

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 1**

CONVENE: 7:00 p.m.

PRESENT: Mayor Debbie Sullivan and Councilmembers Peter Agabi, Michael Althaus, Joan Cathey, Leatta Dahlhoff, Angela Jefferson, and Eileen Swarthout.

Excused: Councilmember Kelly Von Holtz.

Staff: City Administrator Lisa Parks, City Attorney Karen Kirkpatrick, Finance Department Director Troy Niemeyer, Police Chief Jon Weiks, Fire Chief Brian Hurley, Community Development Department Director Michael Matlock, Transportation & Engineering Department Director Brandon Hicks, Water Resources & Sustainability Department Director Dan Smith, Parks and Recreation Department Director Chuck Denney, Planning Manager Brad Medrud, and Deputy City Clerk Tracie Core.

PUBLIC COMMENT: **Barbara Hatfield, 1520 Palomino Drive SE, Tumwater,** cited concerns by her and neighbors living near the intersection of Yelm Highway and Henderson Boulevard about excessive street noise caused by vehicles with altered exhaust systems. Copies of a petition were provided to the Council to bring attention to the problem. The City is asked to enforce Tumwater Municipal Code 8.08 Noise Control. Provisions in the code speak to the intent of the City Council to control the level of noise pollution in a manner in which promotes commerce, the use, value, and enjoyment of property and sleep, etc. The City is asked to obtain equipment to monitor vehicle noise levels and assign police officers to monitor traffic in the approximate area of Yelm Highway and Henderson Boulevard and cite individuals who are in violation of the municipal code. The same issue was recently presented to the City of Olympia. She has been in contact with other municipalities that have enacted similar ordinances to inquire about the effectiveness of the ordinances. She is hopeful the Council will address the issue and keep her and her neighbors informed about the status.

Arthur West, 1826 Berry Street NE, Olympia, reported he owns several properties in other municipalities and in Hawaii. He commented on the issue of water quality. He and neighbors fought with Weyerhaeuser and Intel when they proposed building a chip fabrication facility in the Nisqually Delta under the cover of misinformation. He and an associate discovered toxic waste at the Port of Olympia through lawsuits in the early 2000s and now he is concerned about how toxic waste will be cleaned up. He cited the proposed interlocal cooperation agreement to implement an environmental document. He contended that he has never seen such a phenomenon during his observations of similar processes over the last 25 years. Usually, there is an environmental document with a lead agency followed by a series of programmatic environmental impact statements and a series of smaller ones for each project. He has never seen an agreement used to implement an environmental impact statement and

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 2**

believes it is not proper. He forwarded the Council some information including a copy of the lawsuit. He claimed that the agreement relieves the signing entities of responsibilities that cannot be evaded through an agreement, particularly the Open Public Meetings Act. The board the agreement creates to control dredging for the next 30 years includes no provisions for public input or adherence to the Open Public Meetings Act (OPMA). The LOTT agreement clearly states that the agency follows the Public Records Act and the OPMA. He is unsure how LOTT is part an organization that does not have the same provisions requiring adherence to the OPMA. The agreement does not provide for a fair review of toxic waste cleanup and does not require the Port of Olympia to remediate toxic dioxin and other contamination before the dam is breached. Additionally the agreement presumes that the dredge material from the lake will be suitable for building a boardwalk, which is not addressed in the testing. He asked the Council to reconsider and request some additions to the agreement.

Pamela Hansen, P.O. Box 14521, Tumwater, remarked about the City of Tumwater recently featured negatively in the news media regarding some disparaging comments directed towards a Councilmember. She echoed sentiments of others that the coverage should not have occurred. She learned that the City lost a long-term business because of an increase in rent. She also learned that the Starbucks at the Fred Meyer complex may also be considering leaving because of rent increases. The City cannot afford to lose businesses and she is hopeful that the Chamber of Commerce and others support those businesses. She commented on new development planned in the area near Walmart. Her concerns surround approval of a bar business in the City and that the City should closely review the proposal as the amount of people that are attracted to bars can create problems.

Cindy Cooper, 1085 Ebbets Drive, Tumwater, remarked that the Mayor and Council have a moment of opportunity as the last remnants of indigenous and settler history in Tumwater and nearby is eminently threatened. The City's action can preserve and honor them. The urban growth area land swap being considered for BAR Holdings Land at 93rd Avenue and Old Highway 99 would wipe out one of the last unpaved segments of the Cowlitz Trail, a 9,000 year-old indigenous trail. The Meeker oak tree is a living visible marker of pre-colonial history along the Cowlitz Trail. It stands on an original settler homestead likely that of the George Bush family who founded the town. Preserving those origin sites will increase pride of place for Tumwater and lead to more tourism dollars spent in the City. Olympia in doing this by supporting redevelopment of the Deschutes Estuary and the Port of Olympia recently established the Billy Frank Junior Trail. It would look bad indeed for Tumwater to do the opposite and allow the destruction of the City's remaining historical sites. She recently visited several historical markers in Tumwater that were

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 3**

placed 75 to 100 years ago. At that time, the focus was on settler history and references to the Oregon Trail. None of the markers mentioned the Cowlitz Trail or the original people who lived in the area. The City of Tumwater could act on an opportunity at this time to update, preserve, and showcase the City's origins. The Council should protect and save the remaining Cowlitz Trail and the Davis-Meeker oak tree.

Eric Johanson, 1085 Ebbets Drive, Tumwater, commented on the Davie-Meeker oak and the Cowlitz Trail. A Tumwater map references the Cowlitz Trail near the airport along Old Highway 99. Presumably, Old Highway 99 and Capitol Boulevard were part of the trail. With the redevelopment of the estuary and new boardwalks, it would be possible for a trail from the tip of Olympia into Tumwater past the Craft District continuing and intersecting with the new trail system under development. No marking exists in Tumwater on Capitol Boulevard or on Old Highway 99 to indicate where the boulevard intersects with the old Cowlitz Trail. Certainly, with all the projects underway by the City between transportation and parks, it ought to be possible to include some better signage. If the transportation project includes the development of a biking network or a walking network, it should include the old historic trail that traverses through Tumwater, as it would reflect favorably on the City.

**CONSENT
CALENDAR:**

- a. Approval of Minutes: City Council Work Session, September 24, 2024
- b. Approval of Minutes: City Council, October 1, 2024
- c. Payment of Vouchers
- d. Small Works Contract with Sare Electric for the City of Tumwater Fleet EV Charging Stations Project
- e. Interagency Agreement with Washington Department of Commerce for Washington Electric Vehicle Charging Program (WAEVCP)
- f. Acquisition of the Reykdal and Langton Properties for the Percival Creek Fish Passage Barrier Removal Project
- g. Reappointment of Grace Edwards to the Planning Commission and Rob Paylor, Don Trosper and David Nicandri to the Historic Preservation Commission

MOTION:

Councilmember Althauser moved, seconded by Councilmember Swarthout, to approve the consent calendar as published. A voice vote approved the motion unanimously.

**COUNCIL
CONSIDERATIONS:**

**MEDIC ONE
ADVANCED LIFE
SUPPORT**

Fire Chief Hurley presented the proposed amendments to an existing Medic One Advanced Life Support (ALS) Contract.

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 4**

**CONTRACT
AMENDMENTS:**

Thurston County Medic One celebrated its 50th anniversary this year. Thurston County Medic One supports the hiring of paramedics and EMTs in Tumwater.

The proposal addresses urban response times. County paramedic units are experiencing an increase in call volume and decreasing response times in the incorporated and urban growth areas of the City. Thurston County Medic One completed a study of response times for ALS calls within Thurston County. The study revealed that within urban areas, increasing response time is projected to exceed the 8-minute response time 90% of the time threshold. Seven medic units are located across the county with two units in Tumwater with one of those units assigned to the Rochester area. Thurston County Medic One is adding an additional medic unit effective in 2026 in Tumwater to support the urban core where call volume has increased.

Study analysis conducted on all calls in 2023 identified preferred locations of the new unit. The study identified Tumwater Fire Station T-2 as one of the best locations for siting a new medic unit because of access to downtown Olympia, Capitol Boulevard and Old Highway 99, I-5/US 101, and support to medic units 5, 10, and 4.

The proposal aligns with Public Safety Strategic Priorities and Goals to ensure timely, efficient, and effective public safety response in the community, and exploring and implementing partnerships to improve efficiency and service delivery.

The proposal increases the minimum daily staffing from 9 employees to 11 employees with 13 total employees on duty of which two paramedics are assigned to Medic 14 in the Rochester area. The medic unit located in the north area of the City improves ALS paramedic response time in that area of the City while improving paramedic coverage overall, as well as firefighting response in the City. An additional medic unit also improves the City's rating by the Washington Survey & Rating Bureau, which is used to determine property insurance rates.

The proposed amendments are No. 3, No. 4, and No. 5. Amendment No. 3 addresses a new paramedic academy enabling new employees to learn about Thurston County protocols and provide an opportunity for the Medical Program Director to work with each paramedic and approve their placement as paramedics in the county. The new ALS Academy is comprised of a six-week paramedic structured training program during a day shift covering all skills necessary to be a certified paramedic. All new paramedics from the three jurisdictions would attend. Current paramedics would serve as instructors. The agreement enables Medic One to cover those costs reimbursing jurisdictions up to \$40,000 to cover the expense of instructor time.

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 5**

Amendment No. 4 addresses hiring of paramedics. Typically, Medic One funds up to 9.5 paramedic positions. To staff the new medic unit, the department proposes to hire four paramedics in December 2024 and five paramedics by January 1, 2025. To accommodate the request, the department is requesting an increase in FTEs from 53 to 57. Currently, the fire department has 52 FTE positions filled with a vacant Fire Prevention Officer position.

Amendment No. 5 addresses initial start-up costs for the new medic unit. The amendment authorizes an additional 9.5 FTEs effective January 1, 2025. Medic One reimburses the City 80% of salaries, benefits, and necessary equipment. The agreement authorizes \$20,000 in 2025 for administration related to the new medic unit. The amendment defines the location of the new medic unit as Tumwater Fire Station T-2. The agreement provides reimbursement for start-up costs up to \$475,000. Some or all that amount could be used to cover the costs of FTEs enrolled in the fire academy or for temporary housing and facility costs associated with Fire Station T-2 upgrades.

Fire Chief Hurley reviewed costs to the City. The proposal estimates seven paramedics attending the fire academy. The City's share after reimbursement by Medic One is approximately \$512,776 for the biennium for nine employees.

The Thurston County Board of County Commissioners must also approve amendment 5. The City has been actively recruiting applicants. Several conditional offers were offered to candidates. Following background and medical reviews, successful candidates would receive a job offer. The fire department continues to evaluate options for Station T-2 improvements. The goal is for the unit to be in service by January 1, 2026.

Staff requests the Council authorize the Mayor to sign the Intergovernmental EMS Contract Amendment No. 3, 4 and 5 with Thurston County Medic One.

Councilmember Dahlhoff inquired about the type of calls the fire department receives daily and the importance of the proposal. Fire Chief Hurley said the county operates medical response on a tiered system of basic life service response (BLS) and calls for advanced life support. Calls requiring ALS response provide a higher level of medical intervention and care for patients. The department continues to experience an increase in ALS calls.

Councilmember Swarthout asked about the length of the fire academy. Fire Chief Hurley said that new employees would attend the South Sound Academy hosted by the City of Lacey. The course is 16 weeks. Recruits

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 6**

receive Firefighter 1 and Firefighter 2 certification and Hazmat Operation certification after successfully completing the fire academy.

Councilmember Cathey recounted her first time running as a Councilmember in 2007. At that time Fire Station T-2 was not open and her campaign was based on opening the station and providing fire and medical service to the north area of the City. She is amazed at the changes occurring in the City and the City's response as the City continues to grow. She supports the proposal and is appreciative of the quality of fire service and fire leadership.

MOTION:

Councilmember Jefferson moved, seconded by Councilmember Cathey, to authorize the Mayor to sign the Intergovernmental EMS Contract Amendment No. 3, 4 & 5 with Thurston County Medic One. A voice vote approved the motion unanimously.

**DESCHUTES
ESTUARY
RESTORATION
PROJECT
INTERLOCAL
AGREEMENT AND
BOARDWALK AND
RELATED
INFRASTRUCTURE
AGREEMENT:**

City Administrator Parks presented the proposal to approve the Deschutes Estuary Restoration Project Interlocal Agreement and Boardwalk and Related Infrastructure Agreement.

The proposed agreements culminate many collaborative efforts as well as the first step in the next phase of the long-term community conversation and coalition for management of the Deschutes estuary basin.

In 2011, the Capitol Campus Plan was developed. The 5th Avenue Dam was constructed between 1949 and 1951. Subsequently, community recreation in Capitol Lake included swimming and boating. In the 1970s and 90s many conversations spoke to dredging Capitol Lake to address water quality concerns surrounding the health of the lake and long-term management challenges for the Capitol Lake system. In 2016, the Legislature directed the Department of Enterprise Services (DES) to develop the Capitol Lake Deschutes Estuary Long-Term Management Plan. The public process included studies and completion of an Environmental Impact Statement (EIS) to evaluate alternatives for long-term management. DES completed many technical analyses, conducted outreach, and collaborated with many stakeholders. A Draft EIS was issued in July 2021. The Final EIS was completed at the end of 2022. The outcome of the process resulted in a Memorandum of Understanding (MOU) between DES, several local governments, Squaxin Island Tribe, Port of Olympia, and LOTT Clean Water Alliance committing to various elements of a selected preferred alternative to return the system to an estuary. From 2022 to the present, preliminary phases of the Deschutes-Estuary Restoration Project were initiated. Preliminary designs were completed in addition to technical work, implementation of several funding strategies, and negotiation with the partners as signatories to the MOU to develop the interlocal agreement for consideration in addition to

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 7**

several subsidiary agreements outlining specific commitments by some of the partners.

The two proposed agreements are interrelated. The South Basin Boardwalk and Related Infrastructure Agreement is between the State of Washington and the City of Tumwater. The Deschutes Estuary Restoration Project Interlocal Agreement is the primary document between the State of Washington and the Squaxin Island Tribe, cities of Olympia and Tumwater, Thurston County, Port of Olympia, and the LOTT Clean Water Alliance.

The City of Tumwater's project is covered in the subsidiary agreement and is interrelated with the interlocal agreement. The term is the same and relies in part on the provisions of the interlocal agreement along with inclusion of an independent termination provision as negotiated by the City of Tumwater. The basic components of the subsidiary agreement outlines responsibilities between DES and the City of Tumwater pertaining to the improvements identified for the South Basin area of the project site.

Councilmember Althausler inquired about the City's participation in the design of the boardwalk, as the agreement is silent with respect to the final design of the boardwalk. City Administrator Parks advised that one of the basic components in the agreement is the collaborative nature of the design moving forward. DES committed to include the City of Tumwater in the design process and the City is participating in the design process.

City Administrator Parks reported the construction of the boardwalk facilities will be the responsibility of DES. Following construction of the boardwalks, the agreement contemplates that the City of Tumwater would assume ownership of the boardwalk facilities with responsibility for ongoing maintenance. Another component of the agreement pertains to several administrative tasks. The agreement contemplates another agreement detailing the transfer of the facilities. Tumwater Historical Park is located on property owned by DES, which is leased to the City. A future agreement will document the specifics of any transfer of ownership. Following assumption of ownership of the boardwalk, the City would be responsible for all future decisions associated with boardwalk facilities

Councilmember Jefferson asked whether the agreement for maintenance of the boardwalk applies only to the section located within the City's jurisdiction. City Administrator Parks advised that the City would be responsible for maintaining the boardwalk located in the south basin area or all facilities located upstream from the I-5 crossing of the Deschutes River.

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 8**

City Administrator Parks reported the interlocal agreement, in addition to outlining various components and responsibilities of the participating parties, includes a primary component addressing how jurisdictions will manage sediment depositing to West Bay after removal of the dam at the end of the construction project. The agreement identifies roles and creates a Deschutes Estuary Steering Committee comprised of representatives from each partner agency to serve as an appointed body. The project manager is DES in support of the activities of the committee. DES will complete the technical work and manage the evaluation, design, permitting, and construction of the three anticipated dredge events identified over the term of the agreement. The term of the agreement is through December 31, 2050. The agreement also outlines the role of the Port of Olympia for maintenance dredging of its berthing areas along the marine terminal as well as coordinating directly with the U.S. Army Corps of Engineers, which is responsible for dredging of areas identified as federal navigational channels.

The City's financial responsibility for the two agreements applies to the south basin boardwalk and infrastructure for ongoing repairs and maintenance. Those costs are unknown at this time with no estimate provided because of the lack of a design. The costs would cover both dollar costs as well as staff resources. The City is participating in the design process to provide input on the construction methodologies and materials. Following transfer of the boardwalk, the City retains exclusive control of the facilities.

The interlocal agreement covers the cost of dredge events over the life of the agreement. The total cost to the City of Tumwater is \$7, 673,000.00. The agreement includes provisions for annual payments for the financial obligation to be initiated after securing construction funds from the state. The City's schedule of annual payments is reflected as an attachment to the interlocal agreement.

The last component of the project is removal of the 5th Avenue Dam anticipated to occur in 2033 with dredging necessary every six years with the first dredge in 2028. In 2044, the agreement anticipates a larger dredge event followed by the third and final dredge scheduled in 2050.

City Administrator Parks requested the Council approve and authorize the Mayor to sign the South Basin Boardwalk and Related Infrastructure Agreement between the City of Tumwater and the State of Washington Department of Enterprise Services and the Deschutes Estuary Restoration Project Interlocal Agreement. She invited questions.

Councilmember Dahlhoff said she supports the proposed agreements with a caveat that she learned earlier that Thurston County has delayed signing the ILA. She asked whether the delay could provide an opportunity to

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 9**

work with DES regarding the trails based on previous submittal of responses from the City in August 2021 in conjunction with the Thurston Regional Planning Council concerning the trail alignment that were not included in the proposed ILA. She asked about any opportunity to work with DES to seek an addendum because of agreement and support voiced previously by DES, which is not captured in the proposed ILA. City Administrator Parks advised that any signing delay could afford an opportunity to revisit the design. Staff and DES have discussed the concept of the recreation component within the south basin. It is likely DES is willing to engage in discussions as well as seeking community input on the recreational element for the south basin area. Councilmember Dahlhoff advised that a schematic was developed for an alternative alignment of the trail and submitted to DES in August 2021. City Administrator Parks advised that staff would follow up with DES on the prior documentation.

Councilmember Swarhout noted that the documentation within the ILA identifies the financial responsibility for paying the costs of dredging, which also includes local marinas. City Administrator Parks said that although private marinas are not a party to the ILA, they are part of another agreement in progress with DES. DES is negotiating other agreements with private marinas to cover private financial obligations for dredging activities. All agreements must be completed to enable DES to move forward with a budget request for construction funds.

Councilmember Althausser asked whether the omission of any reference to the Open Public Meetings Act (OPMA) within the provisions of the ILA would exempt the parties from the requirements of the OPMA statute. City Attorney Kirkpatrick affirmed that the OPMA is a state statute requiring compliance by the City. References to the OPMA are unnecessary within the ILA, as non-compliance by the parties would be a violation of state law.

Mayor Sullivan commented that during the meetings to review the ILA, one of the concerns centered on the control of funds. The ILA designates the Thurston County Treasurer's Office as the financial entity to ensure all funds from each partner are protected and that the funds could not be accessed by the Legislature.

Councilmember Jefferson referred to a public comment requesting the Council not approve the agreement. While she acknowledged the importance of teamwork and partnerships, she is speaking for some individuals opposed to the agreement because dredging is not occurring within the City limits of Tumwater and should not be a financial obligation by the City for an action occurring outside of Tumwater. She questioned the importance of the ILA and the potential outcome if the Council elects not to approve the ILA.

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 10**

City Administrator Parks responded that the importance and benefit to Tumwater is a project that is intended to address a regional asset and an environmental issue affecting the entire region. Restoring the estuary provides benefits not just within the specific geography of the construction site but benefit the entirety of the watershed and improve Deschutes River. The project creates a larger public benefit and an asset that serves as a draw for tourism and demonstrates a collaborative effort to restore an environmental condition to a more natural condition with benefits far beyond the geography of the area.

Councilmember Althaus commented that the project will benefit and restore habitat around the estuary in the center of an urban community that will attract wildlife, plants, and aquatic life. The project area is literally in the City's backyard as the City was founded on the Deschutes River. The river is sick and unhealthy. In terms of why it is important for Tumwater's participation, the City will receive a direct economic impact from the boardwalks. He agreed with Councilmember Dahlhoff as he also has some reservations around the current renderings for the boardwalks because he believes connection of the boardwalks to the Karen Fraser Woodland Trail would connect the regional trail system. The City has a financial responsibility for dredging as sediment travels down the river and for any remaining oil from the oil spill at the brewery. The City has a responsibility to participate financially. Additionally, in recognition of Indigenous Peoples Day, October 14, 2024, it is important to note that the one party not financially obligated in the agreement is the party most affected by the dam, which speaks to a fitting social justice aspect of the project.

MOTION:

Councilmember Althaus moved, seconded by Councilmember Dahlhoff, to approve and authorize the Mayor to sign the South Basin Boardwalk and Related Infrastructure Agreement between the City of Tumwater and the State of Washington Department of Enterprise Services and the Deschutes Estuary Restoration Project Interlocal Agreement. A voice vote approved the motion unanimously.

**COMMITTEE
REPORTS:**

**PUBLIC HEALTH &
SAFETY:
*Peter Agabi***

The committee considered Resolution R2024-015, affirming the Council's commitment to equality, dignity and the protection of civil rights, and standing against hate, bigotry, and discrimination. The resolution stemmed from a recent incident in the City involving Councilmember Dahlhoff who was exposed to a person yelling a racial slur at her in addition to a series of other related incidents in the City. The committee recommended some adjustments to the resolution for reconsideration by the committee at its November meeting. The committee also received an update on Crisis Response by the Tumwater Fire Department.

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 11**

**GENERAL
GOVERNMENT:**
Michael Althausser

The committee continued its review of the 2025 Comprehensive Plan update focusing on the Housing Element and the updated housing allocation and land capacity analysis.

PUBLIC WORKS:
Eileen Swarthout

At the October 3, 2024 meeting, the committee forwarded recommendations to the Council on a Small Works Contract with Sare Electric for the City of Tumwater Fleet EV Charging Stations Project, an Interagency Agreement with Washington Department of Commerce for Washington Electric Vehicle Charging Program (WAEVCP), and acquisition of the Reykdal and Langton Properties for the Percival Creek Fish Passage Barrier Removal Project.

At its next meeting on October 17, 2024, the agenda includes the 93rd Avenue Interchange Study Consultant Agreement with Shea Carr & Jewell, Inc., and Resolution No. R2024-017 for the 2025 Fee Schedule.

**BUDGET AND
FINANCE:**
Debbie Sullivan

There was no meeting and no report.

**MAYOR/CITY
ADMINISTRATOR'S
REPORT:**

City Administrator Parks announced an open house on Monday, October 21, 2024 from 5 p.m. to 7 p.m. on the new community center design project at Tumwater Middle School in the cafeteria. The consultant will provide an overview to the community on demographics, examples of different recreation centers throughout the country, national trends on community center design, and potential design features and amenities.

On Saturday, October 12, 2024, the Tumwater Police Department sponsored a Citizens Academy "Light," a single day event opposed to a multi-day academy. The small group was very engaged resulting in beneficial community and department conversations and interactions.

Last Friday, October 11, 2024, the Meeker-Davis oak tree was assessed for risk by a professional tree risk consultant who performed a variety of assessments on the tree. The assessments were recommended by the Department of Archeology and Historic Preservation (DAPH) as non-invasive techniques. A permit from DAPH was not necessary to conduct the assessments. The consultant performed sonic tomography of nine different locations along the main stem of the tree, conducted aerial inspections of the tree, and documented various conditions of the tree. The next step in the process is data analysis based on the assessment to identify any implications. If data analysis indicates a need for additional investigation, the City will consider next steps for another phase of assessment including whether a permit from DAPH would be required. If future investigation is not warranted, the City anticipates receiving a final report by the consultant within three to four weeks. The content of the

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 12**

report will serve as a determination and classification of the risk associated with the tree, its branches, and its co-dominant stems. The report will include potential risk mitigation options, cost estimates, and residual risk that could be achieved if mitigation measures were implemented.

With the year ending soon, upcoming Council meetings will include budget workshops, public hearings on the budget and the property tax levy, an annual Tumwater Metropolitan Park District (MPD) meeting to review an annual report of activities, and two public hearings on the MPD budget and MPD tax levy. The regular Council meeting on November 19, 2024 will include the final budget public hearing. The last meeting of the year is scheduled on Tuesday, December 17, 2024.

Mayor Sullivan reported on her attendance to the Intercity Transit Authority Board meeting on Wednesday, October 2, 2024. Members were introduced to the class of 2024-05 of bus operators comprised of the largest class of 24 students. The class began on September 9, 2024. The Authority considered applications for a vacancy on the Intercity Transit Authority Board and six vacant positions on the Citizens Advisory Committee. Interviews are scheduled in November for all vacant positions. Intercity Transit was awarded a \$1.8 million Community Project Fund grant championed by Congresswomen Marilyn Strickland for Zero Fare Bus Stop Enhancements.

Mayor Sullivan attended the Association of Washington Cities (AWC) Mayors Conference on October 3-4, 2024.

Mayor Sullivan reported on a text message she received from the Chair of the Chehalis Tribe thanking the Tumwater Police Department for handling a smash and grab robbery at its marijuana store located off 93rd Avenue. Robbery suspects fleeing the scene crashed in Tumwater. The Chairman expressed his thanks to Tumwater police officers in their response as all five of the suspects were apprehended. All suspects were juveniles using a stolen vehicle from Tacoma.

**COUNCILMEMBER
REPORTS:**

Angela Jefferson:

At the last Olympia and Beyond meeting, members discussed and received a presentation by staff with the City of Olympia on the city's minimum wage proposal. The annual sports award event is scheduled on November 7, 2024 at South Puget Sound Community College. Ticket sales are open. The event is scheduled from 5 p.m. to 7 p.m. Members reviewed the Destination Master Plan. Task Force meetings are scheduled to convene quarterly beginning in January 2025.

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 13**

At the October 11, 2024 meeting of Tumwater HOPES, coalition members received an update from ESD, which is responsible for five coalitions. The new coalition leader for Tumwater HOPES recently joined the organization after nearly a year of lacking a leader. The coalition participated in the City's Clean-Up, Drop-Off event and provided six medication lockboxes and collected 135 pounds of medication. Members discussed a proposal to collaborate with the Health Department and ESD for the Friends for Life campaign to conduct trainings on the administration of Naloxone, similar to the training received recently by the Council. The training teaches caregivers and adults about the use of opioids and overdose. It is important for the training to be advertized with good coordination and communications with local schools to inform the target audience.

On October 10, 2024, Councilmember Jefferson strived to win the Senior Picnic Historical Park Chili Cook-Off event. Despite cooking her chili for 24 hours, she lost the competition to another competitor who served their chili made with beef brisket.

Joan Cathey:

Councilmember Cathey attended the last meeting of the Solid Waste Advisory Committee. The Thurston County landfill is undergoing a redesign. The landfill property includes a parcel of land not currently used. The committee is working on establishing a solar farm on the five-acre parcel. The committee continues efforts to site a transfer station in the south county area.

At the last meeting of the Olympic Region Clean Air Authority meeting, members received reports of many people burning leaves and other lawn and garden waste. The agency has received many calls of concerns from the region. Despite the calls, air quality in Thurston County during the last year tested as good with some instances of excellent quality.

Peter Agabi:

Councilmember Agabi attended the October 4, 2024 Thurston Regional Planning Council (TRPC) meeting. Members received a public comment concerning the possibility of the City of Tumwater developing trails leading from the Craft District to the Cowlitz Trail. Members discussed the call for projects process. The City of Tumwater submitted transportation proposals for a traffic study and development of trails from Pioneer Park to the Deschutes River at Henderson Boulevard. Councilmember Agabi said the final action on the call for projects is scheduled at the Council's December meeting. He inquired about the possibility of county's delay in signing the estuary ILA affording time to the City to revise the proposal for the boardwalk design. City Administrator Parks advised that it may be possible to pursue discussions with DES through the design process regardless of the timing of Thurston County signing of the interlocal agreement.

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 14**

TRPC Executive Director Marc Daily presented the proposal for changes in membership fees to support requirements for information technology infrastructure. Mr. Daily presented and reviewed 2025 legislative priorities for the region.

The Town of Bucoda is sponsoring a popular haunted house in celebration of Halloween.

The recent meeting of the Joint Animal Services Commission was an extended meeting to review the budget. The City of Tumwater is scheduled to experience an increase in its annual assessment of approximately \$200,000.

Leatta Dahlhoff:

Councilmember Dahlhoff reported on her attendance to seven meetings. The Thurston County Opioid Response Task Force is working on the 2025 Opioid Response Plan revision, implementation, and engagement. She encouraged the police and fire departments to review the plan as both agencies respond to calls of opioid overdoses.

The LOTT Clean Water Alliance Board of Directors recently signed the interlocal agreement for the Deschutes Estuary project.

Councilmember Dahlhoff advised that the resolution discussed by the Public Health and Safety addressed the overall conversation of the City's values and culture. The resolution speaks to a conversation that does not question free speech or federal regulations, but rather about a campaign against hate as it does not align with the City's neighborly values. The issue is not focused on a resolution but rather on the larger issue of hate that is not tolerated in the City.

Michael Althaus:

The next meeting of the Regional Housing Council is scheduled on Wednesday, October 23, 2024.

Eileen Swarthout:

Councilmember Swarthout reported she attended the October 4, 2024 TRPC meeting. The Deschutes Valley Trail Segment C project application is for a federal grant submitted through TRPC's call for projects process. State funding has been secured for another segment of the trail.

Councilmember Swarthout attended the Senior Picnic Historical Park Chili Cook-Off.

Councilmember Swarthout participated in the Clean Up, Drop Off event.

The Daughters of the American Revolution (DAR) is hosting a talking headstones tour on Saturday, October 19, 2024 at noon at the Pioneer

**TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
OCTOBER 15, 2024 Page 15**

Cemetery. Mayor Sullivan is speaking at the event and is a member of DAR.

Mayor Sullivan described recent cleaning of pioneer headstones at the cemetery located off Littlerock Road. Volunteers cleaning the stones are trained to clean historic headstones using special brushes and chemicals that require many volunteer hours.

ADJOURNMENT: With there being no further business, Mayor Sullivan adjourned the meeting at 8:36 p.m.

Prepared by Valerie L. Gow, Recording Secretary/President
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