

TUMWATER CITY COUNCIL MEETING
MINUTES OF HYBRID MEETING
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CONVENE: 7:00 p.m.

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

Staff: City Administrator John Doan, Water Resources & Sustainability Director Dan Smith, Parks and Recreation Director Chuck Denney, and City Clerk Melody Valiant.

SPECIAL ITEMS:

PROCLAMATION: Councilmember Jefferson read a proclamation declaring January 16, 2023
MARTIN LUTHER as *Martin Luther King, Jr. Day*. The proclamation urges all people to join
KING, JR. DAY, in and take the opportunity to reflect upon Dr. King's vision and rededicate
JANUARY 16, 2023: ourselves to continuing to advance the principles of justice and equality
for all.

Mayor Sullivan recognized Thelma Jackson and presented her with the proclamation.

Ms. Jackson acknowledged the proclamation on behalf of Reverend David L. Reeds and the New Life Baptist Church. The church sponsored a magnificent commemoration of Dr. Martin Luther King, Jr. as a community-wide gathering to reinsert a community-wide celebration of the life and legacy of such a great man. The church was very successful in its efforts attracting people from across Thurston County along with the presence of many City of Tumwater residents. Thurston County, City of Lacey, and the City of Olympia also issued proclamations. It is the desire of the church to bring the Martin Luther King holiday back into perspective as not only a day of service but also a day to remember and honor his life and legacy. Today, there is a lack of unity; there is institutional and individual racism, economic and healthcare inequities, miscarriages of justice, white supremacy ideology, and assaults on democracy, political chaos, hatred, discrimination, misinformation, violence, and conspiracy theories. Society is suffering from the fatigue of despair. Celebrating Martin Luther King is an opportunity for the community to come together. She complimented Councilmember Jefferson for her leadership in promoting the proclamation issued by the City of Tumwater. In 2023, a new commitment has been promised as a black community and as the New Life Baptist to provide some leadership to local efforts. Members are appreciative that the City of Tumwater will be part of those efforts moving forward.

PUBLIC **Brisa Sabel, 2833 Calais Lane NW, Olympia, WA 98502,** said the
COMMENT: National Academy of Sciences in a worst case scenario projects sea level
rise of 28 inches by 2100 resulting in a loss of 690,000 square miles of

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land and displacing 2.5% of the world's population. As climate changes rapidly, farmers will not be able to support the same crops or sustain the same level of production. By 2050, 500,000 people could die from food insecurity as a direct result of climate change. According to the World Health Organization, climate change is estimated to kill five million people between 2030 and 2050 and 83 million people by 2100. In 2021, members of the Tumwater City Council passed the Thurston Climate Mitigation Plan (TCMP) in response to the demands of many community members. At that time, many in the community believed that finally, elected officials were taking action to protect the world. Passage of the TCMP means nothing if there is no implementation. Her first demand is to draft and pass an implementation strategy. Second, prioritizing strong climate policy goes hand in hand with values of public health, equity, and a localized economy. It does not however, go hand in hand with corporate greed. The Council should deny Coco Cola a 27-year lease. In this time of increasing climate chaos, it is unknown what the next 20 years will look like let alone the next 75 years. Signing away natural resources to a company that has been voted as the worst plastic polluter in the world for the last five years is not only idiotic it makes it nearly impossible for the City to reach its targets spelled out in the TCMP. Signing the lease will prove the Council is untruthful and untrustworthy. Along with the passage of the TCMP, the Council declared a climate emergency. The Council should act on the emergency, develop emergency procedures, and free up emergency funds. Government was not built to act with the urgency the climate crisis demands. The Council must enact urgent structural change or the people the Council serves will suffer.

Chris Lester, 4134 107th Avenue SW, Olympia, provided self-introduction as the Governmental Affairs Director for Thurston County Realtors Association. The association offers its assistance to the Council in terms of housing concerns and issues.

Deborah Boos, resident of the Bridlewood Neighborhood, spoke in response to an email update on December 22, 2022 on the proposed Operations and Maintenance (O&M) facility at the Trails End site. The email is representative of a shiny objective and insinuates that the passage of the levy to fund the facility will result in the neighborhood receiving a park, roundabout, and sidewalks. The email mentions the dedication of land for a park. The 2017 Metropolitan Park levy was passed for the purpose of a park and not to facilitate building the O&M facility. A quote by City staff spoke to general approval of the facility. However, there is general approval by the neighborhood for a park but not the O&M facility. Outreach to the media using that statement is manipulative. The sidewalks are another shiny object. She questioned whether the safety of constituents only matter if the facility is built. Since 2014, hundreds of homes have been built in the surrounding neighborhoods. 79th Avenue serves as a busy racetrack to surrounding neighborhoods. Sidewalks should be built but

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not for the facility. The roundabout is the third shiny object promoted by the City. For years, residents have requested a roundabout at 79th Avenue and Old Highway 99 due to heavy congestion in the area. It appears the Council is saying no O&M facility will result in no roundabout. The O&M will be moving from a four acre site to six acres. As it is planned today, O&M operations would completely fill the space as the original goal was for 10 acres which was reduced to six acres. She asked about the long-term plan and how the City plans to expand in the next 10 to 20 years as no open space is available. On January 3, 2023, she submitted a formal request for public records of any information relating to a feasibility study. Staff was unable to locate any information. She cited three examples of the study mentioned in a memorandum from John Doan dated on December 9, 2021 describing the site requirements and the four sites that were eliminated and why. She requested information on the Trails End site as there must be records of the pluses and minuses of the Trails End site. A second reference to a feasibility study was during the open house Q&A, which stated that the City completed many elements of a feasibility study and the results have not been compiled into a single feasibility study. She asked why the results were not consolidated and questioned the availability of notes. The third example was an email from Mayor Sullivan on October 17, 2022 stating that plans would be submitted for a feasibility study plan review and SEPA review as part of the permitting process. She asked whether it would have been wise to complete the study prior to spending taxpayer money to determine the Trails End site was not a feasible option. As mentioned, no record could be found. She questioned whether the City is pushing forward on the facility without going through the proper channels. It appears the City is using the park, roundabout, and sidewalks as leverage to pass a levy. It is the City of Tumwater that wants the O&M facility at the Trails End site that will impact many residents.

Mary Pryor, 1615 Derby Lane, Tumwater, said she serves as the Bridlewood Neighborhood Homeowners Association Vice President located across from the proposed O&M facility. She shares the concerns of many of the residents. She understands Tumwater voters passed a levy to pay for a park on the Trails End site and it did not include the O&M facility, a roundabout, or sidewalks. Residents wonder why years after passing the original park levy it is now included in the other projects. It appears to be intentionally deceiving to include an approved project with others that are somewhat questionable. She asked whether the Council mislead the voters to secure a partial payment when asked to vote on the park or whether the Council is misleading residents today by appearing to make those distinctly different projects a package deal even though funding for the park was approved by voters. She also requested a copy of the feasibility study or at the very least, the components if the study was not available. She was told there was no feasibility study. She questioned the Council's approval of the maintenance facility without investigating its impact on more than 800 homes that will inevitably be affected. She

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has never heard of having thousands of dollars invested in design without an accurate assessment of the feasibility. The other concern is the lack of consistency. Initially, she was told that the O&M facility would be on six acres on the west side of Trails End Drive and that the park would be located on 16 acres on the east side of the street. At the May community meeting, Chuck Denney and Ann Cook assured her that the entire 16 acres would be park with some finished elements and some walking trails. She asked about parking because she was informed that no parking would be provided on the park side of the street because parking was not a standard for neighborhood parks. However, after reviewing the plan, it appears parking is included for up to 100 vehicles. After another follow-up call, she was assured parking would not include more than 50 parking spaces, but there was no clarification as to whether that number was firm or even if it includes the heavy equipment or employee parking from the O&M facility. Finally, it should be an indication to everyone that this is not the right site for an O&M facility because of the additional costs of the building so vehicles will not need to backup to avoid the loud back-up beeps that would disturb nearby residents. What everyone wants is a much more in-depth study by an external agency before proceeding with the O&M facility. The Council needs to show voters that they are proceeding in good faith by getting started on a park previously financed by voters.

Carla Wulfsberg, 709 North 7th Avenue SW, Tumwater, commented on her support of the young people attending the meeting. The Council should serve as a model for the community by committing to climate actions that result in the well-being to all who live in Thurston County. She spoke to two other issues. Many in the community are concerned about the Council's stewardship of the environment and quality of life in Tumwater surrounding the Port of Olympia's Olympia Regional Airport. Every 10 years, the airport updates its master plan. She asked the Council to scrutinize the update because of potential detrimental effects on Tumwater. Airport staff and the airport director are dismissing public concerns by indicating the public has misinformation. However, should the Council scrutinize the plan, members would learn that the plan speaks to the potential for 630 operations per day (takeoffs and landings). The issue surrounds noise and pollution as planes are fueled by leaded diesel fuel creating a public health risk. Airport staff is downplaying the issues. The proposal undermines the TCMP. She asked the Council to thoroughly review the master plan update as it affects everyone in Tumwater and the entire South Sound community. Many of the young people attending the meeting are concerned about the Coco Cola plant. It is another lease the Council should scrutinize. If the Council has not reviewed the lease, the Council would not know that the plant may not be a Coco Cola plant as it could be any type of plant as the lease allows the company to assign the plant to another company.

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Sheldon Watson, 3415 Amhurst Street SE, Olympia, commented on the proposed Coco Cola plant lease on Port of Olympia property and the presentation on November 28, 2022 by representatives from Coco Cola on a proposal to build a bottling plant. After his review of the proposed lease, he identified the proposal as the largest Coco Cola bottling plant in the world of 667,000 square feet with the lease allowing up to 4,200,000 square feet or six times larger making it possible to build a 10,000 foot runway 400 feet wide handling cargo aircraft and wide-body aircraft. The lease is with Squire Pacific out of Provo, Utah. However, on December 14, 2022 the lease now lists Squire Land Inc. that was incorporated in Delaware on November 29, 2022. Additionally, Squire Pacific is listed on the Hong Kong Stock Exchange. Some pretty serious issues are appearing on the horizon as it is unknown as to the plans by Square Pacific other than the website advertizes that once a building is constructed, the company withdraws and reinvests in another venture. The company employs 38,000 worldwide and serves as a holding company and that Squire Coco Cola is a subsidy as well as an airline company owning 51% of the company with aviation maintenance assets. It is clear as to the long term goal of the company, which speaks to the importance of the Airport Master Plan. As a life-long defender of the U.S. flag, the issue of a foreign country buying assets requires a company to submit a request to the Committee on Foreign Investment of the United States through the Department of Treasury to assess the company to ascertain any national security threats the company might pose. However, companies registered in Delaware are unknown, which is problematic.

**CONSENT
CALENDAR:**

- a. Approval of Minutes: City Council, December 6, 2022
- b. Approval of Minutes: City Council Joint Planning Commission, December 13, 2022
- c. Approval of Minutes: City Council Worksession, December 13, 2022
- d. Payment of Vouchers
- e. Ordinance No. O2023-001, Update to Tumwater Municipal Code Title 9 Criminal Code
- f. Resolution No. R2023-002, Adopting Amended City Council Rules and Procedures
- g. Grant Agreement with the Department of Ecology for the Septic to Sewer Conversion Program - ***Pulled***
- h. Grant Agreement with the Department of Ecology for SMAP Stormwater Basin Planning
- i. Grant Agreement with the Department of Ecology for Golf Course Parking Lot Stormwater Retrofit Design
- j. Service Provider Agreement with Homes First for Affordable Housing
- k. Service Provider Agreement with Stantec for the Pioneer Park Riparian Restoration Amendment 1

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- l. Service Provider Agreement with HDR Engineering for Corrosion Control Study Amendment 1
- m. Service Provider Agreement with Summit Towing for Towing Services Amendment 3
- n. Service Provider Agreement with Greer Environmental Consulting for Project Management Services Amendment 2
- o. Service Provider Agreement with Skillings Inc. for the Golf Course Parking Lot Stormwater Retrofit Design
- p. Service Provider Agreement with SCJ Alliance for the Capitol Boulevard /Trosper Road Intersection Improvement Project Fourth Amendment
- q. SolSmart Solar Statement
- r. Local Agency Haul Road/Detour Agreement with Washington State Department of Transportation for I-5 / US 101 / Deschutes Parkway NB Off Ramp
- s. 2023 City Council Meeting Schedule and Summer Recess
- t. 2023 Long Range Planning Work Program
- u. American Chestnut Heritage Trees Nomination
- v. Appointment of Joel Hecker and Joe Munro to the Board of Parks and Recreation Commissioners

Councilmember Dahlhoff requested pulling item g - *Grant Agreement with the Department of Ecology for the Septic to Sewer Conversion Program* for further discussion.

MOTION:

Councilmember Dahlhoff moved, seconded by Councilmember Schneider, to approve the consent calendar as amended. Motion carried unanimously.

Mayor Sullivan reviewed the items approved on the consent calendar.

Mayor Sullivan invited the Homes First representative to speak to the approval of the service provider agreement.

Trudy Soucoup, Executive Director, Homes First, reported on the conversion of a vacant house located off Henderson Boulevard to house six women who are in recovery in partnership with Oxford House International. The Council approved a septic to sewer conversion. She thanked the Council for its support of the project.

Mayor Sullivan acknowledged former Mayor Pete Kmet who was instrumental in moving the proposal forward. She recognized the many young people in attendance.

PUBLIC
HEARINGS:

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**RESOLUTION NO.
R2023-001, IN
SUPPORT OF THE
OLYMPIA
TUMWATER FIRE
AUTHORITY
PROPOSAL:**

City Administrator Doan reported in 2019, the City of Tumwater in conjunction with five other jurisdictions in the region completed an assessment of fire and emergency medical services in the region. The assessment included some measures for consolidation and regionalization as an appropriate step for the jurisdictions to consider. In May 2021, the cities of Olympia and Tumwater entered into an interlocal agreement to study the formation of a regional fire authority (RFA), a fire organization allowed by state law. A RFA Planning Committee was established comprised of three Councilmembers from each city in addition to both Fire Chiefs and labor representatives serving as non-voting members. The committee met twice each month and formulated a proposal presented during public hearings and to the councils. A joint city council meeting was conducted on October 25, 2022 to review the proposed plan. The committee also hosted several virtual community town hall meetings. The committee approved and forwarded the RFA Plan on November 14, 2022 to both councils. On December 6, 2022 Joint Resolution No. R2-22-014 was adopted by the Olympia and the Tumwater City Councils approving the Olympia Tumwater Regional Fire Authority Plan and placing the proposal on the April 25, 2023 ballot. State law allows the City Council to take collective action on a proposed ballot measure following an opportunity for the public to provide testimony in opposition or support of the ballot proposition. The City of Olympia is conducting a public hearing concurrently. Following completion of the public hearing and testimony by the public, staff recommends the Council adopt Resolution No. R2023-001 to convey the collective decision to support Proposition 1 on the ballot in April 2023.

Mayor Sullivan opened the public hearing at 7:37 p.m.

**PUBLIC
TESTIMONY:**

Walt Jorgensen, 823 North Street, said he has benefitted from the quick arrival and the expertise of the Tumwater Fire Department on more than one occasion. Every few years, several trees on his property are ignited due to wire damage caused by squirrels. Over 90%, based on best estimates, of the emergency calls the Tumwater community receives are for medical service rather than for fire. He questioned why the Fire Department dispatches fire engines instead of ambulances by increasing the number of medical aid vehicles. He asked why medical aid vehicles typically are not staffed with a medical doctor or other medical professional. He asked how medical aid vehicles are positioned around the City to maximize coverage or minimize response time. He questioned whether the fire benefit charge is reflective of the level of emergency medical services needs. It appears all the elements in the equation are related only to fire. He never expected to learn that using a square root would be a factor in establishing the fire benefit charge.

Brad Ridgeway, 9220 Jennifer Lane NW, Olympia, conveyed appreciation of Mr. Jorgensen's comments as the Fire Department could

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use more aid units as well as more EMS personnel. The Fire Department has to respond with fire engines with a crew of three because the department has only two staffed fire engines in the City that must respond to medical calls, traffic accidents, structure fires, gas leaks, or rescues. The fire engines include all the necessary tools and equipment to respond to all types of emergencies. Although fire personnel would prefer to respond in a more efficient manner, the Tumwater Fire Department lacks the resources and the personnel. Today, the Fire Department competes for general fund monies during each budget cycle by submitting requests documenting needs. The Fire Department competes against law enforcement, parks, and other City services. The Fire Department is a priority in addition to roads, law enforcement and other services the community needs. The City is subject to a maximum tax cap for City government, which the City is pushing towards to maintain standards the community is accustomed to or could achieve. The RFA is an opportunity to take fire and emergency medical service from City government finances create independent fiscal autonomy providing the potential for growth and response the community desires in the future. He understands the fire benefit charge is a calculation that has distracted some; however, it is a common equation used by insurance companies throughout the country and every other fire authority that assesses a FBC in the state. He offered to meet with Mr. Jorgensen and review the formula. He asked the Council to support the proposal as a firefighter for the City for over 25 years. This is the first step in something that will improve service to the entire county at some point and would definitely help the citizens of Tumwater.

Pete Kmet, 434 C Street, Tumwater, testified in favor of Resolution No. R2023-001 endorsing Proposition 1 and creating a Regional Fire Authority. The City is at a critical time in the history of fire departments with response times increasing and firefighters working longer hours with a need for new equipment. Creating a Regional Fire Authority merging Olympia and Tumwater will help address those needs. Over the years he has seen the Fire Department respond to small fires and medical emergencies in his neighborhood, as well as large fires, such as the one occurring at the Olympia Brewer. He has watched firefighters and medics handle calls professionally and with compassion. People in the community are relying more and more on the Fire Department not just to respond to fires, but for general welfare and health-related calls. In many ways, fire departments have become the local doctor making house calls no longer offered by doctors. The result is fire and medical responses and costs increasing quicker than the overall general fund budget competing with other City priorities including many of the actions the Council approved earlier in the meeting, such as climate change response, tree protection, and historic preservation. The present course is not financially sustainable. Combining the Tumwater and Olympia Fire Departments makes sense and will provide an opportunity for efficiencies. The funding package will provide a diverse and sustainable funding source for fire and

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medical response. There is no increase in property taxes as the City will reduce its tax by the amount transferred to the RFA. The fire benefit charge is calculated using a method that is based on insurance companies calculating fire risk. It is a common formula used by many fire departments throughout the state and it spares smaller houses and businesses by paying less than larger houses and businesses. The RFA would be more transparent and accountable to the voters rather than buried in a city budget. It is important to provide firefighters and medics with funding and an organizational structure they need to continue to perform the great work they are providing to the community. He urged the Council to support firefighters and medics by voting in favor of Resolution No. R2023-01 endorsing Proposition 1 creating a Regional Fire Authority.

With there being no further public testimony, Mayor Sullivan closed the public hearing at 7:47 p.m.

MOTION:

Councilmember Dahlhoff moved, seconded by Councilmember Swarthout, to adopt Resolution No. R2023-001 in support of the Olympia Tumwater Fire Authority proposal.

Councilmember Cathey requested an explanation for the purpose of the motion as she has been asked by several constituents why the Council is voting again to approve the RFA Plan.

City Administrator Doan explained that on December 6, 2022, Tumwater and Olympia City Councils approved placement of the RFA Plan on the April 2023 ballot. The current proposal is a resolution conveying collective support of Proposition 1 to form a regional fire authority as the Olympia Tumwater Fire Authority and approve adoption of the RFA Plan for governance, operations, and financing including the imposition of a benefit charge for voter consideration. Under Washington state law, the Council is generally prohibited from taking a position on a ballot measure; however a provision in state law enables the Council to take collective action to support a ballot measure once an opportunity has been provided to the public to speak to the proposal. The proposed motion is a collective action to support the ballot measure.

Councilmember Cathey commented that her vote supporting the placement of the ballot measure was reluctant because there were outstanding questions that should have been answered for the community. The fire benefit charge is one issue, as well as the creation of a separate taxing district. Those are questions that perhaps she lacks understanding regardless of prior questions and answers. She was unaware of the Council's action for another vote as she is anxiously waiting to hear the voice of the people through voting. Regardless of the outcome of the vote, she will support the motion and work towards a successful resolution regardless of the outcome. She is reluctantly voting in support of the

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resolution because much more communication by the City to the community is necessary.

Councilmember Dahlhoff expressed appreciation of the concerns because they are valid; however, all the work that has been completed and presented addressed those concerns. The policy work of the Council revolves around the creation of belonging, cultivating relationships, identifying new opportunities and efficiencies, and designing the future. The last two policies pertain to the current proposal to develop a regional solution to avoid critical mass. The RFA Planning Committee with input from each Council identified the root of the challenges by listening to experts and to those personnel who are dealing with the issues daily to try and identify a solution, which has been identified as the regional fire authority. Although not perfect as nothing is ever perfect, the community is owed a better design for the future with improved efficiencies. She is appreciative of the comments as well as Councilmember Cathey's support for the resolution.

MOTION:

The motion carried unanimously.

**COUNCIL
CONSIDERATIONS:**

**RESOLUTION NO.
R2022-013,
TUMWATER
COWLITZ TRAIL:**

Director Denney presented the proposal for approval of a resolution designating the Cowlitz Trail section as part of the Oregon Trail system. The resolution was developed and approved by the Historic Preservation Commission and forwarded to the General Government Committee for review and a recommendation to the Council. The General Government Committee recommends adoption of the resolution. Director Denney introduced former Councilmember Dave Nicandri and current member of the Historic Preservation Commission to speak to the proposal.

Mr. Nicandri noted that he was a member of the design committee for the City Hall building when it was built in the 1980s and was elected to serve on the City Council in 1977. The resolution's historical narrative begins with the National Trails System, a Lyndon B. Johnson Great Society legacy first proposed in 1965 during his State of the Union Address. The Secretary of the Interior Stewart Udall, a conservationist in American History tasked the Bureau of Outdoor Recreation (BOR) to conduct a nationwide feasibility study resulting in the Trails for America document published in December 1966. The document includes several recommendations and initial ideas for national trails, such as the Pacific Coast Trail and the Lewis and Clark Trail. In 1968 the National Trails System Act was enacted as a federal statute. In 1977, the Oregon Trail was recognized after a route study was completed for inclusion as a national trail component. Another study considered the notion of one primary route for the Oregon Trail while limiting further segments

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identified between 1841 to 1848 because the California Gold Rush was such a transformative affect because of the 49ers (people migrating to California from all over the world to pan for gold). At that time, it was believed there were too many routes within the Oregon Trail with historians and BOR finally settling on one primary route scheme. In 1978, Public Law 95-625 created the National Historic Trails Act, which recognized the Oregon Trail from Independence, Missouri to Oregon City, Oregon. Subsequently, visitor centers were constructed along the trail system. By the late 1990s, an emerging awareness acknowledged that the trail system was a single primary route construct of the original BOR structure that had eliminated many important trail variances from consideration and recognition. Three of those trail segments are located in the state. One trail segment of importance to the region and to the Tumwater community is the Cowlitz Trail of Puget Sound, which the Bush-Simmons party traveled on in 1845.

As part of a National Parks Service Trail Update in 1999, the National Parks Service Solicitor General ruled that trail segment additions could not be completed administratively and would require action by Congress to add additions to existing National Historic Trails. In 2009, in an attempt to address that limitation, President Obama signed Public Law 111-11, the Ominous Public Lands Management Act, authorizing further study of many new segments to the Oregon Trail and other national historic trails. The draft study was completed in September 2017 with the final study completed in January 2020 right before the COVID pandemic. Many segments across several trails were studied and 14 met the revised criteria for inclusion and should be officially recognized as nationally significant and relevant to public creation, public recreation, and historic interest.

The proposed resolution is intended to solicit interest to acknowledge the historic value of the Cowlitz Trail as its designation would enable the installation of trail signs similar to other national historic trail signs. The signs could be installed along the route ending at the Brewery Park at Tumwater Falls, designating the end of the Bush-Simmons trail they blazed to Puget Sound in 1845. Mr. Nicandri offered to answer questions and urged adoption of the proposed resolution.

Councilmember Dahlhoff recognized Mr. Nicandri for acknowledging other people and other histories when he presented the proposal to the General Government Committee.

Councilmember Agabi asked whether the Cowlitz Trail predates Washington statehood. Mr. Nicandri affirmed that the state was recognized as a state in 1889. Tumwater is the founding American settler colony of what became Washington State.

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Councilmember Agabi commented that Fort Vancouver is where the United States ended and the area of Washington was Canada. The information conveyed is inaccurate because as a former resident of the State of Oregon, he is aware that the Oregon Trail ended near Astoria and that there was no mention of a trail continuing from Astoria to Washington State. Mr. Nicandri responded that Fort Vancouver was established in 1825 by the Hudson Bay Company, a British chartered corporation. The Hudson Bay Company expended many efforts for more than 20 years to discourage American settlement north of the Columbia River because the boundary between Great Britain (Canada) and the United States had not been settled and was not settled until 1946, a year after the Bush-Simmons party arrived in Washington. Although Fort Vancouver is an important site as a settlement, it was not an American colonial founding settlement.

Councilmember Swarthout asked whether the request is to forward the resolution to the State Legislature for consensus to forward to the U.S. Congress. Mr. Nicandri explained that his request as discussed by the General Government Committee and the Historic Commission is to forward the resolution to the Thurston County legislative delegation with additional advocacy by the Legislature to raise the profile of the request to the U.S. Congress.

MOTION:

Councilmember Althaus moved, seconded by Councilmember Jefferson, to adopt Resolution No. R2022-013, Tumwater Cowlitz Trail.

Councilmember Schneider asked whether Old Highway 99 would have signs installed in recognition of the route as part of the Oregon Trail. Mr. Nicandri affirmed the goal is to install signage along Old Highway 99. Initially, the route was a Native American/indigenous trail from the Columbia River basin to Puget Sound, which later was known as the Oregon Trail blazed by the Bush-Simmons Party and eventually recognized as the Pacific Coast Highway followed by Old Highway 99. Some maps dated in the 1920s depict that delineation. His vision is a series of signs installed at the southern area of the City on Old Highway 99 to the Brewery Park at Tumwater Falls.

MOTION:

Motion carried unanimously.

**GRANT
AGREEMENT WITH
THE DEPARTMENT
OF ECOLOGY FOR
THE SEPTIC TO
SEWER
CONVERSION
PROGRAM:**

Councilmember Dahlhoff recommended staff provide additional information on the cost of current septic maintenance versus the conversion and the estimated costs for residents.

Director Smith reported conversations with representatives of the Velkommen Mobile Home Park began in 2019 when the park began experiencing issues with its water system provider. The park was served by private wells. Representatives contacted the City to discuss potential

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connection to the City's water system to serve the mobile home park. During those conversations, the option of conversion of the septic systems was also considered.

Approximately 10 years ago, the cities of Lacey, Olympia, Tumwater, and Thurston County initiated conversations about urban density septic systems and the risks posed by the systems to groundwater supplies serving the population. The work was spearheaded by Thurston County Public Health to review data and science during a regional septic summit. At that time, the mobile home park was identified as one of the higher risk neighborhoods for urban density septic systems and groundwater pollution. During meetings with the mobile home park representatives, staff shared information on various incentives and the costs associated with septic conversion. Water system connection of the park system was also costly and was offset partially by a \$30,000 grant from the state to help facilitate the conversion. Conversion to sewer is a higher cost of approximately \$1.5 to \$2 million for all the septic systems representing a significant financial burden for the property owners and to residents in the park. At that time, further discussions were deferred pending further research to locate additional financial resources. Over the last year, staff worked with the Department of Ecology to secure a grant of \$1 million to serve as a model project for other mobile home parks in the state. The grant would cover the cost of conversion construction as well as post construction costs of ongoing maintenance of systems on site, monthly costs of treatment, and conveyance. Mobile homes in a park are different than a single family home with a single connection. The park includes 39 units. The proposal consolidates those units as one connection with a master connection to the City's sewer system. The process also includes a social-marketing campaign to identify the benefits and barriers for sewer conversions. The project consists of two phases with the first phase exploring the feasibility of conversion, design development, identifying construction costs, and identifying barriers and benefits of a conversion program. If it is possible to identify motivators and incentives to assist owners and residents to move forward on a project, the remaining funds from the grant would be dedicated to actual conversion costs of the project. The process will require several years with the first six to eight months focused on the marketing campaign to identify motivations and barriers for moving forward on a sewer conversion project. Next steps would identify the project costs for both the property owners and residents followed by conversion. One of the potential outcomes of the project is a master meter program for a neighborhood connection versus a single-family connection.

Additionally, the City of Tumwater offers a lifeline utility discount program providing significant discounts on utility costs for seniors, disabled seniors, disabled residents on fixed incomes, or low-income

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households. Staff will explore the possibility of applying those discounts to a master meter program.

Septic systems also incur a lifecycle cost involving routine maintenance and replacement when necessary that are comparable to the wastewater fees charged by the City and LOTT Clean Water Alliance.

Councilmember Cathey asked about the location of the mobile home park and whether the location would impact the City's ability to convert septic systems to City sewer. Director Smith advised that the mobile home park is located west of I-5 off 70th Avenue. The City has sewer lines installed along Littlerock Road and 70th Avenue across the park's frontage, which reduces the cost of connection to the mobile home park.

MOTION:

Councilmember Dahlhoff moved, seconded by Councilmember Swarthout, to approve the Grant Agreement with the Department of Ecology for the Septic to Sewer Conversion Program. Motion carried unanimously.

**COMMITTEE
REPORTS:**

**PUBLIC HEALTH &
SAFETY:**

Leatta Dahlhoff

The January 10, 2023 meeting included a briefing on updates to the Tumwater Municipal Code, an update on the Code Enforcement Program, and a briefing on the Police Strategic Staffing Plan for 2023 to 2028. Police Analyst Bowers presented some comprehensive staffing research. The staffing model is based on calls for service, average time for officer involvement, multipliers and complicating factors, minimum thresholds, proactive policing time buffer and accounting for time off, training, and vacations, which require 2.2 officers to staff one patrol element for 365 days coverage. More information will be presented on the comprehensive staffing model.

**GENERAL
GOVERNMENT:**

Michael Althaus

At the last meeting on January 11, 2023 members discussed the committee's meeting time and agreed to change the meeting to begin at 8 a.m. Members discussed two housing measures as part of the next steps in the passage of the tenant protection measures in late December focusing on rental housing registration and dispute resolution agreement and contract. The committee also reviewed the long-range planning work program. The next meeting is scheduled on February 8, 2023 at 8 a.m.

PUBLIC WORKS:
Eileen Swarthout

The next meeting is on January 19, 2023 at 8 a.m. The committee is scheduled to consider Acceptance of Work with Black Hills Excavating for the Tumwater Hill Park - Crosby Connector Project, receive a presentation on the Source Control Program, receive an update on the Corrosion Control Program, discuss transportation grants, and consider a

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Fuel Tax Agreement with the Transportation Improvement Board for Tumwater Boulevard Interchange.

**BUDGET AND
FINANCE:**
Debbie Sullivan

There was no meeting and no report.

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

City Administrator Doan reported on his attendance to the first Basic Law Enforcement Academy graduation of Police Officer Samuel Hammond. Police Officer Hammond served as the class president. As a former U.S. Army Ranger, approximately 12 fellow U.S. Army Rangers attended the graduation in support of Officer Hammond.

Mayor Sullivan reported on her attendance to the Association of Washington Cities Mayors Forum. Following the meeting, all mayors in attendance met with Governor Inslee to discuss proposed funding for housing and next steps for addressing the housing crisis in the state.

**COUNCILMEMBER
REPORTS:**

Charlie Schneider:

Councilmember Schneider reported on his attendance to the January 5, 2023 Public Works Committee meeting, the January 11, 2023 Thurston County Chamber of Commerce Forum featuring local mayors and discussions on homelessness and affordable housing, economic issues, and upcoming 2023 projects. His next meeting on Wednesday, January 18, 2023 is the Tumwater Chamber of Commerce meeting.

On Thursday, January 19, 2023, Water Resource Specialist Gilmore is scheduled to present at the Heritage Distilling Company on the *Journey Down the Deschutes Then and Now*.

On Friday, January 20, 2023, the Tumwater Youth Program is hosting a Tumwater Middle School event from 7 p.m. to 9:30 p.m. for elementary students with free t-shirts for participating students.

Angela Jefferson:

Councilmember Jefferson reported on her attendance to the Thurston County Drug Court graduation ceremony of six individuals on Wednesday, December 7, 2022.

On December 8, 2022, Councilmember Jefferson attended the LEOFF Disability Board meeting. Elections were conducted.

Councilmember Jefferson reported on her attendance to the Martin Luther King event in Lacey representing the City of Tumwater. She read the City's proclamation and shared information on the purpose of the proclamation.

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The Experience Olympia Beyond Board of Directors recently met and received an update on destination management and destination marketing activities in Thurston County reflecting an increase in short-term rentals by 52%, an improvement in website performance, and recognition of more aggressive actions required to attract business meetings to the region. The organization is planning to revamp new lead generation services. The priorities for the organization include maximizing the brand, increasing economic impact, and improving destination marketing.

Peter Agabi:

The City of Tumwater received a letter from the Transportation Policy Board on the award of funds for the X Street Roundabout and Trospen Road construction project. However, because of some amendments to other projects, a series of amendments must be completed to various transportation programs.

Leatta Dahlhoff:

Councilmember Dahlhoff reported on recent break-ins and vandalism of several 911 communications tower sites in the region. One site is estimated to cost over \$15,000 to repair the damage. The newly elected Thurston County Sheriff attended his first Thurston County Communications 911(TCOMM-911) meeting. The discussion focused on increasing surveillance, visual aids, and security as incidents are occurring more frequently in the region.

Councilmember Dahlhoff attended the Regional Fire Authority Planning Committee public hearing to review the fire benefit charge.

Future meetings include Senior Housing Action Team, TCOMM-911, Thurston County Opioid Response Task Force, LOTT Clean Water Alliance Board of Directors, and Law Enforcement Assisted Diversion.

Michal Althausen:

Previous meetings included attendance to the Regional Fire Authority Planning Committee meeting. Councilmember Cathey attended the last meeting of the Regional Housing Council as an alternate. Members discussed a proposal for a development for 160 units of permanently affordable housing. No decisions were rendered other than the proponents requested funding.

Eileen Swarthout:

Councilmember Swarthout attended the Regional Thurston Planning Council meeting on Friday, January 13, 2022. Members approved the letter opposing the airport proposal, TRPC Operating Budget for 2023 in addition to the Pay and Classification Plan, Human Service Transportation Plan, and received a presentation on the Regional Transportation Plan 2022 amendment cycle.

Jon Cathey:

Councilmember Cathey attended the January meetings of The Solid Waste Advisory Committee and the Olympic Region Clean Air Agency.

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Members voted unanimously to change the outdoor fire rule, which affects the City of Tumwater. In Tumwater, no fires are allowed in the City for any purpose to include recreational fires. The Olympic Clean Air Agency imposed the rules many years ago because of air pollution.

Councilmember Cathey attended the General Government Committee meeting and participated in the Regional Housing Council meeting on behalf of Councilmember Althausen.

ADJOURNMENT: **With there being no further business, Mayor Sullivan adjourned the meeting at 8:48 p.m.**

Prepared by Valerie L. Gow, Recording Secretary/President
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