

**TUMWATER PUBLIC WORKS COMMITTEE
MINUTES OF VIRTUAL MEETING
NOVEMBER 7, 2024 Page 1**

CONVENE: 8:00 a.m.

PRESENT: Chair Eileen Swarthout and Councilmember Michael Althausser.

Excused: Councilmember Angela Jefferson.

Staff: City Administrator Lisa Parks, Assistant City Attorney David Abbott, Finance Director Troy Niemeyer, Transportation & Engineering Director Brandon Hicks, Water Resources and Sustainability Director Dan Smith, Engineering Services Manager Bill Lindauer, Capital Projects Manager Don Carney, Water Resources Program Manager Patrick Soderberg, Construction Engineer Colby Fletcher, Community Engagement Specialist Marnie McGrath, and Administrative Assistants Bonnie Hale and Kelly Quiroz.

Others: Meredith Greer, Greer Environmental Consulting.

**APPROVAL OF
MINUTES: PUBLIC
WORKS
COMMITTEE -
OCTOBER 3, 2024 &
OCTOBER 17, 2024:**

MOTION: **Councilmember Althausser moved, seconded by Chair Swarthout, to approve the minutes of October 3, 2024 and October 17, 2024 as published. A voice vote approved the motion.**

**INTERAGENCY
AGREEMENT WITH
WASHINGTON
DEPARTMENT OF
COMMERCE FOR
TUMWATER FIRE
STATIONS
SOLAR + STORAGE
FEASIBILITY:**

Director Smith reported the project provides balance to the electric grid. The system battery stores solar power for use when needed, reduces electricity bills and emissions, and provides resiliency during power outages. The project supports the City's Strategic Priorities and Goals for 2023-2024 to continue to update and advance priorities within the Climate Action Plan and the Thurston Climate Mitigation Plan.

Existing solar power installed on City facilities provide less than 7% of total operating electric needs. Staff continues to add to the system. One planned project is the City Hall and Library solar power project to add power and backup to provide energy during power outages and to accommodate needs during power fluctuations. Staff is seeking sources of grant funding for the entire project cost of \$14 million. Today, the City's backup power is supplied by a generator providing approximately 20 hours of backup power.

The Library serves as the City's only heating and cooling shelter with no current backup power at that location. The project provides additional resiliency power of 22 hours at a capital cost of \$1.4 million. As the

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project is a higher priority than City Hall's project, staff continues to seek grants to initiate project construction. The project would provide a 69% reduction in emissions.

The projects would cover energy demands during the summer reducing the City's electricity bills. Grant funding would likely cover 70% of both project costs. With the new direct pay program implemented, 30% of the cost would be provided through the IRA Direct Pay Program.

The proposed solar-storage feasibility is partially funded by \$50,000 with no City match requirements through Washington's Climate Commitment Act. Both City fire stations would be included in the solar project. Staff is working with Olympia Community Solar. The request is a recommendation to the City Council to approve the Department of Commerce Agreement for the grants. Staff requests the committee place the Interagency Agreement with Washington Department of Commerce for Tumwater Fire Stations Solar and Storage Feasibility on the November 19, 2024, City Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign.

Chair Swarthout noted that in addition to the project, the City's electrification of its fleet is projected to reduce gasoline consumption by more than 70% by 2030.

MOTION:

Councilmember Althaus moved, seconded by Chair Swarthout, to place the Interagency Agreement with Washington Department of Commerce for Tumwater Fire Stations Solar and Storage Feasibility on the November 19, 2024, City Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign. A voice vote approved the motion.

**GRANT FROM THE
DEPT OF ECOLOGY
FOR THE GOLF
COURSE
STORMWATER
RETROFIT
PROJECT
AMENDMENT 2:**

Meridith Greer, Greer Environmental Consulting, presented the proposal. Last June, the committee was briefed on a grant agreement update from the Department of Ecology for the golf course stormwater retrofit project. The project has since been implemented with 60% design completed. The proposed grant agreement and amendment updates some clerical errors by the Department of Ecology. Changes include the start date for the project backdated to the original date as it had been inadvertently changed during the first amendment increasing the timeline of the project. The second change pertains to the grant system within the Department of Ecology that caused the cancellation of several amendments. Project scope and costs remain the same.

Director Smith requested the committee place Amendment 2 of the Department of Ecology Grant for the Golf Course Stormwater Retrofit project on the City Council Consent Calendar on November 19, 2024 with a recommendation to approve and authorize the Mayor to sign.

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MOTION:

Councilmember Althauser moved, seconded by Chair Swarthout, to place Amendment 2 of the Department of Ecology Grant for the Golf Course Stormwater Retrofit Project on the City Council Consent Calendar on November 19, 2024 with a recommendation to approve and authorize the Mayor to sign. A voice vote approved the motion.

**ACCEPTANCE OF
WORK WITH
SOUND PACIFIC
CONSTRUCTION
FOR THE 2022
PEDESTRIAN
IMPROVEMENTS
PROJECT:**

Construction Engineer Fletcher said the project consisted of pedestrian crossings at Barnes Boulevard, Custer Way, and Capitol Boulevard near the Kentucky Fried Chicken restaurant and ADA improvements to sidewalks in residential areas.

The Barnes Boulevard and Ridgeview Loop crosswalk improvements were completed at the request of Tumwater School District. The school district and the City executed an agreement to install the pedestrian crossing. The pedestrian crossing is solar operated. The second pedestrian crossing was on Capitol Boulevard. That crossing is a signalized pedestrian crossing across a multi-lane street. The crossing was prioritized because of its location. The Custer Way and Capitol Boulevard pedestrian crossing is a signalized crossing that was included and removed from a prior project because of the lack of funding.

Sidewalk improvements corrected numerous deficiencies identified by staff. Many residential streets were included with improvements to sidewalks, driveway entrances, and ADA accessibility. Photographs of several of the improvements were shared with the committee.

The project scope spanned 30 working days with construction initiated on September 6, 2022 with substantial and physical completion issued on July 10, 2023. The project included electrical components, which delayed the project because of procurement delays. Funding for the project was from the Transportation Capital Facilities Plan, Tumwater Transportation Benefit District, Tumwater School District, and the City of Tumwater. The contract was awarded to Sound Pacific Construction for \$493,337.00 with a final contract total of \$497,877.97.

Chair Swarthout asked whether the proposed action releases payment to the contractor for work completed in 2023. Engineer Fletcher advised that the contractor has been compensated. The action is final acceptance of work.

Staff requests the committee recommend the City Council accept the 2022 Pedestrian Improvements project as complete and authorize the release of the performance bond as soon as the laws of the state of Washington allow and place it on the November 19, 2024, City Council Consent Calendar.

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MOTION: Councilmember Althauser moved, seconded by Chair Swarthout, to recommend the City Council accept the 2022 Pedestrian Improvements project as complete and authorize the release of the performance bond as soon as the laws of the state of Washington allow and place it on the November 19, 2024, City Council Consent Calendar. A voice vote approved the motion.

**ACCEPTANCE OF
WORK WITH MILES
RESOURCES FOR
THE 2023
PAVEMENT
MAINTENANCE
PROJECT:**

Engineer Fletcher displayed a City map depicting the scope of work on the 2023 Pavement Maintenance project of pavement improvements throughout the City, replacement of paved markings, crack sealing, plastic pavement marking replacements, and ADA sidewalk improvements.

The scope of work was based on site investigations and roadway pavement ratings. Roadways included arterials, collectors, and residential streets. The project paved seven new lane miles of asphalt roads, completed 55,000 square yards of pavement grinding to accommodate new asphalt, completed 15 tons of roadway crack sealing, completed 4,700 square yards of pavement reinforcement interlays, completed 5,700 yards of pavement and subgrade subbase repair, installed four bio-infiltration galleries, installed 16,000 new raised pavement markers, installed 500 square yards of new concrete sidewalk with 17 new ADA ramps, and completed 137 miles of new pavement lines.

Engineer Fletcher shared construction photographs of the grinding and inlays and some of the auxiliary components for stormwater management.

The project commenced on June 20, 2023 and was completed on October 12, 2023. Final completion of the project was on March 1, 2024 due to procurement delays for some electrical components. Funding was provided by the Tumwater Transportation Benefit District. The Engineer's estimate was \$3,907,963.96. Miles Resources offered the lowest bid of \$3,857,000.00 with the final contract totaling \$4,171,958.00. Staff identified several roads as part of the project. Based on good pricing, several change orders added more streets to the contract because of the availability of funds.

Staff requests the committee recommend the City Council accept the 2023 Pavement Maintenance project as complete and authorize the release of the performance bond as soon as the laws of the state of Washington allow and place it on the November 19, 2024, City Council Consent Calendar.

MOTION: Councilmember Althauser moved, seconded by Chair Swarthout, to recommend the City Council accept the 2023 Pavement Maintenance project as complete and authorize the release of the performance bond as soon as the laws of the state of Washington allow and place it on the November 19, 2024, City Council Consent Calendar. A voice

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vote approved the motion.

**AUTHORITY TO
SOLICIT BIDS AND
RECOMMEND
AWARD FOR THE
PERCIVAL CREEK
FISH BARRIER
REMOVAL
PROJECT:**

Capital Projects Manager Carney reported the project began in November 2021 with the execution of the service provider agreement with BBS Engineering and its subconsultants, Northwest Hydraulic Consultants and Aqua Terra Cultural Resource Consultants. Project design was completed in June 2024 as a draft and forwarded to the Washington State Department of Transportation for review and response. Staff anticipates receiving a response by November 24, 2024.

The project removes and replaces a fish barrier culvert conveying Percival Creek under Sapp Road. The culvert is an undersized five-foot diameter concrete culvert to be replaced with a 60 feet long by 19 feet wide by 8.5 feet high box culvert. Other improvements include adding instream large woody debris and streambed material, roadway reconstruction, and additional multimodal facilities for the Percival Creek crossing.

Manager Carney shared photographs of the existing culvert, a five-foot diameter concrete culvert not conducive to fish passage. Stream improvements include re-grading 140 feet of stream bank, plantings of willows in the lower area, and shrubs and trees in the upland area. Road improvements include 11-foot wide lanes with six-foot bike lanes and a five-foot sidewalk connecting to an existing sidewalk. Because of the complexity of existing conditions, much of the work includes deep excavation in a segment of the road that is not wide enough to divert traffic around the work zone. The project has a narrow construction timeline because of work windows for fish protection. A full road closure and detour will be necessary to complete the work expeditiously and for the safety of construction personnel, City staff, and the traveling public. The roadway up to the culvert excavation will remain open to local traffic. Staff plans to notify the public by placing reader boards one week prior to the project start time to advise the public of the road closure. Following commencement of the project, construction signs will be installed for the detour route. Staff will notify schools, fire, and property owners.

The Engineer's estimate for construction is in the range of \$2,000,000 to \$2,500,000. The City received \$100,000 for right-of-way acquisition from PROTECT fund to accommodate the new larger culvert, another \$2 million from the PROTECT fund for construction, and a \$257,550 grant from the Washington State Recreation and Conservation Office for culvert replacement.

Staff is scheduled to release the project bid in November/December 2024 and award the project in January 2025. The contractor will design the box culvert with reviews of the design by the City and the state. Fabrication of the new culvert is anticipated to occur in spring 2025. Construction is anticipated to occur in June/July 2025 and end in September 2025 over a

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70-day work window. The road is scheduled to reopen in September 2025.

Staff requests the committee authorize staff to solicit bids for the Percival Creek Fish Barrier Removal project, recommend City Council award and authorize the Mayor to sign a Public Works Contract with the lowest responsible bidder, and recommend City Council authorize the closure and detour of Sapp Road SW from Crosby Boulevard SW to RW Johnson Road SW for the duration of the project. The roadway will be open to local traffic only.

Councilmember Althaus asked whether the road is scheduled for closure during the 70-day construction period. Manager Carney advised that staff recommends the closure during the duration of the project. Councilmember Althaus asked whether any additional Council action is required prior to the project commencing. Manager Carney advised that the request is to approve moving forward with the project by authorizing the release of the bid, awarding the contract, and initiating the project with a road closure.

Director Hicks added that the committee would be asked to review and recommend the award of the construction contract to the City Council prior to commencement of the project.

Councilmember Althaus recommended including the proposed action as a Council Consideration rather than an item on the Consent Calendar as the road closure will be disruptive to the public. A discussion by the Council would help to increase transparency of the project to the public.

MOTION:

Councilmember Althaus moved, seconded by Chair Swarthout, to approve release of bids for the Percival Creek Fish Barrier Removal project, recommend City Council award and authorize the Mayor to sign a Public Works Contract with the lowest responsible bidder, and recommend City Council authorize the closure and detour of Sapp Road SW from Crosby Blvd SW to RW Johnson Rd SW for the duration of the project at a future City Council Consideration item. A voice vote approved the motion.

**OLD HWY 99 & 79TH
AVENUE
ROUNDBOUT
SCHEDULE 74
UNDERGROUND
CONVERSION
DESIGN
AGREEMENT WITH
PUGET SOUND**

Manager Carney reported the design project converts the intersection at 79th Avenue and Old Highway 99 to a roundabout from a stop-controlled intersection. The project includes some frontage improvements of curb, gutter, road widening, and sidewalks along the properties designated as the City's future Operations and Maintenance facility and Trails End Park. The project carries forward the City's goal of undergrounding all utilities. Schedule 74 for underground conversion is required for the project.

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ENERGY: The project would underground approximately 3,400 feet of overhead power lines along City-owned parcels along 79th Avenue, at the intersection of 79th Avenue SE and Trails End Drive SE, and along portions of Old Highway 99 within the project limits.

Puget Sound Energy (PSE) will provide the City with a scope of work, a design for the underground system, construction plans, operating rights, work schedule, and a construction cost estimate.

The cost of the design is estimated at \$140,000 with a split of 60% (\$84,000) to PSE and 40% to the City (\$56,000). The next phase is the construction agreement. PSE will provide the design for all underground facilities, supply conduits, transformers, install electrical systems, coordinate and complete change orders, complete surge connections, remove all overhead utilities including poles, and provide project inspection services. The City's responsibility is to construct the improvements and install surface transformers.

Staff requests the committee recommend the City Council approve and authorize the Mayor to sign the Puget Sound Energy (PSE) Schedule 74 Underground Conversion Design Agreement to design the utility underground conversion for the Old Highway 99 and 79th Avenue Roundabout project and place it on the November 19, 2024, City Council Consent Calendar.

MOTION: **Councilmember Althausser moved, seconded by Chair Swarthout, to recommend the City Council approve and authorize the Mayor to sign the Puget Sound Energy (PSE) Schedule 74 Underground Conversion Design Agreement to design the utility underground conversion for the Old Highway 99 and 79th Avenue Roundabout project and place it on the November 19, 2024, City Council Consent Calendar. A voice vote approved the motion.**

ADJOURNMENT: **With there being no further business, Chair Swarthout adjourned the meeting at 8:50 a.m.**

Prepared by Valerie L. Gow, Recording Secretary/President
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