



Public Works

Monthly Report

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April 2020

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Engineering

Exceptional Performance Award/Sustainability
City of Eugene Public Works
Sustainable Capital Improvement Program

Introduction
In 2017, the City of Eugene Budget Committee, comprised of City Council members and community volunteers, directed staff to identify opportunities to incorporate climate change goals and emissions tracking into our Capital Improvement Program (CIP):

- Create greenhouse gas (GHG) estimates and reduction metrics for CIP projects;
- Track projects that help meet our Climate Recovery Ordinance goals; and
- Prioritize projects that help us meet our Climate Recovery Ordinance Goals.

This direction was the next step in moving the City forward to meet its aggressive Climate Recovery Ordinance goals to reduce community fossil fuel consumption by 50 percent by 2030, reduce community greenhouse gases (GHG) by 7.6 percent annually, and establish carbon-neutral City facilities by 2020.

In addition to delivering a CIP meeting City Council, Budget Committee and community expectations, the most beneficial outcomes of the process were greatly expanding organization knowledge of tools and methods for estimating greenhouse gas emissions for CIP projects and developing a shared understanding of how our project and material choices influence progress toward our climate recovery goals.

Capital Improvement document is located at eugene-or.gov/371

Capital Improvement Plan Wins National APWA Award

The City of Eugene’s Sustainable Capital Improvement Program (CIP) has been selected as National APWA’s Exceptional Performance in Sustainability award winner for 2020. This makes the Sustainable CIP a double award winner, as the City received the Sustainable Practices Award from Oregon APWA in October, 2019, for our work to incorporate climate change goals and greenhouse gas (GHG) emissions tracking into the City’s CIP. The awards follow an article by Public Works Director, Matt Rodrigues, on page 81 of the May 2019 [APWA Reporter Magazine](#).

The City of Eugene has an aggressive Climate Recovery Ordinance that includes goals to reduce community fossil fuel consumption 50 percent by 2030, reduce community greenhouse gas emissions by 7.6 percent annually, establish carbon-neutral City facilities by 2020, and a Climate Action Plan 2.0.

In 2017, the City’s budget committee directed staff to incorporate the climate recovery goals and GHG tracking into the CIP. The CIP lists the capital projects funded over a six-year period. This plan, updated every two years, includes airport, parks and open space, public buildings and facilities, stormwater, transportation and wastewater projects. The current CIP, FY20–FY25, included the estimated greenhouse gas emis-

sions associated with each project. Anticipating likely improvements, construction techniques and materials, and then estimating the resulting greenhouse gas emissions was a labor-intensive process and greatly expanded our knowledge of GHG reporting tools and methods. The most beneficial result is to better develop our understanding of how project and material choices influence progress towards our climate recovery goals.

Thank you to everyone from Public Works, Facilities and Finance that worked to pull this important and complex document together.

See the Climate Action Plan 2.0 at: <https://engage.eugene-or.gov/sustainability>

New Climate Action Engineering Associate

Jenni Engle is the new climate action engineering associate with Public Works Engineering (PWE). This position was created to develop strategies to reduce greenhouse gas (GHG) emissions from capital improvement projects to help meet the goals of the City Council adopted Climate Recovery Ordinance and Eugene’s Climate Action Plan CAP 2.0.

The materials used in public works projects can have a major impact on GHGs. PWE has already implemented significant reductions in GHGs using warm mix asphalt and higher percentages of recycled asphalt pavement.



In her new role, Jenni will research sustainable materials and construction practices to be implemented on capital projects; develop tree planting strategies for our programs; and focus on sustainability, waste reduction, and climate recovery including GHG tracking and reporting for PWE.

Jenni holds a Bachelor of Science in Civil Engineering and a Master of Science in Civil, Environmental and Sustainable Engineering from Arizona State University. Prior to moving to Eugene, she worked in private practice contracted to public agencies in Prescott Arizona. Jenni has been in Eugene for six months as an Engineering Technician with PWE. Jenni possesses a tremendous passion for the environment, and we look forward to her contributions in this role.

Maintenance

Chris Henry Joins Maintenance Team

After 20 years in Engineering, Chris Henry joined the Maintenance team as AIC Traffic Operations Manager/Engineer on April 27. This is a great opportunity for the team, as Chris has many years of transportation experience and plans to work on making a stronger connection between operations, maintenance, planning and engineering. Chris brings a strong connection and experience communicating with executives, mayor and council that will benefit the traffic operations team and the division.



Chris is a native Oregonian, graduate of Oregon State University with a degree in Civil Engineering, and a Licensed Professional Engineer since 1993. After graduation, Chris spent a few years with ODOT in surveying and construction inspection before moving to their planning section. He also worked in engineering, estimating and building bridges in Washington and Hawaii, and spent five years on transportation planning projects with Lane County. He's worked on numerous community transportation issues for the City of Eugene in the last 20 years. Chris' experience includes the whole lifecycle of planning, analysis, design, surveying, construction, inspection and now, maintenance for projects.

In his spare time, Chris can be found exploring rural and forest roads on his BMW Adventure motorcycle. His travels have taken him to most of the lower 48, Alaska, Hawaii, Canada and Europe, averaging over 16,000 miles a year. Chris also serves as the current chair of the Governor's Advisory Committee on Motorcycle Safety. When he's not out riding, Chris is often enjoying cooking, music, and the company of his cats Cedar and Spruce.

Subsurface Crews Slowly Return to Full Staffing

The subsurface crew is focusing on maintaining safety as we gradually return to full staffing. Returning to work after six weeks under the pandemic shutdown has caused different emotional responses on the team—disbelief, fear and even excitement. Some are happy to be heading back to their positions, while others do so with trepidation. We anticipated this and designed a staged return to work plan with emphasis on wellbeing and much consideration on our adaptability/flexibility with employees' personal needs while meeting maintenance objectives.

The state of Oregon considers wastewater staff as "essential critical infrastructure workers" during the COVID-19 response. This means operators have a special responsibility to continue normal operations as modified to account for CDC workforce protection guidance.

Those who work in this field are well aware of the inherent dangers. Staff know that working with sewage may pose health risks, the most common of which is mild gastroenteritis (stomach bug). Not much has changed with our maintenance activities other than increasing our distance

and moving to a one-person-per-car policy (we were washing our hands and not touching our faces long before COVID made it popular), but this event reinforced the importance of proper hygiene and reminded staff to guard against complacency in their work activities.

Wastewater

Renewable Natural Gas Project

The Metropolitan Wastewater Management Commission (MWMC) is proceeding with plans to construct a Renewable Natural Gas (RNG) facility at the Eugene/Springfield Water Pollution Control Facility. Currently, approximately 35 percent of the biogas produced during sludge digestion is flared and 65 percent is used to



generate electricity. One of the MWMC's goals is to minimize gas flaring as much as possible. The new RNG facility proposes to use nearly 100 percent of the biogas produced and inject the gas into Northwest Natural's (NWN) pipeline for sale as vehicle fuel. Other goals of the project are to achieve a cost-effective revenue stream and reduce greenhouse gas emissions.

In April, the MWMC authorized an award of a \$6.7 million contract for facility construction to DSL Builders, LLC, of Salem Oregon. The bid was one of six received and was 3.7 percent below the engineer's estimate. To date, the project has executed contracts for the design of the RNG processing facilities, the interconnection to NWN's pipeline, the purchase of gas processing equipment, and for offtake services of the gas and monetization of environmental credits by a third party. Offtake services include facility registration, gas storage, compliance and record-keeping. The project is expected to be complete in April 2021.



New Equipment Maintenance Supervisor

Congratulations to **Jon Diller** who was promoted to serve as our equipment maintenance supervisor. Jon has worked at the wastewater treatment facility since July 1996. During his time here, Jon has advanced progressively from a general wastewater mechanic, to an expert on the cogeneration system, to an equipment maintenance lead worker, maintenance management software expert and now to supervisor. Jon has a degree in Diesel Technology, holds an Industrial Millwright Certification and has a Commercial Driver's License. We are happy that Jon has chosen to take on even greater responsibilities to lead our equipment maintenance section into the future!

Storeroom Services Adjust to Provide Uninterrupted Support

Storeroom staff have continued to provide on-site service during the COVID-19 emergency to facilitate purchasing and distribution of stock inventory, which is essential to overall operation of our wastewater facilities. For safety, supply specialists Michelle Hahn and Michael Wilson have established distance "buffer zones" within the storeroom and adjusted schedules so that only one of them is on-site on weekdays, rotating five-day shifts and working remotely at other times.

Keeping hundreds of essential parts and supplies in stock during the emergency has been challenging due to low staffing at vendors nationwide, PPE shortages and much longer lead times for certain orders. Buyer and Stores Supervisor, Dori Palmer, says that disinfecting has also become a huge part of their routine work. "We handle many different tools and boxed items which other staff may have also touched or used. Just making sure items are disinfected when they are returned to inventory and also making sure to sanitize when unboxing inbound mail or packages from vendors is the new normal."