional wastewater user fees. Local and regional wastewater system development charges (SDCs) provide additional capital funding.

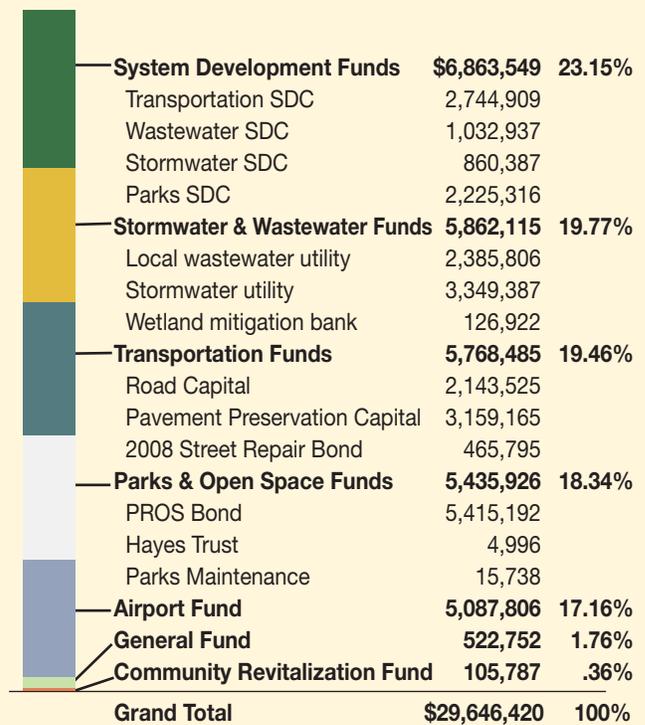
Stormwater Services

Eugene's stormwater services prevent flooding, protect and enhance natural resources, provide public education, prevent erosion, and comply with state and federal stormwater permits. User fees are the primary source of revenue for stormwater services. In FY09, user fees were increased 4%, bringing the monthly fee for a typical residential stormwater customer to \$9.40. Stormwater SDCs also provide capital funding.

Operating Expenditures FY09



Capital Expenditures FY09



Service Highlights

Airport

The Eugene Airport (EUG) was served by four air carriers in FY09: Allegiant Air, Horizon Air, Delta Connection, and United Express (Delta and United operated by SkyWest Airlines). These carriers offer nonstop service to Denver, Las Vegas, Phoenix, Portland, Salt Lake City, San Francisco (SFO), Seattle, and Los Angeles with a stopover in Medford.

Eugene Airport passenger numbers in FY09 were down from the previous year, with 659,641 total revenue passengers in FY09, a decrease of 113,572 passengers from FY08. In addition, EUG had 12,879 non-revenue passengers in FY09. Load factors averaged 72.5%.

In August 2008, United Airlines ended large mainline jet service between Eugene and San

Francisco after returning Boeing 737s to the market in March 2008. The change was due to cost-cutting measures triggered by high fuel prices and the recession. United Airlines switched back to regional jet service six times per day to SFO, down from seven flights per day prior to the mainline service coming back.

In October 2008, U.S. Airways Express left the Eugene market as the airline pulled out of several Northwest markets. Allegiant Air picked up the route with twice-a-week service to Phoenix-Mesa Gateway Airport.

In June 2009, Allegiant Air began service between Eugene and the Bay Area of California, with twice-a-week service to the Oakland International Airport.

Horizon Air completed a fleet conversion in the Eugene market to 74-seat Q400 aircraft and changed service to three flights per day to Portland, four flights per day to Seattle, and one flight per day to Los Angeles with a stopover in Medford.



Allegiant Air began service between Eugene and the Bay Area in June 2009

City Parks and Natural Areas

The Parks and Open Space (POS) Division enjoyed a busy summer in 2009, meeting neighbors throughout the city at seven park celebrations honoring recent park renovations and developments. POS worked with neighborhood groups to ensure each celebration reflected the surrounding community's values.

West University Park started things off in mid-May when the park's native landscaping was in bloom. This urban park celebration brought neighbors and college students together to enjoy marimba music and a raffle of prizes donated by neighborhood businesses.

The Golden Gardens Park grand opening offered guided tours of the park's many safety and habitat enhancements to more than 100 attendees.

Kids enjoyed music, ice cream and splashing around in the new spray play area at the Fairmount Park celebration.

Friendly Park neighbors celebrated recent renovations under their park's old shade trees on a hot summer night.

The celebration of Rosetta Park, Eugene's newest pesticide-free park, featured vegetarian cuisine, solar oven brownies cooked right in the park, and high-energy foot races for kids of all ages.

The Candlelight Park celebration was held in conjunction with National Night Out and offered neighbors pizza and an exercise exhibit.

The final celebration was held on a warm September evening at Filbert Meadows Park, where guests listened to music by the Junction City Polka Band and took turns hand-cranking ice cream made with local organic fruit and nuts.



Celebration at Filbert Meadows Park

Construction Permits

The following is a summary of development activity and land-use review and privately engineered public improvement (PEPI) projects between July 1, 2008, and June 30, 2009:

- The PW Engineering Land Use Review/Survey Team received and reviewed 29 tentative partitions and 12 tentative subdivisions; and recorded 37 partition plats creating 62 parcels and 4 subdivision plats creating 73 lots. The team also reviewed and approved conditional use permits, site reviews, planned unit developments, and condominium plats.

- PEPI staff received plans for 14 privately engineered public improvement projects and permitted 7 privately engineered public improvement projects with a total construction value of \$1,135,917.

Engineering Construction Management

Engineering staff designed and managed 30

construction contracts totaling \$16,831,410 that were bid and contracted for construction in FY09.

- \$6,667,827 for approximately 25 street miles of pavement preservation work on Roosevelt Boulevard, Danebo Avenue, Royal Avenue, Country Club Road, Fox Hollow Road, Crescent Avenue,

Bertelsen Road, Seneca Road, and McKinley Street.

- \$420,113 for pothole removal and traffic signal work
- \$44,805 for the Acorn Park Street sidewalk project (Community Development Block Grant)
- \$101,494 for facility improvements in the Fire Station 8 parking lot
- \$553,344 for Videra and Rosetta parks and Delta Ponds
- \$5,614,440 for road improvement projects on Chad Drive, Elmira Road, North Game Farm Road, and the Crest Drive area
- \$477,969 for bike path improvements
- \$1,576,565 for Airport ramp reconstruction
- \$390,079 for stormwater capital improvements
- \$984,774 for wastewater capital improvements.



Paving Roosevelt Boulevard in April 2009

Fleet and Radio Communication

In an effort driven primarily by a desire to reduce greenhouse gas (GHG) emissions, the Public Works Department took steps to reduce its fleet and fuel consumption. Park Operations staff challenged one another to reduce their fuel consumption by 5 percent in FY09 without reducing the level of service provided. They were on track to conserve more than 3,000 gallons of gas and diesel fuels in calendar year 2009.

Meanwhile, the Public Works Wastewater Division inventoried its GHG emissions from various activities and has increased its use of biodiesel to a 50 percent blend and is purchasing hybrid and all-electric vehicles for fleet replacement.

Also in FY09, the City's Fleet Services Section initiated a downtown motor pool. This allowed the City to decommission 20 underutilized vehicles and still provide the same level of transportation services to staff.

Stormwater

Construction of a stormwater cleaning vault, a series of underground concrete chambers, located in Maurie Jacobs Park, was completed in December 2008 and paid for through regional stormwater fees.

The vault's three underground chambers hold 18,000 gallons of water. Water flows into each tank through the top and comes back out near the bottom and into the next chamber. As the water flows in and out the chambers, sediment and debris are left behind to settle on the bottom of the chambers. Oil floats to the top and is trapped by adjustable gates. The end result is substantially cleaner water entering the Willamette River through the outfall structure.

The effectiveness of the structure was put to the test in January 2009 when an industry's above-ground fuel storage tank ruptured and resulted in the release of a substantial amount of product into the stormwater system. The structure performed exceptionally well as less than 5% of the material entered the river.



Crew cleans new stormwater vault



Pothole Patrol kick-off

Transportation

FY09 was an exceptional year for citizens living on unimproved asphalt and gravel streets. Historically, a high percentage of service requests are for maintenance on unimproved streets.

Citizens had asked the City Council for additional repair options short of property owner-funded full street improvements. In response, Council in FY09 budgeted an additional \$1 million to fund enhanced street repairs.

The funding was used to expand existing repair services in several key areas: individual pothole repairs, skin patching within contained areas of potholes, and maintenance overlays covering broad areas of deteriorated surface.

The 67 miles of unimproved streets in Eugene represent about 12% of the city's total street system, so the task of prioritizing need was challenging. A "pothole patrol" was established specifically to focus on pothole and skin-patching repairs. Through this proactive approach, the pothole patrol in FY09 filled nearly 7,000 individual potholes.

To fairly assess potential maintenance overlay projects, Public Works established rating criteria that were applied to all unimproved streets, resulting in short list of projects. Arcadia Drive, Berntzen Road, Bethel Drive, Bond Lane, Central Boulevard, Grand View Drive, Inglewood Avenue, West Amazon Drive, and West 35th Place received large-area overlays. A pilot project involving full-depth reclamation – a process where the existing street is ground up, recompacted with a cement base stabilizer and then topped with a chip seal or thin asphalt driving surface – was used on Riverview Street, Floral Hill Drive, and Cross Street.

Overall, the additional funding provided enhanced maintenance on approximately 5.6 lane miles of streets.

Urban Forestry

During FY09, 719 trees were planted in the City of Eugene rights-of-way. Urban Forestry staff coordinated with the Engineering Division to plant 31 trees related to project work, 112 trees were installed through the developer street tree program, and the NeighborWoods program

planted 576 trees. Over 2,000 public tree inspections were conducted. Urban Forestry staff pruned 7,756 trees, volunteer Tree Stewards pruned 425, and 341 trees were removed because of hazardous or unsafe conditions. In addition, over 3,000 requests for information and services were received and 35 tree removal permits were issued.

Wastewater Collection

Several significant events over the past year have influenced how the Wastewater Division manages wastewater treatment and collection:

- A major capital improvement project (CIP), with components that are needed to meet peak wet weather capacities, means more stringent wastewater treatment requirements

- Program expansions in the biosolids area, and treatment plant infrastructure, (including all the new tankage, equipment, and landscaping) are associated with the CIP

- New regulatory requirements and constraints related to sanitary sewer overflows set more stringent limits on toxics and more detailed requirements for stormwater management

- There is continued emphasis on, and interest in, environmental performance and sustainability and continued activities related to controlling greenhouse gas emissions;

- Economic conditions are impacting general fund revenues and public expectations for services.

These events can be seen as forcing changes in service management, which usually carries with it negative connotations and reactions; however, Wastewater Division's core mission remains the same – "We efficiently and cost effectively treat

wastewater for the Eugene-Springfield community to protect public health and the environment".



Large-diameter pipe work is part of wastewater CIP

Safe Community

Sharing Road Safety Message Shown in Theaters and on TV

The City of Eugene's "Share the Road" public service announcement (PSA) is a 30-second video safety message that was run before every movie at the Valley River Center's Stadium 15 theaters, reaching an estimated 280,000 movie goers during its 26-week run. The PSA was then played more than 1,400 times on 25 television news, entertainment and educational programs between June and September 2009. The PSA was developed and shown using an Alliance for Community Traffic Safety grant, a telecommunication grant, and local transportation funds.

The PSA was developed to improve traffic safety and awareness for all road and path users. This safety effort, named Eye-to-Eye, is a multi-city traffic safety campaign created to foster a culture of awareness and respect on shared paths and roadways and to make the streets of communities safer for motorists, bicyclists and pedestrians. In addition to encouraging empathy and respect on the roadway, the Eye-to-Eye message will be used to educate all road users in what they can do to be safe, such as making eye contact and communicating with other road users, looking for bicyclists, stopping for pedestrians, using lights at night and obeying traffic laws.



Airport Completes Full-Scale Training Exercise

The Eugene Airport successfully completed a full scale training exercise on October 15, 2008. The exercise is a test of Airport Aircraft Rescue and Fire Fighting (ARFF) and emergency response procedures

for an aircraft incident.

The exercise involved the use of the Mobile Aircraft Rescue Fire Fighting (MARFF)

training unit located in the north area of the airfield. The MARFF unit allows for hot fire drills.

In addition to Eugene Airport and Public Works staff, agencies participating in the exercise included Eugene Fire/EMS, Lane Rural Fire District, Eugene Police, Eugene Risk Services, Lane County Sheriff's Office, FAA – Air Traffic Control, Transportation Security Administration, United Express/Delta Connection, Horizon Air, Flightcraft, American Red Cross and PeaceHealth Riverbend Medical Center.

The Federal Aviation Administration requires the Airport to undergo a full-scale emergency exercise every third year, while a tabletop or partial exercise is required in each of the other years.

Wastewater Continues Commitment to Safety

Through hard work and conscientious attitudes, Wastewater staff in FY09 continued to meet all the requirements of the Oregon OSHA Safety and Health Achievement Recognition Program (SHARP), and the division received its second SHARP award.



Acceptance into SHARP is a public acknowledgement by Oregon OSHA that the Wastewater Division has a model safety and health program and that safety is a division value. The SHARP program requires strong management commitment to safety and health, employee involvement at all levels in the program, a comprehensive consultation process that evaluates 58 required elements of the program, an injury rate below the state industry average for its industry classification, and a collaborative relationship with Oregon OSHA consultation concerning changes that could affect safety.

Wastewater Division is committed to maintaining and continually improving its safety and health program. SHARP approval is granted in 12-month increments. Recertification is granted only after verification that all SHARP requirements continue to be met. An employer who has been approved as SHARP for the second and subsequent years can be deferred from scheduled Oregon OSHA inspections.

ARFF crew at Eugene Airport triennial exercise



Sustainable Development

Airport A-Gate Project Expands Seating Area, Gift Shop

Construction was started in October 2008 on the A-gate infill project at the Eugene Airport terminal. The project will create 2,400 square feet of additional public use concourse level space, along with 2,400 square feet of unfinished ground level storage space for use by the airport.

The 2,400 square feet of concourse space will be divided, providing 1,200 square feet of much needed additional passenger seating area. The remaining 1,200 square feet will allow Emerald City News and Gifts to move into a larger space. The current A-gate area gift shop is very small, but the demand for goods has increased under current security restrictions.

The project was bid at \$986,545 and was funded from passenger facilities charges generated from airport passengers. These funds had already been collected and set aside for the project.

Once built, the A-gate infill project increases the amount of rentable square footage in the terminal building. This lowers the rates and charges for each airline serving the Eugene Airport.



A-Gate construction at Eugene Airport

Park Operations Staff Aims To Cut Fuel Consumption

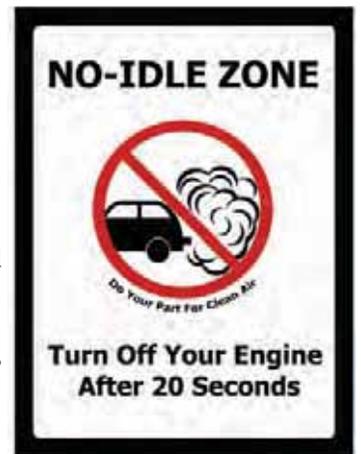
In late 2008, Parks and Open Space (POS) staff learned from the city's Climate Action and Energy Plan team that nearly 90 percent of the greenhouse gas emissions generated by their work in parks and open spaces comes from the consumption of gas and diesel fuels.

Park Operations staff recognized that reducing fuel consumption would advance several goals, including reducing the team's carbon footprint and the overall cost of park services.

In January 2009, Park Operations supervisors issued a challenge to their crews: reduce their fuel consumption by 5 percent in 2009 without reducing the level of service provided.

In response to the challenge, crews and supervisors worked together to develop approaches for rethinking their work and reducing fuel consumption. Several strategies were developed, including reducing the use of less fuel-efficient vehicles, redesigning maintenance routes, using a maintenance management system to better organize work geographically, working with two or more staff per vehicle when feasible, replacing a pickup truck with a hybrid sedan for inspection work, and reducing engine idling time whenever possible.

Staff members began implementing their fuel efficiency strategies in January. Despite atypical weather early in the season that required more mowing and tree work than normal, by the end of FY09, fuel consumption for the Park Operations section had been reduced by 18 percent from the previous year. Nearly 2,000 gallons of gas and diesel fuels were conserved, and additional savings were realized through the significant reduction in vehicle miles driven during those six months.



Eugene Paves Way for Warm-Mix Asphalt Use

In late FY09 Public Works Engineering began implementing a new “green” technology on city streets. Warm-mix asphalt is better for the environment, better for health, and better for long-term pavement life.

More than 20,000 tons of warm-mix asphalt was scheduled to be used to repair city streets as part of 2009 street preservation work. This is the largest placement of warm-mix asphalt in Oregon to-date.

Warm-mix asphalt is a technology that allows asphalt concrete to be produced 50 to 100 degrees Fahrenheit cooler than traditional hot-mix asphalt concrete, which typically runs at 300 degrees Fahrenheit or hotter. This reduction in temperature can substantially reduce energy use at the mixing plant and subsequently reduce greenhouse gas emissions during production. Additionally, production of asphalt concrete at this lowered temperature drastically reduces the amount of volatile organic compound emissions. This reduction can be observed by the reduction of smoke and odor typically associated with traditional hot-mix asphalt concrete.

The City should also see performance benefits from using warm-mix asphalt as the lower production temperature reduces oxidation of the asphalt mix

during the traditional hot-mix asphalt production process. This leaves more effective asphalt in the mix, which will help to reduce the aging effect of asphalt that can lead to brittleness and cracking. Warm-mix asphalt concrete also has the potential for increased compaction over traditional mix, which will help to reduce potential damage to streets due to repetitive loading over time.

Contractor applies warm-mix asphalt on Royal Avenue



Eugene Hosts Third Annual Walking and Bike Summit

Staff invited community members to attend the third annual Eugene Walking and Biking Summit in January 2009 at South Eugene High School. The free summit was an opportunity for all who are interested in walking and biking to get together, celebrate successes, and plan for the future.

The summit included a town hall meeting to discuss \$50 million in potential funding for Eugene-Springfield walking and biking improvements, workshops, entertainment and a bike fashion show.

Workshops included William Sullivan speaking on car-free recreation in Lane County and sessions on bike commuter skills, an update on Eugene's Bicycle and Pedestrian Strategic Plan, basic bike repair, issues of accessibility, and an update on the Safe Routes to School Program.

The town hall meeting focused on the area's engagement in Rails-to-Trails Conservancy's 2010 Campaign for Active Transportation, whose goal is to double the amount of money the federal government spends on walking and biking. The plan specifically targeted federal dollars available to dozens of communities, which included Eugene. The idea was to bring \$50 million of federal funds to the local area to build a complete network of safe places to walk and bike and to reduce auto-dependence.



Thriving Recreation

Wild Iris Ridge Management Plan Update and Habitat Improvements

Perched high atop the landscape, Wild Iris Ridge is a jewel of Eugene's natural areas, joining the ridgeline system with the West Eugene



Wild Iris Ridge

Wetlands, providing trail connections, and hosting important habitats. Wild Iris Ridge has grown substantially in recent years, nearly doubling in size to 228 acres with voter-approved funding from the 2006 Parks, Recreation, and Open

Space bond measure. With the new acquisitions, an update to the management plan was needed.

The Wild Iris Ridge Management Plan is the compilation of input from natural resources managers, planners, and ecologists in the POS Division, with review from conservation practitioners in the region. This site-level plan builds on concepts identified in both the Rivers to Ridges Metropolitan Open Space Study (2003) and the Rivers to Ridges Vision and Action Plan (2008). The new plan provides specific direction on habitat preservation, recreational use, and viewshed protection, and prioritizes short- and long-term actions for the park.

Significant progress was made in summer 2008 on the newly acquired lands, controlling invasive species, removing Scotch broom and Armenian blackberry shrubs from prairies and oak savanna, and rescuing individual majestic Oregon white oaks by removing the shade overtopping their crowns. Plantation pines were removed from 30 acres of the original parkland, restoring native grassland structure. Native seed was sown in all project areas.

Two Major Trail Fixes Improve Eugene's Ridgeline System

Two high priority trail repair projects in Eugene's Ridgeline Trail system were completed in FY09. Both projects realigned and resurfaced heavily damaged trail segments and in the process improved user experience, reduced trail erosion, and improved trail maintenance access.

One project realigned and resurfaced a muddy section of hiking trail between Fox Hollow and Dillard Road. The second project realigned a large segment of multi-use trail on the north side of Mt. Baldy. The Mt. Baldy project created a new route and abandoned, removed, and renaturalized a steep, heavily eroded trail segment. Both trail projects have been well received by the public and will enhance the Ridgeline Trail for years to come.

Mariposa Woodland Management Plan Completed

Located in Spencer Butte Park, 30-acre Mariposa Woodland contains high-quality areas of rare Willamette Valley habitat, including oak-pine woodland, oak savanna, and upland prairie. As many as 200 wildlife species depend on these habitats, including 45 at-risk species. Mariposa Woodland is also home to the oldest and largest known trees in City ownership – numerous Ponderosa pines, some of which may be 500 years old. In 2009, the Parks and Open Space Division completed the Mariposa Woodland Management Plan (MWMP) for the



Mariposa Woodland

protection, restoration, and long-term management of these valued and ecologically irreplaceable resources.

The primary project identified at Mariposa Woodland is to “release” Oregon white oak and ponderosa pine trees from shading by Douglas fir. Though a native species, Douglas fir trees grow rapidly and have quickly shaded and overtopped the oaks and pines in the past 100 to 150 years. Common throughout our eco-region, this phenomenon seriously threatens remaining oak habitats that have managed to persist since Euro-American settlement. Removal of some Douglas fir at Mariposa Woodland will provide oaks, pines, and a host of native grasses and wildflowers with needed sunlight and soil moisture.

The MWMP incorporates knowledge and experience from similar oak habitat enhancement projects conducted by The Nature Conservancy, Lane County, U.S. Bureau of Land Management, and the City of Eugene. Input was also gathered from conservation organizations, foresters and researchers. With the plan complete, the POS Division is seeking grant funding for projects.

Park Development Supports Healthier Neighborhoods

West University Park

West University Park was redeveloped in close partnership with the neighborhood organization and in a new location at the corner of 14th Avenue and Hilyard Street just west of the University of Oregon campus.

The 0.3-acre project came to fruition as a result of a land swap with an adjacent property owner and significant efforts from neighborhood leaders to gain matching grants to develop the site. The former site had been closed for nearly 15 years as a result of negative activity on the site. The new site has significant street frontage and a large apartment building overlooking the park. Park improvements included constructing concrete paths and a concrete plaza near the street corner, planting a large irrigated lawn area and shrub beds, and installing benches, trash receptacles and an information kiosk.

Fairmount Park's New Spray Play Area

With assistance from Parks Planning staff, Fairmount Neighbors took it upon themselves to develop the spray play component of the playground at Fairmount Park. The value of this work was approximately \$150,000 and included in-kind services from local designers and volunteers. The new water spray play area functionally replaced the wading pool and was designed to operate as a half-court basketball court in the off-season. New benches and native plantings helped complete the project in spring 2009.



Fairmount Park

Effective, Accountable Government

New System Streamlines Requests for Service

One of the goals of the Public Works Maintenance Management System (MMS) was to



The Pothole Reporter on the City's website

streamline the flow of information from an initial request to a final solution. The first phase of MMS, fully implemented in FY09, met this goal by providing a single place to handle a request for service (RFS).

In most cases, citizens phone the front office, relay their Maintenance- or POS-related requests to staff, who then create new requests for service. Once entered, an RFS is automatically pushed to the proper work group based on the type of service requested. This process neatly completes the flow of information.

Public Works Maintenance has recently enhanced this process further by offering the ability to request service via the City's website. These services include pothole and graffiti reporting as well as leaf delivery requests. The pothole and leaf delivery forms are similar in look and functionality. They both use Google maps to allow the user to identify where the service is to be performed and require contact information as well as any notes the user might have. The graffiti reporting form was developed by Lane County of Governments for multiple agencies, and Public Works collects information from them on a scheduled basis.

In all three cases, an RFS is automatically created in the MMS system and routed to the proper work group in the same manner as a standard RFS. By

using online tools, citizens have the ability to request services whenever they choose, enhancing their convenience and efficiency and productivity for staff.

Trenchless Pipe Repair System Finds New Home

Repairing underground sewer pipes is routine in a City that maintains and operates more than 13,500 miles of public wastewater and storm pipe systems. What's new for the sewer crew, however, is repairing certain pipe defects using trenchless (no-dig) methods. Trenchless techniques reduce construction impacts to the traveling public, preserve adjacent utilities and underground infrastructure, and yield significant cost saving when compared to traditional open-excavation methods.

The sewer repair crew uses pre-packaged, resin-impregnated fiberglass liners fitted to a special bladder that is expanded against the inside wall of the defective pipe to form a thin, strong, durable and long-lasting repair section. Liners are installed through existing manhole openings, and accurate placement is monitored by inline sewer camera equipment. These repair liners are particularly well suited to congested areas, where pipe lines are deep or when high groundwater levels are encountered. All these factors complicate typical excavation activities and translate into higher cost savings when trenchless techniques are used.

This technology has been available for some time, but recent product advancements have extended these systems into more installers' hands. Crews have completed more than 50 successful no-dig installations, and more are planned in FY10.



Trenchless pipe repair

TV Sewer Inspections Highlight Coordination

Eugene's closed circuit televised (CCTV) inspection program provides detailed condition data on the public wastewater collection and stormwater systems. Scheduling and priorities for the TV inspection program are based on flow monitoring and smoke testing data, investigation of blockage complaints, and coordination with liner repair projects and other capital construction activities.

Public Works Maintenance works closely with Public Works Engineering on subsurface investigations in advance of pavement preservation projects to identify and address subsurface deficiencies before new paving is constructed. Subsurface investigation also is performed for Public Works Engineering on sanitary sewer warranty TV inspections for new construction and grouting work.

This 11-month warranty inspection allows the City to evaluate the recent improvements and determine if any repairs are needed before the City accepts these public improvements.

To keep up with the demand for CCTV inspection service, the City uses four full-time employees and two inspection trucks dedicated to this effort. Starting in December 2006 the CCTV inspection program switched to digital recording, and approximately 40% of the collection system has been digitally recorded to date. The goal of the CCTV inspection program is to investigate the entire wastewater collection system once every five years. In FY09, CCTV crews inspected a total of 521,622 lineal feet (about 99 miles) of the public wastewater system and 69,000 lineal feet (about 13 miles) of the public stormwater system.

Financially Sound

Airport Fire Station Project Planning Fast-tracked

Eugene Airport and Fire & EMS officials fast-tracked the planning for a new Aircraft Rescue and



Conceptual drawing of new Airport Fire Station

Fire Fighting (ARFF) station after receiving notice from the Federal Aviation Administration that funding would be released for the project.

Originally estimated at \$5.1 million, the project was awarded to John Hyland Construction with \$3.84 million bid. The project was funded through FAA entitlement and discretionary funds with a 5% Airport fund match of about \$192,000.

While the site selection had been made and the architecture and engineering team had been hired, moving forward on the project would have required a significant investment of Airport funds with no assurance of when federal funding would become available. Airport officials placed the project on hold until receiving notice from the FAA that the funding would be released.

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 building is the only remaining fire station operated by the City of Eugene that lacks separate quarters for both male and female firefighters.

The 11,000-square-foot building will feature four ARFF vehicle bays, specialized equipment storage, conference space, and living quarters for four firefighters. Construction is scheduled for completion in summer 2010.

Delta Ponds Habitat Benefits Fish, Wildlife, Recreation

Improvements at Delta Ponds in FY09 included the conversion of 3,000 linear feet of steep, blackberry-dominated banks to gradually sloping benches planted with diverse native vegetation. The soil used to construct these benches came from the Golden Gardens Park project, where similar work was conducted by removing soil around the ponds. This was a great partnership that allowed the City to make good use of the resources at hand. Grant funding through Oregon Department of Fish and Wildlife's "Oregon 150" grant program and the Oregon Watershed Enhancement Board (OWEB) covered the costs of amending the soil, seeding with native grasses and forbs, and planting more than 16,000 native trees and shrubs. The OWEB grant also funded removal of invasive species on an additional 12 acres of riparian habitat.

Late in the fiscal year, a \$1.642 million grant application to the National Oceanic and Atmospheric Administration for the Delta Ponds Habitat Enhancement Project was fully funded with American Recovery and Reinvestment Act (ARRA) funding. Furthermore, the City's partner on the Delta Ponds project, the U.S. Army Corps of Engineers, received \$2.337 million in ARRA funding for the project. The ARRA funding will allow the City of Eugene and U.S. Army Corps of Engineers to complete the habitat restoration components of this large, multi-year project over the next two years.

Recreational improvements included the construction of a handicap accessible boardwalk and overlook on the north end of the ponds, allowing the public to get right up to the edge of the ponds by way of a trail constructed there several years ago.



Restored banks at Delta Ponds

City Center Skatepark: Partnerships at Work

The City of Eugene has partnered with the Downtown Rotary and local non-profit Skaters for Eugene Skateparks to fund and build City Center Skatepark in the heart of downtown Eugene. The proposed 18,000-square-foot facility would be located in the currently underutilized area within Washington/Jefferson Park covered by the I-105 Bridge. It is a key component of a broader effort to



Conceptual drawing of City Center skatepark

revitalize the previously troubled park and invigorate the Whiteaker neighborhood.

It would be the largest covered and lit skatepark in the region, allowing the opportunity to engage youth in year-round, outdoor, healthy, physical activity. The design process will include skater input of through a series of five public workshops.

Matching funds of nearly \$300,000 of system development charges have been earmarked for the project. Project partners have a goal of raising an additional \$300,000 by April 1, 2010, in order for construction to begin in summer 2010. To date 70 percent of the total project budget has been pledged.

Parks and Open Space Division Analyzes Resource Gap

The addition of new park land and the construction of new park facilities in the past 10 years have increased maintenance needs, and the gap between park assets and the resources with which to maintain those assets has been gradually increasing. Because resources have not kept pace, park maintenance crews are faced with the challenge of continually reallocating resources to keep the parks safe, clean, and green. Efforts to do so have been hampered by the lack of a reliable methodology to measure the gap and identify what resources are needed. To remedy this, the Park Operations Section developed a management tool to inventory park assets and to identify resources needs. The purpose of the tool and the analysis is to quantify any future discrepancies between acceptable levels of maintenance and the availability of resources.

In developing the analysis tool, Park Operations staff adapted methodology used by the National Recreation and Parks Association (NRPA) for resource management studies. However, instead

of adopting NRPA standards for every category of maintenance, staff is using current practices as reference points from which to measure any future gap. These practices meet American Public Works Association standards and also are in accord with perceived community standards. The tool being developed captures all the maintenance activities actually performed in parks, medians, and stormwater facilities and identifies the cost of planning, administration, supervision, personnel, material and supplies, equipment, and utilities associated with the maintenance work. The analysis produced by using this tool will provide site-specific and system-wide information based upon current service levels that will inform resource allocation and other management decisions.

PWE Adjusts Staff Assignments To Meet Shifting Workloads

The Public Works Engineering Division in FY09 responded to economically driven workload changes through a combination of temporary cross-training opportunities and work reassignments.

An associate engineering technician was given a one-year opportunity to manage the privately engineered public improvement (PEPI) permitting program. Following an evaluation of the process, it was decided to fill the ongoing need for PEPI reviews using Team Central Land Use Review Technicians (LUR Techs). During the upcoming year, the LUR Techs will each spend five months managing the PEPI program, with a goal of seeing if it is feasible in the long term to combine the PEPI plan reviews with land use review work.

Cross-training opportunities also allowed underutilized Engineering staff to provide help to the project teams, who were managing a record season of public construction projects. This assistance included providing computer-assisted design services normally allocated to land-use development projects, and training PIC technicians who specialized in

reviewing private development projects to apply their skills to public construction projects. Having the PIC technicians work side by side with LUR Techs allowed both staff groups to learn more about each other's technical specialties.

Overall, the staffing changes proved to be beneficial in developing staff potential as making the best use of staff resources.

Street Repair Funding Moves Ahead in FY09

Eugene voters in FY09 approved a five-year plan to fix city streets. Results of the Nov. 4, 2008, election showed 57% support for a \$35.9 million five-year measure funded by general obligation bonds. The measure is

estimated to cost a typical homeowner



an average of \$102 a year for five years.

Also, late in FY09, the City Council was poised to unanimously to repeal a sunset provision related to Eugene's local motor vehicle fuel tax, retaining the local gas tax at 5 cents per gallon, where it has been since January 2005.

Thanks in great part to these funding actions, road repairs in Eugene were scheduled to hit a record level in 2009.

More than \$2.6 million in bond funds was invested in four major transportation repair projects in 2009: Bailey Hill Road from 18th Avenue to Bertelsen Road, Goodpasture Island Road between Norkenzie and Delta Highway; Railroad Boulevard between Van Buren and Chambers streets, and Amazon Path between 19th and 31st avenues.

About 63 miles of streets and bike paths received some level of repair work through the gas-tax-funded pavement preservation program.

Additionally, street improvements funded in part by assessments to abutting property owners accounted for nearly \$9 million in road work on Crest Drive area streets, Maple-Elmira roads and Chad Drive



Project sign for the Delta Ponds work

Federal Stimulus Funds Flow to Eugene

More than \$5.4 million in federal economic stimulus money related to the American Recovery and Reinvestment Act was awarded to Eugene projects in 2009.

A \$6 million project to construct a 1000-foot-long elevated pedestrian-bicycle

path over the Delta Ponds and Delta Highway included \$2.25 million in stimulus funding. Work on the two-year project began last summer and will provide an estimated 85 construction jobs. Additional stimulus funding for Delta Ponds work will come in 2010.

A \$1.25 million project to project to pedestrian facilities, traffic calming and bicycle-related

components as at the Eugene Train Depot included \$180,000 in stimulus funds. The project provided 17 construction jobs.

Four pavement preservation projects also received a total of \$3 million in federal stimulus funds. Those projects were designed this year and will be constructed in 2010, providing more than 125 jobs.

Excellence Matters

Eugene Airport Ranked #1 for Facility Excellence

The Eugene Airport was awarded a first place Airport Facility Council 2008 Award for Facility Management Excellence by the International Facility Management Association (IFMA).

The award is designed to recognize and advance excellence in the field of airport facilities. This is the second consecutive year the council's highest honor has been presented to Eugene Airport staff in recognition for outstanding achievements in facilities management.

A panel of IFMA Airport Facilities Council judges determined the award winners in five categories based on the airport's number of annual passengers. For airports with enplanements of less than one million, the Eugene Airport was again ranked number one. Award submissions were evaluated using five criteria: leadership, innovation, sustainability, customer service and operational efficiency.



Eugene Airport Terminal Team honored by Mayor Kitty Piercy

Mayor's Award Honors Eugene Airport Terminal Team

The Eugene Airport Terminal Team was honored with an award from Eugene Mayor Kitty Piercy at the 2009 annual State of the City address in January.

A staff of 12 maintains the nearly 100,000 square feet high-use terminal building 24 hours a day, 7 days a week, 365 days per year. They do this using many innovative approaches.

Eugene Airport Director Named Executive of Year

Eugene Airport Director Tim Doll was awarded the 2008 Airport Executive of the Year award by the Northwest Chapter of American Association of Airport Executives (NWAAAE).

The goal of the award is to commend an airport executive who has demonstrated superior performance in public service, "Good Neighbor Relations," environmental achievements, administrative management and labor and tenant relations, personal integrity and professional reputation.

Doll took on the Airport Director position at Eugene Airport in April 2007. He has more than 17 years of experience in airport management and is an Accredited Airport Executive in the AAAE organization.

*Chambers Street paving
earned APOA award*



Fleet and Radio Section Recognized by “100 Best Fleets”

The Public Works Fleet and Radio Communications Section has been awarded recognition as one of the 100 Best Public Fleets in the nation. This award, sponsored through Government Fleet Magazine and the non-profit “100 Best Fleets” organization, annually recognizes the best managed publicly owned fleets in the country.

Each year Government Fleet Magazine searches for those agencies which display excellence in their business operations. In 2009, the City of Eugene competed with approximately 5,000 agencies in areas such as accountability, technology implementation, high-trust culture, staff acknowledgement, collaboration, creativity, celebration, quick and efficient turnaround, staff development, resource stewardship, and competitive pricing.

Wastewater Receives NACWA Gold Award

Wastewater received the Gold Award from the National Association of Clean Water Agencies. This award is presented annually by the association to members who have been in full compliance with their NPDES (National Pollutant Discharge Elimination System) during the year. This accomplishment is especially significant since during the past year the treatment facilities have been under extensive modifications and expansion, which has resulted in numerous changes to operating practices, limited availability of treatment processes, interruptions and limited shutdowns, and restricted access to various parts of the facility. All of this adds up to big challenges to operations and maintenance staff to keep the wastewater treatment processes working effectively to ensure compliance with all regulatory requirements.

APAO Recognizes Eugene For Paving Excellence

In February 2009, Eugene received the second-place award for paving excellence for urban pavements by the Asphalt Paving Association of Oregon (APAO) in recognition of its pavement preservation program project on Chambers Street from Railroad Boulevard to Eighth Avenue.

Each year, the APAO reviews paving projects by cities, counties, ODOT, the federal government, and private parties all over the state, and recognizes the owner and the contractor of the top projects at

an awards ceremony at its annual spring meeting. The Chambers Street project was built in 2008 by Wildish Construction. It was a difficult project due to the amount of traffic, bridges, variable width and the night work involved.

The APAO rating team members said they were impressed with the quality of the finished product especially considering the difficult site conditions. They also liked the way this treatment and pavement section fits into the perpetual pavement and sustainable pavement management scenario.

APA Recognizes Pedestrian and Bicycle Strategic Plan

The American Planning Association (APA) recognized Eugene’s Pedestrian and Bicycle Strategic Plan as one of three student projects worthy of national recognition at its 2009 national conference in Minneapolis, Minnesota.

Each year, APA recognizes outstanding projects by students in accredited planning programs that contribute to advances in the field of planning.

The University of Oregon’s Community Planning Workshop, a service/learning/consulting program in which graduate students are supervised by professional planners, played a critical role in compiling research, organizing meetings and events, facilitating workshops, and providing technical writing and graphic design for both the planning process, and the development of the final plan. As a measure of the strategic plan’s success, many of the 80 actions designed to make Eugene a more walkable and bikeable community were under way within a year after its release. Eugene’s Bicycle and Pedestrian Advisory Committee (BPAC) was also actively engaged in assisting and monitoring the plan implementation.

Public Works Mission Statement

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.

Contributors

Editor, Eric Jones	Rich Heil	Emily Proudfoot
Designer, Kim Mast	Lauri Holts	Matt Rodrigues
Katie Blair	Chris Jensen	David Roth
Dave Breitenstein	Tony Jobanek	Lindsay Selser
Becky Carlson	Eric Johnson	Tammy Smith
Jesse Cary-Hobbs	Peggy Keppler	Mark Snyder
Kelly Darnell	Tom Larsen	Emily Steel
Lori Davis	Jim McLaughlin	Cathryn Stephens
Della Diller	Carrie Peterson	Susan Weixelman



City of Eugene Public Works

101 E. Broadway, Suite 400
Eugene, Oregon 97401
www.eugene-or.gov/pw