



**PUBLIC WORKS COMMITTEE
AGENDA**

**Online via Zoom and In Person at
Tumwater City Hall, Council Conference
Room, 555 Israel Rd. SW, Tumwater, WA
98501**

**Thursday, February 23, 2023
8:00 AM**

1. Call to Order
2. Roll Call
- [3.](#) Approval of Minutes: Public Works Committee, January 5, 2023 & January 19, 2023
- [4.](#) Service Provider Agreement with PBS for the Percival Creek Fish Passage Barrier Removal Project Amendment 3 (Dan Smith)
- [5.](#) I-5 / Trosper Rd / Capitol Boulevard Reconfiguration Project, Construction Road Closures
6. Additional Items
7. Adjourn

Meeting Information

All committee members will be attending remotely. The public are welcome to attend in person, by telephone or online via Zoom.

Watch Online

<https://us02web.zoom.us/j/87406161460?pwd=cklIZGJVNWJ0QmpRZWk5djh2d0wrdz09>

Listen by Telephone

Call (253) 215-8782, listen for the prompts and enter the Webinar ID 874 0616 1460 and Passcode 602224.

Public Comment

The public may submit comments by sending an email to council@ci.tumwater.wa.us, no later than 5:00 p.m. the day before the meeting. Comments are submitted directly to the Committee members and will not be read individually into the record of the meeting.

Post Meeting

Audio of the meeting will be recorded and later available by request, please email CityClerk@ci.tumwater.wa.us

Accommodations

The City of Tumwater takes pride in ensuring that people with disabilities are able to take part in, and benefit from, the range of public programs, services, and activities offered by the City. To request an accommodation or alternate format of communication, please contact the City Clerk by calling (360)

252-5488 or email CityClerk@ci.tumwater.wa.us. For vision or hearing impaired services, please contact the Washington State Relay Services at 7-1-1 or 1-(800)-833-6384. To contact the City's ADA Coordinator directly, call (360) 754-4128 or email ADACoordinator@ci.tumwater.wa.us.

TUMWATER PUBLIC WORKS COMMITTEE

MINUTES OF VIRTUAL MEETING

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CONVENE: 8:00 a.m.

PRESENT: Chair Eileen Swarthout and Councilmembers Michael Althausen and Charlie Schneider.

Staff: Water Resources & Sustainability Director Dan Smith, Sustainability Coordinator Alyssa Jones Wood, and Department Assistant II Bonnie Hale.

Others: Meridith Greer, Greer Environmental Consulting.

**APPROVAL OF
MINUTES: PUBLIC
WORKS
COMMITTEE,
DECEMBER 8, 2022:**

MOTION: Councilmember Althausen moved, seconded by Councilmember Schneider, to approve the minutes of December 8, 2022 as published. A voice vote approved the motion unanimously.

**SOLSMART
PROGRAM
PROPOSAL:**

Sustainability Coordinator Jones Wood presented the proposal to initiate efforts for the City to receive accreditation as a SolSmart community. SolSmart is a national technical assistance and designation program designed to recognize local jurisdictions for encouraging solar energy growth and addressing barriers to solar energy. The program was created in 2016 by the U.S. Department of Energy's Solar Energy Technologies Office. The SolSmart program has Bronze, Silver, and Gold designation levels. Eight communities in Washington have been designated under SolSmart with four communities designated as Bronze, one community as Silver, and three Gold designations (City of Olympia, City of Issaquah, and the City of Mercer Island). The SolSmart designation is an action identified within the Thurston Climate Mitigation Plan. The first step in receiving the designation is submittal of a Solar Statement to enable the City to receive technical assistance for the program from a SolSmart consultant. The technical assistance is provided at no cost to the City.

SolSmart assists the City in reducing solar soft costs for residents and businesses installing solar on their homes and businesses. Soft costs are actions required through the permitting process, which can account for 66% of the total cost for installing solar photovoltaic (PV) systems. SolSmart estimates soft costs can be approximately \$2,500 per system. The goal of the program is to eliminate soft costs to make installation of the systems transparent and easier to understand.

The first step for pursuing SolSmart designation is to connect with SolSmart technical assistance providers through a consultation call. During the call,

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technical assistance providers describe the program and process, learn about the City's solar goals, and identify the applicable SolSmart Designation Criteria for the City. The consultation call and all technical assistance are provided at no cost because of a grant through the U.S. Department of Energy. The City is targeting for SolSmart Silver because of staff capacity with a future goal to achieve SolSmart Gold.

Coordinator Jones Wood advised that she has completed the first consultation call with the technical advisors. The next step is submittal of the written commitment (Solar Statement) to enable the City to receive technical assistance. Following successful designation as a SolSmart community, the City is able to publicize the designation and display a glass plaque signaling to the community the City's efforts to reduce barriers for the installation of solar energy systems.

Coordinator Jones Wood described the steps required to achieve Silver SolSmart designation. To receive Gold SolSmart designation, the City must meet the requirements for Bronze and Silver designations, as well as requirements for Gold SolSmart designation. Those requirements include codifying the zoning ordinance to eliminate barriers and commit to a three-business day turnaround for permit review for small rooftop solar systems.

Councilmember Althausser described the experience he encountered when he installed a small rooftop solar system on his house. The process for permit review entailed a 40-day period delaying the ability for his system to generate energy. Another challenge within the process is the requirement for the Department of Labor and Industries (LNI) to inspect electrical work as opposed to the City inspecting electrical. Coordinator Jones Wood responded that she understands the City oversees residential solar and L&I oversees commercial; however, L&I also must inspect electrical. She plans to contact City of Olympia staff to learn how Olympia was able to work with L&I in order to achieve Gold accreditation.

Councilmember Althausser added that another factor not under the control of the City is the requirement for Puget Sound Energy (PSE) to install the appropriate meter for the solar system. Between the L&I inspection and PSE meter installation, over two months in the summer lapsed without the ability to generate at least 32 kilowatts of clean electricity.

Councilmember Althausser asked about plans for the Tumwater School District to receive a SolSmart designation. Coordinator Jones Wood advised that the City and L&I serve as the permitting agencies. The school district would not be eligible to seek SolSmart designation because they are not a permitting agency.

Chair Swarthout inquired about the coordination between the SolSmart

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program and energy providers. Coordinator Jones Wood explained that as part of the City's process for seeking accreditation, staff will develop a solar webpage offering a one-stop location for residents and businesses to obtain information on local installers, available financial incentives, financing options, and protections as a consumer for solar installations.

Chair Swarthout shared that she was recently advised by L&I that the department is required to inspect electrical work within 72 hours of being notified. She is unsure as to the turnaround time for PSE.

Coordinator Jones Wood asked the Public Works Committee to recommend the City Council authorize the Mayor to sign a solar statement to begin the process of seeking SolSmart accreditation.

MOTION:

Councilmember Althaus moved, seconded by Councilmember Schneider, to recommend the City Council authorize the Mayor to sign a solar statement to begin the process of seeking SolSmart accreditation. A voice vote approved the motion unanimously.

**GRANT
AGREEMENT WITH
THE DEPARTMENT
OF ECOLOGY FOR
SMAP
STORMWATER
BASIN PLANNING:**

Consultant Greer reported the City received a Washington State Department of Ecology grant to complete three Stormwater Management Action Plans (SMAPs) for the three highest priority subbasins within the City. SMAPs are watershed-based approaches to stormwater management, which allow staff to collect data about each subbasin and specifically tailor management actions to help improve water quality based on several factors including land use, pollutants of concern, and habitat health. The current focus is the Trosper Lake Subbasin to meet a permit deadline by March 31, 2023. Some of the subbasin priorities include developing an enhanced street sweeping plan, developing and implementing a ditch maintenance program, launching the business source control program effective in 2023 focusing on businesses located within the subbasin, and development of a stormwater monitoring program. The remaining two subbasins of focus over the next year include West Mottman Subbasin and Fish Pond Creek Subbasin.

The Department of Ecology grant funds 75% of the City's total cost. She asked the committee to move the agreement forward to the City Council. The grant agreement expires January 31, 2025. The City of Tumwater's Stormwater Utility will cover the remaining 25% of the project cost.

MOTION:

Councilmember Althaus moved, seconded by Councilmember Schneider, to recommend the City Council approve and authorize the Mayor to sign the Grant Agreement with the Department of Ecology for SMAP Stormwater Basin Planning. A voice vote approved the motion unanimously.

GRANT

Consultant Greer reported the golf course received Salmon Safe Certification

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**AGREEMENT WITH
 THE DEPARTMENT
 OF ECOLOGY FOR
 THE GOLF COURSE
 PARKING LOT
 STORMWATER
 RETROFIT DESIGN:**

in 2019. Salmon Safe is a standard many golf courses are achieving to make golf courses and other facilities salmon safe and friendly for salmon. Part of the certification required providing stormwater treatment for the parking lot. Some other requirements have been completed. The next step is designing the golf course parking stormwater retrofit project. The parking lot is scheduled for resurfacing in summer 2023. The agreement helps staff to align the projects concurrently. Currently, stormwater from the parking lot drains untreated to the Deschutes River from two locations at the Tumwater Valley Golf Course parking lot. The proposal is to design a bioretention facility to capture stormwater from the golf course parking lot and provide treatment before discharging to Deschutes River. The facility will treat for total suspended solids (TSS), dissolved copper, total phosphorous, and dissolved zinc.

Funding from the Department of Ecology will cover 46.4% of the total project cost with the remaining from the City's Parks and Facilities Capital Budget. The two proposals include the grant agreement with the Department of Ecology and a Service Provider Agreement with Skillings Inc. for the Golf Course Parking Lot Stormwater Retrofit Design of \$84,000.

Chair Swarthout inquired about the status of the Valley Athletic Club parking lot and any interest by the club to participate in the project.

Consultant Greer advised that the project scope is only applicable to the golf course parking lot. Water Resources Department goals include technical assistance to local businesses. Should the club convey interest in retrofitting its parking lot, staff would meet with the business to provide assistance. Staff is currently working on stormwater and flood-related issues as part of the Deschutes River Flood Reduction Study. There could be future opportunities if the study identifies areas that might benefit from retrofits for stormwater.

Councilmember Althausen asked about the loss of parking spaces caused by the retrofit project. Consultant Greer responded that the conceptual designs do not represent any loss of parking spaces. The project scope is an area of 5,000 square feet located north of the parking lot between the parking lot and the Deschutes River. The priority is not losing parking spaces.

Chair Swarthout questioned whether the club is required to treat its stormwater. Director Smith replied that there are no retrofit requirements by the state unless the business was planning to complete some improvements.

Chair Swarthout reviewed the requested action.

MOTION:

Councilmember Althausen moved, seconded by Councilmember Schneider, to recommend the City Council approve and authorize the

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Mayor to sign the Grant Agreement with the Department of Ecology for the Golf Course Parking Lot Stormwater Retrofit Design. A voice vote approved the motion unanimously.

**SERVICE
PROVIDER
AGREEMENT WITH
SKILLINGS INC.
FOR THE GOLF
COURSE PARKING
LOT
STORMWATER
RETROFIT DESIGN:**

Consultant Greer requested the committee recommend the City Council approve and authorize the Mayor to sign the Service Provider Agreement with Skillings Inc. for the Golf Course Parking Lot Stormwater Retrofit Design.

MOTION:

Councilmember Althaus moved, seconded by Councilmember Schneider, to recommend the City Council approve and authorize the Mayor to sign the Service Provider Agreement with Skillings Inc. for the Golf Course Parking Lot Stormwater Retrofit Design. A voice vote approved the motion unanimously.

**SERVICE
PROVIDER
AGREEMENT WITH
GREER
ENVIRONMENTAL
CONSULTING
AMENDMENT 2:**

Director Smith commented on some inconsistent information contained within the staff report and advised that the amendment request is for \$21,620. The amendment is requested for Greer Environmental Consulting to accommodate project changes over the last year since the initial agreement was executed to include the addition of one project and several scopes for another project. The new project is for the Percival Creek Culvert across Percival Creek at Somerset Hill Drive caused by bank erosion from an undersized culvert and high velocity flows. The project has been added to the contract. Project management is \$42,095.

A second change in scope is the Deschutes River Reduction and Erosion Study at the former brewery properties to determine factors causing flooding and steps to reduce flooding. Some additional stakeholder efforts were requested by the Department of Ecology. The grant increased since the original project scope was negotiated with Greer Environmental Consulting. Staff is proposing to add several additional tasks at a cost of approximately \$4,000 in project management additions.

The last change pertains to the East Linwood Basin Retrofit project. Because the City was unable to reach an agreement with the property owner to acquire property necessary for managing stormwater through best management practices, the grant received by the City cannot be utilized at this time. Other elements evaluated for the project were deemed not cost-effective for stormwater treatment. Staff continues to pursue additional options, such as downstream treatment. Consultant Greer has pursued conversations with other local agencies to consider a larger flood

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management grant for the entire watershed. Consequently, the return of the grant to the Department of Ecology affects the agreement resulting in a decrease within the agreement of \$24,470.

The total revised contract cost is \$305,970 representing an additional \$21,620. The request is to recommend the City Council approve and authorize the Mayor to sign the Service Provider Agreement with Greer Environmental Consulting Amendment 2 for project management services in an amount not to exceed \$21,620.00.

MOTION: **Councilmember Althaus moved, seconded by Councilmember Schneider, to recommend the City Council approve and authorize the Mayor to sign the Service Provider Agreement with Greer Environmental Consulting Amendment for project management services in an amount not to exceed \$21,620.00. A voice vote approved the motion unanimously.**

**WATER SYSTEM
CAPACITY
UPDATE:**

Director Smith provided an update on water supply capacity as a continuation of a conversation on the Comprehensive Water System Management Plan adopted in 2021.

Director Smith displayed a series of images and graphs during his presentation. Water capacity is based on water system equivalent residential units (ERUs). The formula is used to forecast the number of residential, commercial, and industrial uses that could be developed and supported by the City's water system. The City has a total water right portfolio representing end use allocation of current water customers totaling 22,756 ERUs. Additional ERU requests include 170 ERUs in 2020, 1,136 ERUs in 2021, and 274 ERUs in 2022. Water rights to accommodate those ERUs are reserved for those projects. The amount of requested ERUs is closely tracked to avoid exceeding water rights capacity. Nearing or exceeding the capacity threshold could result in a development moratorium.

Today, the City's total water portfolio is approximately 34,710 ERUs. Of that amount, approximately 1,600 ERUs are reserved, 22,756 ERUs are existing customers, and another 3,278 ERUs are designated for future uses. The City submitted two water right applications to the Department of Ecology. One application is for the Southwest Wellfield, which would need to be significantly modified to acquire the water right at the desired capacity of 19,435 ERUs. The application is a placeholder and could be generated from other water right applications if a path forward can be identified to satisfy Department of Ecology requirements. The second water right application is for 4,736 ERUs and is being actively pursued. If successful with the two water right applications, the total amount of capacity of ERUs would be 36,125 providing the City with additional headway for the provision of water.

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One of the challenges of the City's watershed, the Deschutes River, is finding new water. New sources could be from agriculture water rights or subdivisions that might convert to City water (generally do not provide new capacity as the water right had been allocated). Today, the City has approximately 10,000 ERUs that are not obligated.

Councilmember Schneider mentioned the proposal of a soda bottling plant near the airport and the possibility of using one million gallons of water. He asked about the timeline for using a million gallons of water and the source of the water. Director Smith advised that the source of water would be the City's water system. The proposed use is forecasted to be 600,000 gallons of water a day at full operation, representing a significant user. The City has the capacity of serving a significant user but it would result in approximately 7,000 ERUs remaining in reserve.

Director Smith displayed and described an average day demand graphic reflecting the City's ability to meet daily customer water demands. Today, the average day demand is 2.5 million gallons. The graph forecasts both growth and demand. Another tracking mechanism is the City's existing ability to pump sufficiently to meet demands on an average day. Based on the planning horizon, the City is able to meet average day demands through 2038. The graph also reflects how several future large users (1 million gallons per day) would impact the forecast, which is forecasted in the water system planning process. Based on the forecast, the City would be able to accommodate two additional large users.

Councilmember Althausen questioned how future large uses could impact capacity during the summer when usage is higher. Director Smith explained that many of the improvements forecasted over time increase the City's capacity to meet demand. The maximum day demand as forecasted in the planning level estimate could be affected by different variables during the summer, such as the loss of source, or a surge in irrigation use. The issues experienced by the City of Lacey are related more to conveyance rather than production factors. The City's water system modeling accounts for peak day demands and fire flow demands throughout the year.

Director Smith referred to the City's existing ability to pump water. By 2028 after the first large user comes on line, the City may experience significant challenges to meet the demand. A number of projects have been identified to avoid that situation. With the recent acquisition of the Lathrop Water System, the City can exercise those water rights of 300 gallons per minute. Last year, the City purchased the golf course water right, which needs to be activated and added to the system. Those two projects add 8,000 gallons per minute per day to meet demands to the end of the planning horizon. Additionally, the City's brewery wellfield project is underway

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providing 10,000 future gallons per minute per day to help meet maximum day demands.

The biggest challenge in terms of future source is the Southwest Wellfield as the project is uncertain and requires some modifications.

With some system modifications, the City currently produces approximately 7 million gallons of water a day. Based on capacity, the City is able to accommodate some significant users in the future.

Director Smith responded to questions about the City's ability to keep pace with water system infrastructure needs. Future infrastructure needs are forecasted in the Comprehensive Water System Plan by identifying areas of deficit flows, lower pressures, or areas of future greater demands, etc. Water system modeling determines the kind of infrastructure improvements required.

Director Smith reviewed the circumstances resulting in the temporary loss of Well 17. The City was able to meet demand during that period.

Director Smith reviewed future milestones:

- Consultant – Scope Development and Preliminary Planning with Carolla Engineers
- Hiring of Water Resources Program Manager – Focus will be on source development, integration of Lathrop water rights, and Well 15 reliability by adding backup power source
- Projects – Brewery Wellfield, Golf Course Integration, well decommissioning
- Water Rights Acquisitions
- Pursue new water right applications

Councilmember Schneider commented on his concern that the planning horizon of 2028 was inadequate for planning future water capacity needs because of the inherent long process of obtaining water rights. He asked whether conservation measures were factored within the capacity and usage forecasts. Director Smith affirmed water conservation measures are factored within the planning timeline. The City sponsors a conservation program. Staff will be exploring the revision of the current conservation plan as the City develops new incentives and considers different programs, especially because LOTT Clean Water Alliance does not plan to offer water conservation incentives. Another planning line within the forecast represents a level without any water conservation. He added that the need may have changed with the advent of technology in appliances and updated regulations to reduce water consumption. Staff is working on researching other types of water conservation programs.

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ADJOURNMENT: **With there being no further business, Chair Swarthout adjourned the meeting at 9:08 a.m.**

Prepared by Valerie Gow, Recording Secretary/President
Puget Sound Meeting Services, psmsoly@earthlink.net

**TUMWATER PUBLIC WORKS COMMITTEE
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CONVENE: 8:00 a.m.

PRESENT: Chair Eileen Swarthout and Councilmember Charlie Schneider.

Excused: Councilmember Michael Althaus.

Staff: Transportation and Engineering Director Brandon Hicks, City Attorney Karen Kirkpatrick, Water Resources and Sustainability Director Dan Smith, Transportation Manager Mary Heather Ames, Senior Capital Projects Manager Don Carney, Water Resources Specialist Dave Kangiser, and Water Resources Specialist Carrie Gillum.

**APPROVAL OF
MINUTES:
NOVEMBER 17, 2022:**

MOTION: Councilmember Schneider moved, seconded by Chair Swarthout, to approve the minutes of November 17, 2022 as published. Motion carried.

**ACCEPTANCE OF
WORK WITH
BLACK HILLS
EXCAVATING FOR
THE TUMWATER
HILL PARK -
CROSBY
CONNECTOR
PROJECT:**

Manager Don Carney reported on the completion of the Tumwater Hill Park - Crosby Connector project, a trail construction project connecting Crosby Road to the existing Tumwater Hill Park trail system. Black Hills Excavating completed the work on the project. Staff completed a final punch list of the completed project.

The new trail is approximately 1,200 feet long with several switchbacks to navigate around trees and reduce the steepness of the trail. The trail is five feet wide at the top, with a landing and resting stop constructed approximately half way up the trail. The trail provides access from neighborhoods along Crosby Boulevard to the top of Tumwater Hill, the park, and the elementary school. Manager Carney shared some before and after photographs of the project site.

The project was designed and managed by Engineering staff with funding from park impact fees. The contract with Black Hills Excavating was for \$152,120.70. The final cost of the project was \$150,174.64.

Chair Swarthout thanked staff for completing the project.

MOTION: Councilmember Schneider moved, seconded by Chair Swarthout, to recommend the City Council accept the Tumwater Hill Park – Crosby Connector project as complete and authorize the release of the performance bond as soon as the laws of the state of Washington allow. The motion carried.

SOURCE CONTROL Specialist Kangiser briefed members on a new program to assist businesses

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**PROGRAM
PRESENTATION:**

implement best management practices when conducting pollution generating activities as part of routine business practices as required by the City's National Pollutant Discharge Elimination System (NPDES) Permit issued by the Department of Ecology. The program is referred to as the Source Control Program. Requirements by the permit include inspections of pollutant generating sources at privately and publicly owned facilities, as well as enforcing best management practices to control pollutant-generating activities. Staff has the ability to enforce local ordinances.

The goals of the program are to reduce pollutants entering waterways through the City's stormwater system, as well as enhancing partnerships created with the business community to help support environmental awareness through the program.

Businesses connected to the City's stormwater system will be of focus using the business industry code determined by the Department of Ecology to generate an inventory. The annual goal is to inspect 20% of the total inventory annually. The current inventory is comprised of an estimated 402 sites. The inventory was generated prior to the pandemic in 2019 and some businesses in the City have experienced changes since the onset of the pandemic. Inspections will help refine inventory data.

Inspection criteria include documentation and training, availability of safety data sheets, training status of employees on spill response, completion of spill response and prevention plan, and general housekeeping elements, such as dumpster management, availability of stock spill kits onsite, proper chemical storage and handling, vehicle and equipment maintenance and storage, and routine housekeeping practices.

Initial efforts will focus on education of businesses during inspections. Outcomes for 2023 include refinement of the program, identifying and creating efficiencies when possible, and forming deeper relationships during site visits. Another goal is to reduce pollutants entering the stormwater system.

Specialist Kangiser answered questions and explained that the program is not intended to connect businesses to the City's stormwater system as the inventory criteria includes businesses currently connected to the City's system. If a business is not connected to the stormwater system, the business would not be included in the program initially. The program is not intended to expand stormwater system connections but focuses on inspecting businesses currently connected to the system.

The program is required by the Department of Ecology effective January 2023. Staff has been working over the last year to develop the inventory and some resources to conduct inspections. The intent is to conduct three inspections weekly to meet the 20% requirement. Re-inspections will

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depend on the potential of the business to generate pollutants, with more inspections to those businesses that are known to generate pollutants. Based on inspection outcomes, staff may focus on efforts by the business to achieve compliance. Within five years, all businesses included in the inventory will be inspected.

CORROSION
CONTROL
PROGRAM UPDATE:

Specialist Gillum briefed the committee on the three-year requirement to sample 30 “Tier 1” taps served by the water utility for lead and copper as required by the federal Lead and Copper Rule (LCR). The Tier 1 category includes homes constructed between 1983 and 1987, as they are more susceptible to metal degradation from water. The DOH oversees the standards and receives the City’s sampling results to determine actions and treatments that might be required.

Elevated levels of lead and copper can cause severe illness and health problems. Lead is of greater concern because any amount can be problematic especially to young children and pregnant women.

Since 1992, the City of Tumwater has completed tap sampling. Copper levels were above the level for action with lead testing lower. The sampling lead to a study, which determined the need for treatment. The City selected aeration treatment beginning in 1999. Subsequent testing revealed lower levels of lead and copper. In 2004, the City was eligible for reduced monitoring to collect only 30 samples based on population rather than 60 samples.

Lead and copper in drinking water is generated from pipes primarily beginning with main lines to service lines to internal plumbing in homes. Contamination can also occur from connectors, valves, meters, and fixtures. The City has no history of encountering lead within the distribution system.

Corrosion control is a way to reduce lead and copper in water as water interacts with metals, which can be released in water. The control of pH controls corrosion. The pH level goal is between 7.7 and 8.3 parts per billion (ppb). Aeration treatments have been implemented at the Bush and Palermo water treatment plants.

Tier 1 homes are primarily based on the age of 1983 to 1987 and are considered to have the highest amount of copper pipes with lead solder. Should staff be unable to solicit a sufficient number of volunteers from a Tier 1 home, the City can also collect from the remaining two tiers.

In the summer of 2022, the City broadened its sampling campaign to include investigative samples for homes outside of the required Tier 1 samples. Last year, 142 homes volunteered to participate. Of that amount 30 homes tested in compliance and 108 homes were referred for investigation. The results of the 30 compliance samples included Tier 1, Tier 3, and other homes. To

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comply with the LCR, the 90th percentile must be less than the action level. The action level for copper is 1300 ppb and for lead it is 15 ppb. Testing resulted in no issues with copper as it tested well below the 90th percentile with no homes exceeding the action level. Although the level of lead was below the 90th percentile, three homes exceeded levels above the action level. Tumwater met compliance with the LCR for 2022.

The additional sampling assisted the City in its Corrosion Control Study to have a better understanding of water quality throughout the distribution system. In 2019, Tumwater's residential and non-transient populations exceeded 50,000 requiring the City's water system to demonstrate optimal corrosion control. In November 2022, a Corrosion Control Study was completed by HDR Engineering Inc. (HDR) and submitted to Washington State Department of Health (DOH) for review. The Department of Health will review the study and determine whether any steps are necessary by the City to achieve optimal corrosion control.

Results from the study reflected that the difference in wellfield water quality between the Palermo and Bush water treatment plants and the Airport Wells can be primarily attributed to the differences in treatment. Aeration treatment installed at the Palermo and Bush Wells resulted in higher pH creating stable corrosion chemistry. Although the Airport Wells have a higher alkalinity, the low pH results in higher values compared to the other water sources. Water quality of Airport Wells poses the greatest corrosion risk in the distribution system. Unless changes occur in the Airport Wells, the City could be at risk to exceed the revised LCR level of 10 ppb. Overall, the variable water quality and lack of blending results in the system not optimized for corrosion control for compliance with the LCR.

HDR recommendations within the report include initiating treatment at the Airport Wells through either aeration treatment or the addition of caustic soda. Another option is decreasing Airport Wells usage to reduce the amount of water interacting within the system. Next steps include the review by the Department of Health with treatment likely required for the Airport Wells if the City plans to continue using the wells. The Department of Health has up to six months to review the report.

Councilmember Schneider inquired about the process to solicit homeowners for testing. Specialist Gillum explained that in the past, the process was through direct mailing. Last year in January, staff posted the newsletter to the community, included requests in the *Tumwater On Tap* newsletter, and included information in the Water Quality Report mailed to all residents in July. Tier 1 homes identified by staff received a postcard seeking volunteer participation.

Specialist Gillum addressed questions about the long-term plan for the Airport Wells in terms of supplying water to the City. Should the City retain

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the wells, treatment would be required based on the report. The Airport Wells are not centralized and are scattered throughout the airport area. Staff will learn about future options and costs of future treatment as conversations occur with the Department of Health.

Director Smith described the process the City would pursue to determine the type of treatment to recommend. Aeration is an expensive treatment process. Technologies have since improved providing more affordable solutions. Any recommendations will be reviewed with the Council in collaboration with HDR later in the year as work is initiated on the update of the Capital Facilities Plan.

TRANSPORTATION
GRANTS
DISCUSSION:

Manager Ames briefed the committee on three transportation projects that either have been awarded grant funding or is likely to receive grant funding.

The X Street Roundabout is the next project identified in the Capitol Boulevard Corridor Plan for implementation. The project converts the X Street intersection from a signalized intersection to a roundabout. The design was completed as part of the Capitol Boulevard Israel to M Street design. The project provides pedestrian and bicycle facilities, reduces vehicle idling improving air quality, serves as a natural traffic calming while maintaining the flow of traffic, and enhances safety. The City received the first round of right-of-way funding of \$866,470. This year, Thurston Regional Planning Council selected the project to receive additional funding that decreased the match required by the City and ultimately increasing the prior grant amount by another \$269,500. The City applied for construction funding and received a grant of \$2.941 million for construction estimated to cost \$3.4 million. The grant was split between two federal funding programs.

The second project is the Tumwater Boulevard Interchange project. The interchange is crucial for the development of surrounding properties. The project was initially considered in 2004 with completion of pre-design and pre-permitting activities. Since then, the City has renewed focus on the project and built upon plans completed many years ago. The project has been phased strategically to enable completion. The Transportation Improvement Board awarded a grant of \$2.25 million with a required match by the City of \$4 million for a total project cost of \$6.25 million.

The last project is a Safe Routes to School project focusing on walking and biking to Michael T. Simmons Elementary School. The City applied for funding and was included on the list of recommended projects for consideration by the Legislature. The project scope adds bicycle lanes and sidewalks along Second Avenue north of the Linwood/2nd Avenue intersection to shorten crossing distances and decrease vehicle speeds through the intersection. The total grant request is \$2.1 with an estimated total project cost of \$3.6 million. Much of the match is for the paving

**TUMWATER PUBLIC WORKS COMMITTEE
MINUTES OF VIRTUAL MEETING
January 19, 2023 Page 6**

portion of the project that would be funded through the Transportation Benefit District to complete 2nd Avenue paving.

**FUEL TAX
AGREEMENT WITH
THE
TRANSPORTATION
IMPROVEMENT
BOARD FOR
TUMWATER
BOULEVARD
INTERCHANGE:**

Manager Ames reported the fuel tax agreement is a grant agreement to accept the grant funding from the Transportation Improvement Board (TIB). The TIB funds high priority transportation projects in communities throughout the state and grant programs are funded using three cents from the statewide gas tax. The agreement is for the Tumwater Boulevard Interchange project.

Staff applied for grant funding to cover improvements to the Tumwater Boulevard Interchange. The project is phased with a roundabout at either off-ramp intersection with the final phase of widening the overpass bridge. The first phase of the project is construction of a roundabout at the northbound on and off ramps. The City was awarded grant funding for the project. The grant amount is \$2.25 million with the City's match of \$4 million for a total project cost of \$6.25 million.

Staff requests the committee recommend the City Council approve and authorize the Mayor to sign the Fuel Tax Agreement with the Transportation Improvement Board for Tumwater Boulevard Interchange.

MOTION:

Councilmember Schneider moved, seconded by Chair Swarthout, to approve and authorize the Mayor to sign the Fuel Tax Agreement with the Transportation Improvement Board for Tumwater Boulevard Interchange. Motion carried.

ADJOURNMENT:

With there being no further business, Chair Swarthout adjourned the meeting at 9:03 a.m.

Prepared by Puget Sound Meeting Services, psmsoly@earthlink.net

TO: Public Works Committee
FROM: Dan Smith, Water Resources & Sustainability Director
DATE: February 23, 2023
SUBJECT: Service Provider Agreement with PBS for the Percival Creek Fish Passage Barrier Removal Project Amendment 3

1) Recommended Action:

Staff requests Public Works Committee recommend the City Council approve and authorize the Mayor to sign the Service Provider Agreement with PBS for the Percival Creek Fish Passage Barrier Removal Project Amendment 3.

2) Background:

The culvert conveying Percival Creek under Sapp Road has been identified as a fish passage barrier due to slope. The City plans to replace the culvert with a larger one to allow fish to pass under the road unobstructed. The project received funding to complete final design and initiate permitting from the Washington State Recreation and Conservation Office's Salmon Recovery Funding Board on July 1, 2021. The City completed a Request for Qualifications process and selected to work with PBS to complete this work.

This amendment covers additional work not previously anticipated, including taking the project to bid ready status with 100% PS&E completion by June 2023.

3) Policy Support:

Strategic Priority B – Be a Leader in Environmental Sustainability

- Remove obstructions to fish passage
-

4) Alternatives:

- ☐ Request changes to the proposed amendment.
-

5) Fiscal Notes:

This amendment adds \$27,335 to the project budget to complete final PS&E deliverables. Total design and permitting work is expected to cost \$251,088 with \$79,600 of that total being funded by a Salmon Recovery Funding Board Grant the remainder funded by the Stormwater Utility fund.

6) Attachments:

- A. Service Provider Agreement with PBS for the Percival Creek Fish Passage Barrier Removal Project Amendment 3

**THIRD AMENDMENT
TO
SERVICE PROVIDER AGREEMENT
FOR
PERCIVAL CREEK FISH PASSAGE BARRIER REMOVAL**

This Third Amendment ("Amendment") is dated effective this 1st day of February, 2023, and is entered into by and between the CITY OF TUMWATER, a Washington municipal corporation ("CITY"), and PBS Engineering and Environmental Inc., an Oregon corporation ("SERVICE PROVIDER").

A. The CITY and the SERVICE PROVIDER entered into a Service Provider Agreement dated effective November 23, 2021, First Amendment dated October 21, 2022, and Second Amendment dated November 17, 2022, whereby the SERVICE PROVIDER agreed to provide design and permitting services ("Agreement").

B. Section 14 of the Agreement provided that the Agreement may only be amended by written agreement signed by the parties.

C. The CITY and the SERVICE PROVIDER desire to amend the Agreement to add additional services and to increase the compensation paid to the SERVICE PROVIDER for providing the additional services during the term.

NOW, THEREFORE, the parties agree to the following terms and conditions:

1. SCOPE OF SERVICES.

Section 1 of the Agreement is amended to provide for additional services as more particularly described and detailed in Exhibit "A-2," attached hereto and incorporated herein.

2. COMPENSATION.

In consideration of the SERVICE PROVIDER continuing to provide the services described in Section 1 of the Agreement and providing the additional services described in Exhibit "A-2", Section 4.C. shall be amended to increase the compensation paid to the SERVICE PROVIDER by an additional amount not to exceed TWENTY SEVEN THOUSAND THREE HUNDRED THIRTY FIVE and 00/100 DOLLARS (\$27,335.00). The total amount payable to the SERVICE PROVIDER pursuant to the original Agreement, the First, Second and this Third Amendment shall be an amount not to exceed TWO HUNDRED FIFTY ONE THOUSAND EIGHTY EIGHT and 00/100 Dollars (\$251,088).

Third Amendment to Service Provider Agreement - Page 1 of 2
Percival Creek Fish Passage Barrier Removal

4. FULL FORCE AND EFFECT.

All other terms and conditions of the Agreement not modified by this Amendment shall remain in full force and effect.

DATED the effective date set forth above.

CITY:

CITY OF TUMWATER
555 Israel Road SW
Tumwater, WA 98501

SERVICE PROVIDER:

PBS Engineering and Environmental Inc.
4412 S Corbett Ave
Portland, OR 97239

Debbie Sullivan, Mayor

Signature (Notarized – see below)

Printed Name: Gregory P Jellison

Title: Principal Engineer/Vice President

ATTEST:

Melody Valiant, City Clerk

APPROVED AS TO FORM:

Karen Kirkpatrick, City Attorney

State of Washington)
) ss
County of)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of _____ to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated:

(Signature)

Notary Public in and for the State of Washington

My appointment expires _____

TO: Public Works Committee
 FROM: Bill Lindauer, Engineering Services Manager
 DATE: February 23, 2023
 SUBJECT: I-5 / Trosper Rd / Capitol Boulevard Reconfiguration Project, Construction Road Closures

1) Recommended Action:

Staff recommends the City Council authorize the Transportation and Engineering Director to approve closure of City streets as needed for construction of the I-5/Trosper Road/Capitol Boulevard Reconfiguration Project.

2) Background:

The I-5 / Trosper Road / Capitol Boulevard Reconfiguration Project is intended to address traffic congestion, pedestrian and bike safety and mobility deficiencies along Capitol Boulevard in the vicinity of Trosper Road per the Capitol Boulevard Corridor Plan. The project is currently under construction.

Road closures will be needed while constructing portions of the project for safety of the general public, City staff, and construction workers. There are also occasions where leaving certain streets open fully will restrict work significantly, which can lead to project delays and increased costs. For road closures associated with capital projects, staff follow RCW 47.48.010, which requires authorization from City Council.

Due to the pace of construction and complexity of this project, staff requests authorization to close any city street in the vicinity of the project when needed for completion of work. Signed detours will be required for any street closure. Every closure request will be reviewed by the Transportation and Engineering Director or assigned to validate the need and reasonableness of proposed detours and closure duration.

3) Policy Support:

Strategic Priorities and Goals 2021-2026:

Pursue Targeted Community Development Opportunities - Implement the transformation of Capitol Boulevard.

Create and Maintain a Transportation System Safe for All Modes of Travel - Construct an inter-connected bicycle and pedestrian system, including developing improved neighborhood connections and enhancing overall bicycle and pedestrian safety.

4) Alternatives:

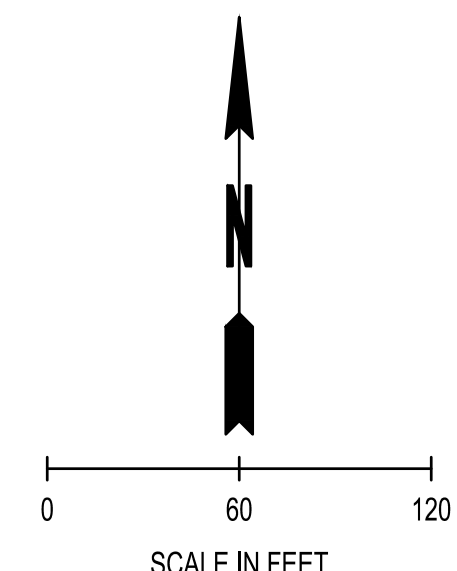
- ☐ Reject request at which time each individual requested road closure/restriction will be presented to Public Works Committee and City Council for the requested approval.

5) Fiscal Notes:

The funds are available in the Transportation CFP, Water CFP, Sewer CFP, and Storm CFP. A portion of the project is funded by a Transportation Improvement Board (TIB) grant.

6) Attachments:

A. Vicinity Map



EXISTING POLES
(POLES SHOWN ARE FIRST INSIDE
AND OUTSIDE OF PROJECT LIMITS)

PROJECT LIMITS

6TH AVE SW

I-5/TROSPER/CAPITOL BLVD RECONFIGURATION PROJECT

OVERVIEW

EXHIBIT No:
EX-01

SHEET No:
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