

**TUMWATER PUBLIC WORKS COMMITTEE  
MINUTES OF VIRTUAL MEETING  
MAY 22, 2025 Page 1**

**CONVENE:** 8:00 a.m.

**PRESENT:** Chair Eileen Swarthout and Councilmember Michael Althausen.

Excused: Councilmember Angela Jefferson.

Staff: City Administrator Lisa Parks, City Attorney Karen Kirkpatrick, Assistant City Administrator Kelly Adams, Finance Department Director Troy Niemeyer, Transportation and Engineering Department Director Brandon Hicks, Water Resources & Sustainability Department Director Dan Smith, City Engineer Bill Lindauer, Engineer III Ryan Blaser, Engineer II Jared Crews, Engineer II Colby Fletcher, Community Engagement Specialist Marnie McGrath, Water Resources Specialist Grant Gilmore and Water Resources Specialist David Kangiser, and Administrative Assistant Kelly Quiroz.

**SERVICE PROVIDER  
AGREEMENT WITH  
HERRERA FOR THE  
NUTRIENT  
REDUCTION  
ENHANCED  
MAINTENANCE  
PLAN REVISION:**

Specialist Kangiser presented the proposal for a Service Provider Agreement with Herrera for the Nutrient Reduction Enhanced Maintenance Plan. Since the last briefing, Herrera requested some revisions to the agreement.

The project involves analyzing the current maintenance program and practices of the stormwater team to help address Budd Inlet's dissolved oxygen TMDL (Total Maximum Daily Load) calculation assigned to the City. The project is intended to reduce nutrients discharged from the City's stormwater system into receiving waters. A spatial analysis will be completed for nutrient loading, as well as addressing street sweeping requirements that were recently added to the City's NPDES (National Pollutant Discharge Elimination System) permit requirements. The project will identify maintenance activities needed for the TMDL and NPDES permit, identify required resources to meet the requirements, and identify any data gaps. Existing spatial analysis will assist in identifying some of the troublesome areas for pollution. Spatial analysis will include land use as well as current stormwater best management practices in place to treat stormwater.

Staff selected Herrera following two rounds of Request for Qualifications (RFQs) because the company has familiarity with the City's project management team and experience working on other City projects. Herrera is also performing the same work for the cities of Bellingham and Tukwila.

The grant agreement was executed last month for \$200,000. The

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Herrera Service Provider Agreement is for an estimated amount of \$190,000 with project completion scheduled in 2026.

The recommended action is to place the Service Provider Agreement with Herrera for the Nutrient Reduction Enhanced Maintenance Plan – Revised, on the June 3, 2025 Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign.

Chair Swarthout questioned an addition of a provision within the agreement. City Attorney Kirkpatrick advised that the provision is required by state statute. The provision is not included in the City’s standard template for service provider agreements. Depending on the type of service to be performed, the language is required by statute.

**MOTION:**

**Councilmember Althaus moved, seconded by Chair Swarthout, to place the Service Provider Agreement with Herrera for the Nutrient Reduction Enhanced Maintenance Plan – Revised, on the June 3, 2025 Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign. A voice vote approved the motion.**

**GRANT  
AGREEMENT WITH  
THE DEPARTMENT  
OF ECOLOGY FOR  
THE PIONEER PARK  
RESTORATION  
PROJECT PHASE 2:**

Specialist Gilmore presented the proposal for the Pioneer Park riparian restoration project. Staff is recommending two actions by the committee. The first action is to approve the Department of Ecology Water Quality Financial Assistance Agreement. The second action is to recommend approval of Amendment 3 for Stantec to proceed with Phase 2 design of the project.

The project is comprised of streambank stabilization and buffer restoration. The Deschutes River watershed encompasses 143 streams totaling 256,000 linear miles. The project section of the river has an attached TMDL requirement that was identified in 2015 and updated in 2018. The TMDL requires reduction of fine sediment loading by 46% and an increase in shading cover by over 50%.

The grant award is for \$500,000 to assist the City in completing Phase 2 design, permitting, and construction of the project. The project is funded by the Stormwater Utility and is included in the Capital Facilities Plan. The project includes two phases funded by two grants. Phase 1 totaled \$338,000 with a match requirement by the City of 25% for a project total of \$450,781.50. Phase 2 will add an additional \$500,000 with no match requirement. The total project will cost \$950,781.50.

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Specialist Gilmore reviewed the recommended action to place the grant agreement with the Department of Ecology for the Pioneer Park Restoration Project Phase 2 on the June 3, 2025 Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign.

**SERVICE PROVIDER  
AGREEMENT WITH  
STANTEC FOR THE  
PIONEER PARK  
RESTORATION  
PROJECT - PHASE 2  
AMENDMENT 3:**

Specialist Gilmore reported the project is currently in Phase 1 with 90% project design completed. With the approval of Amendment 3, project tasks can move forward to complete an engineered design for final plan specifications and estimates to enable submittal of Phase 1 design documents for permit approval. Phase 1 work specifically addresses the riparian zone with no in-water work, which will expedite the permitting process to move quicker to construction in 2025/2026. The intent is to release a Request for Proposal (RFP) in September/October 2025 to select a contractor to construct the project. The agreement also includes Phase 2 design, engineering, and permitting with construction estimated to occur in 2027/2028.

The proposed amendment increases the project budget for Stantec to complete Phase 2 design and permitting to \$190,285.

Staff recommends placing the Service Provider Agreement with Stantec for the Pioneer Park Restoration Project Phase 2, Amendment 3 on June 3, 2025 Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign.

Specialist Gilmore addressed questions about the potential of the project cost increasing because construction is not scheduled to begin until February 2027. Excellent modeling was completed by Stantec providing a predictable rate of erosion. The engineering design is predicated on that rate although it is recognized that the river is a constant moving target. Staff is confident that all data have been identified to implement an effective design and construct the project.

**MOTION:**

**Councilmember Althausser moved, seconded by Chair Swarthout, to place the grant agreement with the Department of Ecology for the Pioneer Park Restoration Project Phase 2 on the June 3, 2025 Council consent calendar with a recommendation to approve and authorize the Mayor to sign. A voice vote approved the motion.**

**MOTION:**

**Councilmember Althausser moved, seconded by Chair Swarthout, to place the Service Provider Agreement with Stantec for the Pioneer Park Restoration Project Phase 2, Amendment 3 on June 3, 2025 Council consent calendar with a recommendation to**

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**approve and authorize the Mayor to sign. A voice vote approved the motion.**

**YORKSHIRE RIGHT  
OF WAY VACATION  
DISCUSSION:**

Engineer Crews briefed the committee on a potential right-of-way vacation for a private development project. The Yorkshire project is an approved mixed-use development comprised of apartment units and commercial space and storage. The project site is located west of I-5 between Israel Road and Tumwater Boulevard. The project proponent submitted a petition signed by adjacent property owners in compliance with Tumwater Municipal Code to vacate a portion of unopened right-of-way known as Robison Road located north of Tumwater Boulevard. Robison Road is an old fragment of right-of-way remaining from the original platting of the City that was never developed. The City has no current plans to develop the right-of-way. The right-of-way includes low vegetation, shrubs, and trees. If vacated, the right-of-way would be returned as private property to the adjacent property owners for potential actions within current permitting and zoning regulations. The City has not identified the right-of-way for any future City use. Engineer Crews identified the right-of-way on an aerial map for the benefit of the committee.

The Transportation & Engineering Department plans to present a petition for vacation of unopened Robison Road to the Public Works Committee for review and feedback on pursuing a vacation. If the committee supports the proposal, the next step is scheduling a public hearing to receive testimony on the proposed vacation. If the vacation is not supported, the right-of-way would remain in City ownership.

City Attorney Kirkpatrick described the steps necessary to approve a right-of-way vacation. The first step is adopting a resolution to enable scheduling of the public hearing. The resolution establishes the date and time of the public hearing.

Engineer Crews provided additional information on the right-of-way. Within the original platting of Tumwater, Thurston County, and the greater Washington area, platting was completed by blocks with standard parcels and lots and right-of-way located throughout those blocks. The existing right-of-way is a fragment of the original platting of the City. As the City developed and added roadways to include Tumwater Boulevard and Interstate 5, the need for that right-of-way was not required and remained vacant.

Chair Swarthout asked how the proposal might affect the future

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connection of Tyee Drive to Tumwater Boulevard. Engineer Crews affirmed the plan to connect Tyee Drive to Tumwater Boulevard; however, the existing plan routes Tyee Drive to the south of the Israel Road/Tyee Drive roundabout to the south/southwest connecting to Tumwater Boulevard. The new connection of Tyee Drive to Tumwater Boulevard will not be impacted by the right-of-way vacation. Based on future improvements to Tumwater Boulevard and I-5, future private development on the vacated right-of-way could occur as long as it meets all City codes. The property includes frontage along Tumwater Boulevard and could include access; however, it would be heavily restricted if developed to ensure adequate space between the future intersection of Tyee Drive and Tumwater Boulevard, as well as setback from the Washington State Department of Transportation (WSDOT)/I-5 interchange project.

Chair Swarthout questioned the possibility of the City requiring the right-of-way to accommodate the extension of Tyee Drive to Tumwater Boulevard. Engineer Crews displayed a preliminary approved site plan for the Yorkshire project reflecting the route of the Tyee Drive extension project. He identified how the extension project would not be impacted by the subject right-of-way. Potentially, the City may need to secure additional right-of-way through dedication if any of the Tumwater Boulevard improvements are outside of the prescribed right-of-way that has been identified.

Discussion ensued on the timing of the proposal and completion of the vacation. Engineer Crews advised that the proposal is not encompassed with a specific timeline as the property is owned by the City and can be considered based on resources. However, the City is required to respond timely to the applicant as it may affect plans for the applicant's project. City Attorney Kirkpatrick added that following adoption of the resolution, timelines are required for specific actions.

In response to questions surrounding the impact of the proposal on existing workloads and current projects, City Administrator Parks advised that the City is responsible to respond to an application. The City continues to monitor and adjust City priorities and schedules daily.

Director Brandon affirmed the ability of staff to manage the proposal at this time because of the ability of staff to manage priorities and because the City is obligated to consider and respond to the applicant.

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The committee agreed to move forward to the next step of preparing the resolution for scheduling a public hearing.

**LOCAL AGENCY  
AGREEMENT AND  
PROJECT  
PROSPECTUS WITH  
THE WASHINGTON  
STATE  
DEPARTMENT OF  
TRANSPORTATION  
FOR THE 2ND  
AVENUE BICYCLE  
& PEDESTRIAN  
IMPROVEMENTS:**

Engineer Blaser reported the project is located between Linwood Avenue and B Street. The Safe Routes to School project is a non-circular roundabout (double mini-roundabout) at the Linwood Avenue and 2<sup>nd</sup> Avenue intersection. From the intersection to B Street, other roadway, pedestrian, and bicycle improvements are included. Construction is anticipated to begin in late 2025 or in spring 2026.

The proposal is to initiate the construction phase of the project and the agreement between the City and WSDOT to enable the City to utilize \$2.1 million in state funding from the Safe Routes to School Fund.

Chair Swarthout reviewed the requested action.

**MOTION:**

**Councilmember Althausser moved, seconded by Chair Swarthout, to place the Local Agency Agreement and Project Prospectus with the Washington State Department of Transportation for the 2nd Avenue Bicycle & Pedestrian Improvements on the June 3, 2025 Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign the Prospectus; and the Transportation and Engineering Director to sign the Local Agency Agreement. A voice vote approved the motion.**

**LOCAL AGENCY  
AGREEMENT AND  
PROJECT  
PROSPECTUS WITH  
THE WASHINGTON  
STATE  
DEPARTMENT OF  
TRANSPORTATION  
FOR THE  
SOMERSET HILL  
FISH PASSAGE  
BARRIER  
REMOVAL:**

Engineer Blaser reported the proposal is an agreement between the City and WSDOT for the engineering phase of the project. The project is located at Somerset Hill Drive SW along Percival Creek to correct a fish barrier with the intent to return the stream to more natural conditions, stabilize banks from further erosion, and protect existing utility infrastructure located adjacent to the stream. Construction is anticipated to begin in 2027. The proposal moves the project to the preliminary engineering phase to enable the City to utilize \$600,000 in federal funding. Project funds include \$4 million in federal funding from the PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program) Fund. Approximately \$3.4 million has been secured for construction after completion of the engineering phase.

Chair Swarthout reviewed the requested action.

**MOTION:**

**Councilmember Althausser moved, seconded by Chair Swarthout, to place the Local Agency Agreement and Project Prospectus with the Washington State Department of Transportation for the**

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**Somerset Hill Fish Passage Barrier Removal on the June 3, 2025 Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign the Prospectus; and the Transportation and Engineering Director to sign the Local Agency Agreement. A voice vote approved the motion.**

**LOCAL AGENCY  
AGREEMENT AND  
PROJECT  
PROSPECTUS WITH  
THE WASHINGTON  
STATE  
DEPARTMENT OF  
TRANSPORTATION  
FOR THE PERCIVAL  
CREEK FISH  
PASSAGE BARRIER  
REMOVAL:**

Engineer Blaser reported the proposal is removal of a fish passage barrier along Sapp Road. The proposed action moves the project forward to the construction phase. The project entails replacement of a fish culvert and installing a new culvert to return Percival Creek to a more natural condition in addition to roadway improvements. Construction is scheduled to begin in 2026 with the release of the RFP for construction within the next several months. Following approval of the agreement, the City could utilize \$2.3 million in federal and state funding with \$2 million from PROTECT Fund and \$257,000 from the Salmon Funding Recovery Board fund from the state.

Chair Swarthout asked whether the project would include installation of a new bridge. Engineer Blaser advised that the project includes removing an existing culvert and replacing it with a large concrete box culvert. The Somerset Hill project will likely include a larger structure that could possibly be a bridge.

Chair Swarthout reviewed the requested action.

**MOTION:**

**Councilmember Althaus moved, seconded by Chair Swarthout, to place the Local Agency Agreement and Project Prospectus with the Washington State Department of Transportation for the Percival Creek Fish Passage Barrier Removal on the June 3, 2025 Council Consent Calendar with a recommendation to approve and authorize the Mayor to sign the Prospectus; and the Transportation and Engineering Director to sign the Local Agency Agreement. A voice vote approved the motion.**

**R2025-010 SIX YEAR  
TRANSPORTATION  
IMPROVEMENT  
PROGRAM:**

Director Hicks presented the proposed 2025-2031 Transportation Improvement Program (TIP). The briefing focused on projects removed or added to the TIP. A public hearing on the proposed TIP is scheduled during the June 3, 2025 City Council meeting.

Adoption of the TIP each year is a requirement of RCW 35.77.010 to adopt an annual TIP by June 30 each year. The program must include transportation projects that are expected to be initiated within the next six years. The emphasis is on regional significant projects or projects the City anticipates will receive federal or state funds. The program

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demonstrates that the City has advanced plans for a coordinated transportation system. The TIP is utilized to communicate with members of the community, neighboring communities, the state, and grant agencies to pursue funding opportunities. The City's TIP is incorporated within the Regional TIP administered through Thurston Regional Planning Council in coordination with other jurisdictions in Thurston County. The Regional TIP is forwarded to the state for inclusion in the State TIP.

Projects proposed for inclusion in the TIP are separated into general project types of capacity, preservation, maintenance, and enhancement, and multimodal. A map of projects does not include all multimodal projects included on the TIP, which will be revised prior to the public hearing.

Director Hicks reviewed new capacity and multimodal projects.

Capacity:

- Tumwater Boulevard and Henderson Boulevard Roundabout - Design for a roundabout at the intersection of Tumwater Boulevard and Henderson Boulevard.

Multimodal:

- 93rd Ave, Tigerlilly Street to City Limits - Reconstruction of 93rd Avenue to accommodate bike lanes and sidewalk in addition to lowering the roadway at a large hill to improve site distance for safety. Funding assumes a development agreement with expected development on abutting properties.
- 2nd Avenue Pedestrian and Bicycle Improvements - Construction of a roundabout (non-circular) at the intersection of 2nd Avenue and Linwood Avenue and multimodal improvements on 2nd Avenue from B Street to Linwood Avenue.

Director Hicks reviewed projects removed from the TIP:

- Deschutes Valley Trail Segments A2, B, C, D - Individual segments were removed and replaced as one project with different segments to align with one overall design project.
- Tumwater Boulevard Interchange - The large project will be combined into two separate phases with the focus on the northbound on/off ramp first followed by the southbound on/off ramp in the next six years. Staff is proposing to modify the lane configuration on the bridge to accommodate multimodal facilities.



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- Old Highway 99 Corridor - 73<sup>rd</sup> Avenue to 79<sup>th</sup> Avenue is a similar project to the Tumwater Boulevard Interchange project by splitting a large project into different phases. The TIP includes the 79<sup>th</sup> Avenue Roundabout and the Henderson Boulevard Roundabout projects.
- Brewery District Plan - Streetscape Improvements are proposed for removal because they are not considered regionally significant. Staff also does not anticipate acquiring any grant funding. Improvements proposed in the project would be incorporated into other larger roundabout and street projects.
- Rural Road - The project consists of shoulder widening to afford space for pedestrians and bicyclists. The project is not regionally significant and poses substantial environmental implications. The project will likely be transferred as a multimodal project in the TIP. It is also unlikely the project would be constructed within the next six years because of permitting and potential endangered species implications.
- Traffic Signal Controller and Detection Upgrade - The project should be completed in 2025.

Staff requests placing the R2025-010 Six Year Transportation Improvement Program (TIP) update for 2026 - 2031 on the June 3, 2025, Council meeting agenda under Council Considerations for a public hearing and consideration with a recommendation to adopt.

Councilmember Althausen questioned the removal of the trail segments because he understood each segment was included to ensure the segments were competitive for grants. Director Hicks explained that when the City pursues grant funding for a larger corridor project, it is possible to pursue grants for single components of the larger project. The intent to consolidate all segments is to align with design as the City received \$5.8 million from the state with \$1 million obligated for design of the entire trail as one project. It may be possible to pursue additional funding required for the entire trail within the next six years as a single project.

Director Hicks added that the Safe Routes to School program is included on the TIP as a placeholder to enable the City to pursue funding for other projects.

Chair Swarthout asked whether the replacement of the Henderson Boulevard bridge was previously included in the TIP. Director Hicks said the project is included as a capacity project and renamed as the

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Henderson Boulevard - 58<sup>th</sup> Avenue to Bridge project. The prior project name was changed as the project included widening the bridge; however, it is possible to install a stand-alone shared use path bridge because the existing bridge is structurally sound. The pathway would be installed on the park side of the river. Another addition to the project is a proposed roundabout at the entrance to Pioneer Park because of the high traffic use at the entrance to the park.

**MOTION:** **Councilmember Althausser moved, seconded by Chair Swarthout, to place the R2025-010 Six Year Transportation Improvement Program (TIP) update for 2026 - 2031 on the June 3, 2025, City Council meeting under Council Considerations for a public hearing and consideration with a recommendation for adoption.**

**ADDITIONAL ITEMS:** Chair Swarthout reminded everyone of the planned Public Works picnic at Tumwater Historical Park to celebrate Public Works Week. Director Smith said the catered lunch will also feature an assortment of games. Mayor Sullivan is scheduled to welcome everyone at noon later in the day.

**ADJOURNMENT:** **With there being no further business, Chair Swarthout adjourned the meeting at 9:17 a.m.**

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