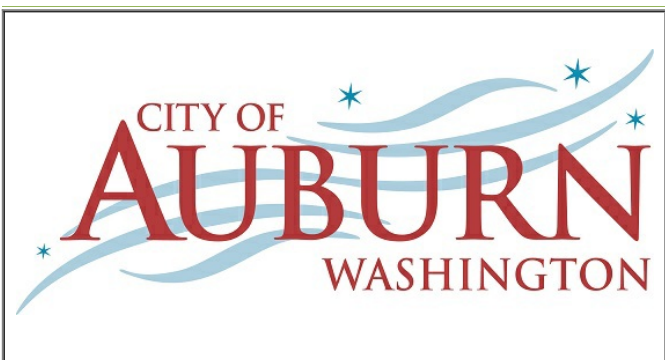


	City Council Meeting June 21, 2021 - 7:00 PM Virtual AGENDA Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.
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I. CALL TO ORDER

II. VIRTUAL PARTICIPATION LINK

1. Virtual Participation Link

The Auburn City Council Meeting scheduled for Monday, June 21, 2021 at 7:00 p.m. will be held virtually and telephonically. To attend the meeting virtually please click one of the below links, enter the meeting ID into the Zoom app, or call into the meeting at the phone number listed below.

Per Governor Inslee's Emergency Proclamation 20-05 and 20-28 et. seq. and Stay Safe-Stay Healthy, the City of Auburn is holding public meetings virtually at this time.

City of Auburn Resolution No. 5581, designates City of Auburn meeting locations for all Regular, Special and Study Session Meetings of the City Council and of the Committees, Boards and Commissions of the City as Virtual Locations.

The link to the Virtual Meeting or phone number to listen to the Council Meeting is:

Join from a PC, Mac, iPad, iPhone or Android device:

Please click one of the below URL to join.

Zoom: <https://zoom.us/j/98845669412>

YouTube: <https://www.youtube.com/user/watchauburn/live/?nomobile=1>

Or join by phone:

253 215 8782
877 853 5257 (Toll Free)

Webinar ID: 988 4566 9412

A. Pledge of Allegiance

B. Roll Call

III. AGENDA MODIFICATIONS

IV. NEW BUSINESS

V. CITIZEN INPUT, PUBLIC HEARINGS AND CORRESPONDENCE

A. Public Hearings

1. Public Hearing Virtual Participation

Any interested person is invited to submit written comments voicing approval or disapproval on the 2022-2027 Transportation Improvement Program. All written comments must be received prior to 5:00 p.m. on June 21, 2021.

Please mail comments to:

City of Auburn

Attn: Shawn Campbell, City Clerk

25 W Main St

Auburn, WA 98001

Please fax comments to:

Attn: Shawn Campbell,

City Clerk

Fax number: 253-804-3116

Email comments to:

publiccomment@auburnwa.gov

2. Public Hearing for the 2022-2027 Transportation Improvement Program (Gaub)

A Public Hearing to Consider the 2022-2027 Transportation Improvement Program

B. Audience Participation

This is the place on the agenda where the public is invited to speak to the City Council on any issue.

1. Virtual Participation

Participants can submit written comments via mail, fax or email. All written comments must be received prior to 5:00 p.m. on the day of the scheduled meeting and must be 350 words or less.

Please mail comments to:

City of Auburn

Attn: Shawn Campbell, City Clerk

25 W Main St

Auburn, WA 98001

Please fax comments to:

Attn: Shawn Campbell, City Clerk

Fax number: 253-804-3116

Email comments to: publiccomment@auburnwa.gov

C. **Correspondence - (There is no correspondence for Council review.)**

VI. **COUNCIL AD HOC COMMITTEE REPORTS**

Council Ad Hoc Committee Chairs may report on the status of their ad hoc Council Committees' progress on assigned tasks and may give their recommendation to the City Council, if any.

1. Finance Ad Hoc Committee (Chair Baggett)

VII. **CONSENT AGENDA**

All matters listed on the Consent Agenda are considered by the City Council to be routine and will be enacted by one motion in the form listed.

- A. Minutes for the June 7, 2021 Regular Council Meeting
- B. Minutes of the June 14, 2021 Study Session
- C. Claim Vouchers (Thomas)
Claim voucher list dated June 21, 2021 which includes voucher numbers 463624 through 463769 in the amount of \$4,724,079.67 and four wire transfers in the amount of \$493,299.56
- D. Payroll Vouchers (Thomas)
Payroll check numbers 539152 through 539158 in the amount of \$74,734.67, manual payroll check numbers 539151 in the amount of \$558.16, and electronic deposit transmissions in the amount of \$2,319,092.58, for a grand total of \$2,393,827.25 for the period covering June 2, 2021 to June 15, 2021

(RECOMMENDED ACTION: Move to approve the Consent Agenda.)

VIII. **UNFINISHED BUSINESS**

IX. **ORDINANCES**

- A. Ordinance No. 6823 (Gaub)
An Ordinance amending Ordinance No. 6759, amending the deadline to complete conditions associated with vacating right-of-way of a portion of the alley north of 3rd Street NE between B Street NE and Auburn Avenue

(RECOMMENDED ACTION: Move to adopt Ordinance No. 6823.)

- B. Ordinance No. 6824 (Gaub)
An Ordinance providing a temporary waiver of Right-of-Way Use Permit Fees, set forth in Auburn City Code 12.60.020 and 12.60.025 for outside restaurant seating, in response to the phased opening of commercial businesses following the COVID-19 Declared Public Health Emergency

(RECOMMENDED ACTION: Move to adopt Ordinance No. 6824.)

C. Ordinance No. 6825 (Comeau)

An Ordinance relating to controlled substances and repealing Chapter 9.22 of the Auburn City Code and amending ACC 9.24.010 to conform with ESB 5476

(RECOMMENDED ACTION: Move to adopt Ordinance No. 6825.)

X. RESOLUTIONS

A. Resolution No. 5597 (Gaub)

A Resolution authorizing the adoption of the 2022-2027 Transportation Improvement Program

(RECOMMENDED ACTION: Move to adopt Resolution No. 5597.)

B. Resolution No. 5599 (Comeau)

A Resolution authorizing the Mayor to execute a second amendment to the Interlocal Agreement between the City of Auburn and the City of Federal Way related to the Puget Sound Auto Theft Task-Force

(RECOMMENDED ACTION: Move to adopt Resolution No. 5599.)

XI. MAYOR AND COUNCILMEMBER REPORTS

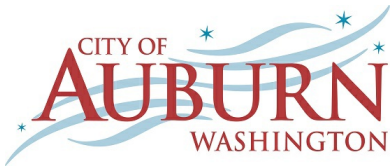
At this time the Mayor and City Council may report on significant items associated with their appointed positions on federal, state, regional and local organizations.

A. **From the Council**

B. **From the Mayor**

XII. ADJOURNMENT

Agendas and minutes are available to the public at the City Clerk's Office, on the City website (<http://www.auburnwa.gov>), and via e-mail. Complete agenda packets are available for review at the City Clerk's Office.



AGENDA BILL APPROVAL FORM

Agenda Subject:

Public Hearing for the 2022-2027 Transportation Improvement Program (Gaub)

Date:

June 10, 2021

Department:

Public Works

Attachments:

No Attachments Available

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

City Council to hold a public hearing in consideration of adoption of the 2022-2027 Transportation Improvement Program. See Resolution No. 5597 for further action on this item.

Background for Motion:**Background Summary:**

The Transportation Improvement Program (TIP) is a multiyear planning tool and document for the development of transportation facilities within the City and does not represent a financial commitment by the City. Once the TIP is approved, projects are budgeted and funded through the City's biennial budget. The TIP sets priorities for the allocation of secured and unsecured funding and is a prerequisite of most grant programs. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements. The projects and programs identified in the TIP that increase the capacity of the transportation system to address growth and development provide the basis for the City's transportation impact fee program.

RCW 35.77.010 requires that the TIP is amended by June 30 each year.

The date of the public hearing was set by consent on June 7, 2021.

Reviewed by Council Committees:

Councilmember: Stearns

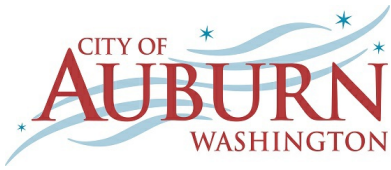
Staff:

Gaub

Meeting Date: June 21, 2021

Item Number:

PH.2



AGENDA BILL APPROVAL FORM

Agenda Subject:

Minutes for the June 7, 2021 Regular Council Meeting

Department:

City Council

Attachments:

[06-07-2021 Minutes](#)

Date:

June 10, 2021

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

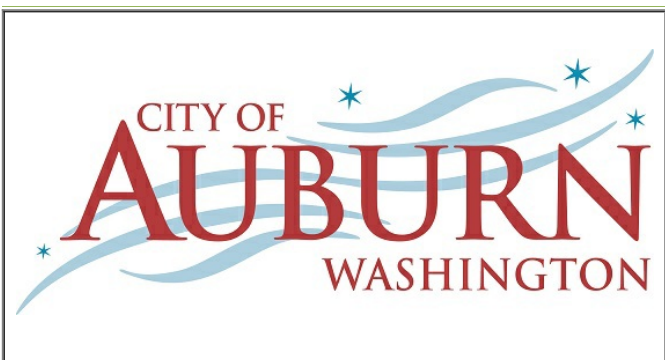
Revised Budget: \$0

Administrative Recommendation:**Background for Motion:****Background Summary:****Reviewed by Council Committees:****Councilmember:**

Meeting Date: June 21, 2021

Staff:

Item Number: CA.A

	City Council Meeting June 7, 2021 - 7:00 PM Virtual MINUTES Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.
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I. **CALL TO ORDER**

II. **VIRTUAL PARTICIPATION LINK**

1. Virtual Participation Link

The City Council Meeting was held virtually.

A. **Pledge of Allegiance**

Mayor Nancy Backus called the meeting to order at 7:00 p.m. in the Council Chambers of Auburn City Hall, 25 West Main Street, and led those in attendance in the Pledge of Allegiance.

B. **Roll Call**

Councilmembers virtually present: Deputy Mayor Claude DaCorsi, Bob Baggett, James Jeyaraj, Robyn Mulenga and Chris Stearns. Councilmembers Larry Brown and Yolanda Trout-Manuel were excused.

Mayor Nancy Backus, Innovation and Technical Support Specialist Danika Olson, Police Chief Dan O'Neil and City Clerk Shawn Campbell were in Chambers.

The following department directors and staff members attended the meeting virtually: Senior City Staff Attorney Harry Boesche, Director of Public Works Ingrid Gaub, Director of Parks, Arts, and Recreation Daryl Faber, Director of Human Resources and Risk Management Candis Martinson, Assistant Finance Director Kevin Fuhrer, Financial Planning Manager Bob Brooks, Utility Billing and Solid Waste Services Supervisor Joan Nelson and Assistant Director of Innovation and Technology Ashley Riggs.

III. **ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS**

A. **LGBTQ+ Pride Month Proclamation**

Mayor Backus to proclaim June 2021 as "LGBTQ+ Pride Month" in the City of Auburn

Mayor Backus read and proclaimed June 2021 as "LGBTQ+ Pride Month" in the City of Auburn.

B. Juneteenth 2021 Proclamation

Mayor Backus to proclaim June 19, 2021 as "Juneteenth 2021" in the City of Auburn

Mayor Backus read and proclaimed June 19, 2021 as "Juneteenth 2021" in the City of Auburn.

IV. **AGENDA MODIFICATIONS**

There were no modifications to the agenda.

V. **NEW BUSINESS**

There was no new business.

VI. **CITIZEN INPUT, PUBLIC HEARINGS AND CORRESPONDENCE**

A. **Public Hearings - (No public hearing is scheduled for this evening.)**

B. **Audience Participation**

This is the place on the agenda where the public is invited to speak to the City Council on any issue.

1. Virtual Participation

No public comments were received.

C. **Correspondence**

There was no correspondence for Council to review.

VII. **COUNCIL AD HOC COMMITTEE REPORTS**

Council Ad Hoc Committee Chairs may report on the status of their ad hoc Council Committees' progress on assigned tasks and may give their recommendation to the City Council, if any.

1. Finance Ad Hoc Committee (Chair Baggett)

Councilmember Baggett, Chair of the Finance ad hoc committee, reported he and Councilmember Jeyaraj have reviewed the claims and payroll vouchers described on the agenda this evening and recommended their approval.

VIII. **CONSENT AGENDA**

All matters listed on the Consent Agenda are considered by the City Council to be routine and will be enacted by one motion in the form listed.

A. Minutes of the May 10, 2021 and May 24, 2021 Study Session

B. Minutes of the May 17, 2021 Regular Council Meeting

C. Claim Vouchers (Thomas)

Claim voucher list dated June 7, 2021 which includes voucher numbers 463442 through 463623 in the amount of \$3,014,337.26 and eleven wire transfers in the amount of \$1,455,106.72

D. Payroll Vouchers (Thomas)

Payroll check numbers 539147 through 539150 in the amount of \$536,539.22, and electronic deposit transmissions in the amount of \$2,123,403.98, for a grand total of \$2,659,943.20 for the period covering May 12, 2021 to June 1, 2021

E. Setting the date for Public Hearing for the TIP (Gaub)

City Council to set the Public Hearing date for the 2022-2027 Transportation Improvement Program

Deputy Mayor DaCorsi moved and Councilmember Jeyaraj seconded to approve the consent agenda.

MOTION CARRIED UNANIMOUSLY. 5-0

IX. UNFINISHED BUSINESS

There was no unfinished business.

X. ORDINANCES

A. Ordinance No. 6816 (Thomas)

An Ordinance amending Section 8.08.180 of the Auburn City Code relating to solid waste collection charges

Councilmember Baggett moved and Councilmember Stearns seconded to adopt Ordinance No. 6816.

MOTION CARRIED UNANIMOUSLY. 5-0

B. Ordinance No. 6822 (Thomas)

An Ordinance amending Sections 3.40.010 and 3.41.010 of the Auburn City Code to restore an inadvertently omitted allocation of tax revenue to an established City fund

Councilmember Baggett moved and Councilmember Stearns seconded to adopt Ordinance No. 6822.

MOTION CARRIED UNANIMOUSLY. 5-0

XI. MAYOR AND COUNCILMEMBER REPORTS

At this time the Mayor and City Council may report on significant items associated with their appointed positions on federal, state, regional and local organizations.

A. From the Council

Deputy Mayor DaCorsi reported he attended the virtual King County Affordable Housing Committee Meeting and the Growth Management Policy Board Meeting.

Councilmember Baggett reported he attended the Pierce County Cities and Town Association Meeting.

Councilmember Stearns reported he attended the 'Good Eggs' breakfast at Emerald Downs, a ceremony for the Se'Si'Le-Lummi Nation Totem Pole Journey and a seminar with the Sound Cities Association regarding the "Hate Has No Home Here" campaign.

B. From the Mayor

Mayor Backus reported she spoke to the alumni at the Leadership Institute of South Puget Sound, she attended a Meet the King County Councilmembers event, the Pride Flag raising in the courtyard at City Hall, an Empty Bowls event at Grace Community Church, the Realtors Annual Housing Issues Briefing and the opening for the Auburn International Farmers Market. Mayor Backus also noted Community Court is now operational.

XII. ADJOURNMENT

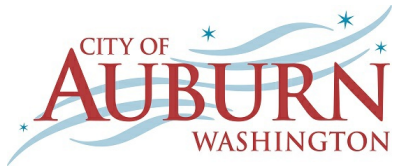
There being no further business to come before the Council, the meeting was adjourned at 7:33 p.m.

APPROVED this 21st day of June, 2021.

NANCY BACKUS, MAYOR

Shawn Campbell, City Clerk

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AGENDA BILL APPROVAL FORM

Agenda Subject:

Minutes of the June 14, 2021 Study Session

Department:

City Council

Attachments:

[06-14-2021 Minutes](#)

Date:

June 16, 2021

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

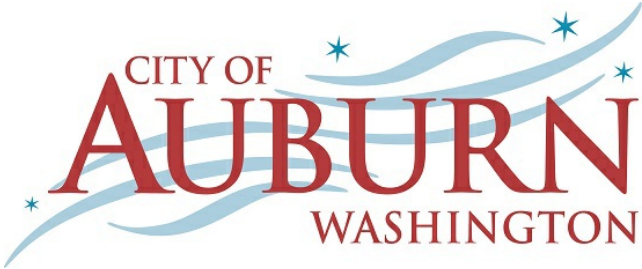
Revised Budget: \$0

Administrative Recommendation:**Background for Motion:****Background Summary:****Reviewed by Council Committees:****Councilmember:**

Meeting Date: June 21, 2021

Staff:

Item Number: CA.B

	City Council Study Session Finance, Technology and Economic Development Special Focus Area June 14, 2021 - 5:30 PM Virtual MINUTES Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.
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I. CALL TO ORDER

Deputy Mayor DaCorsi called the meeting to order at 5:30 p.m.

II. Virtual Participation Link

A. Virtual Participation Link

The City Council Meeting was held virtually.

B. Roll Call

Councilmembers virtually present: Deputy Mayor Claude DaCorsi, Bob Baggett, Larry Brown, James Jeyaraj, Robyn Mulenga, Chris Stearns and Yolanda Trout-Manuel.

Mayor Nancy Backus, Innovation and Technical Support Specialist Danika Olson, Assistant Police Chief Mark Caillier and Deputy City Clerk Teresa Mattingly were in Chambers.

The following department directors and staff members attended the meeting virtually: City Attorney Kendra Comeau, Senior City Staff Attorney Harry Boesche, Director of Administration Dana Hinman, Director of Public Works Ingrid Gaub, Director of Innovation and Technology David Travis, Director of Parks, Arts, and Recreation Daryl Faber, Director of Human Resources and Risk Management Candis Martinson, Right-of-Way Specialist Amber Olds, Project Manager Brian Nguyen and Assistant Director of Innovation and Technology Ashley Riggs.

III. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

There were no announcements, reports or presentations.

IV. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. Legislative Update (Hinman)(45 minutes)

An update to the Auburn City Council on the final outcomes of the 2021 Washington State Legislative Session

Director Hinman and Thompson Consulting Group Senior Vice President, Mike Welch, provided Council with an update on the 2021 Washington State Legislative Session. Director Hinman reviewed the State and Auburn voting districts and which State Representatives represent Auburn. She also discussed the House and State bills that were introduced and passed and how they impact the City of Auburn.

Mr. Welch reviewed the State Legislative budget agreement and discussed the various funds related to pandemic recovery, low carbon fuel standards, the transportation package, wildfire funds and the Public Works Trust Fund.

Council discussed (House Bill) HB1220 and confirmed with Director Hinman that the City is in compliance with the zoning codes related to emergency shelters to be sited or built, if the bill will go for funding in the next legislative session and if there is any funding for Salmon recovery in the State budget.

B. Ordinance No. 6823 (Gaub)(15 Minutes)

An Ordinance amending Ordinance No. 6759, deadline to complete conditions associated with vacating right-of-way of a portion of the alley north of 3rd Street NE between B Street NE and Auburn Avenue

Specialist Olds reviewed Davis Development Services request to extend the deadline to complete conditions associated with vacating right-of-way previously approved under Ordinance No. 6759 to September 16, 2022.

Council discussed why the right-of-way was not completed on time and why the applicant needs an extension.

C. Ordinance No. 6824 (Gaub)(5 Minutes)

An Ordinance providing a temporary waiver of Right-of-Way Use Permit Fees, set forth in Auburn City Code 12.60.020 and 12.60.025 for outside restaurant seating, in response to the phased opening of commercial businesses following the COVID-19 Declared Public Health Emergency

Director Gaub reviewed extending the temporary waiver of Right-of-Way Use Permit fees for outdoor restaurant seating until the Governor declares that the emergency related to COVID-19 has ended.

Council discussed how long the extension will last, permit fees and how businesses can reapply once the extension expires.

D. Ordinance No. 6825 (Comeau)(15 Minutes)

An Ordinance relating to controlled substances and repealing Chapter 9.22 of the Auburn City Code and amending ACC 9.24.010 to conform with ESB 5476

Deputy City Attorney Boesche provided Council with an update on the State's drug possession law and the reasons for repealing Chapter 9.22 and amending Auburn City Code 9.24.010 to conform with (Engrossed

State Bill) ESB 5476.

Council discussed the bill addressing drug paraphernalia for personal use only and how the filing guidelines and changes could impact the City of Auburn and Community Court.

V. FINANCE, TECHNOLOGY AND ECONOMIC DEVELOPMENT DISCUSSION ITEMS

A. IT Update (Travis)(30 Minutes)

Councilmember Baggett presided over this section of the meeting.

Director Travis, Assistant Director Riggs and Project Manager Nguyen provided Council with an update on the Innovation and Technology Department. Director Travis reviewed what the IT Department does and the divisions of IT.

Project Manager Nguyen discussed the IT Project Management process and key projects for 2020 and 2021.

Assistant Director Riggs reviewed available technical services and their functions. He also discussed how IT provides customer service, daily operations and measuring success.

Council discussed cyber and security threats, backing up data and broadband access in Auburn for underserved residents. Council thanked the IT Department for all their hard work.

VI. OTHER DISCUSSION ITEMS

There were no other discussion items.

VII. NEW BUSINESS

There was no new business.

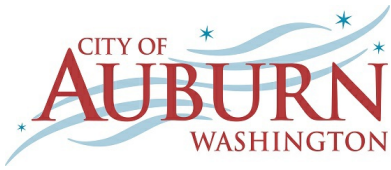
VIII. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 7:11 p.m.

APPROVED this 21th day of June, 2021.

CLAUDE DACORSI, DEPUTY MAYOR Teresa Mattingly, Deputy City Clerk

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AGENDA BILL APPROVAL FORM

Agenda Subject:

Claim Vouchers (Thomas)

Date:

June 10, 2021

Department:

Finance

Attachments:

No Attachments Available

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

Approve Claim Vouchers.

Background for Motion:

Claim voucher list dated June 21, 2021 which includes voucher numbers 463624 through 463769 in the amount of \$4,724,079.67 and four wire transfers in the amount of \$493,299.56.

Background Summary:**Reviewed by Council Committees:****Councilmember:****Staff:**

Thomas

Meeting Date: June 21, 2021

Item Number:

CA.C



AGENDA BILL APPROVAL FORM

Agenda Subject:

Payroll Vouchers (Thomas)

Date:

June 10, 2021

Department:

Finance

Attachments:

No Attachments Available

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

Approve Payroll Vouchers.

Background for Motion:**Background Summary:**

Payroll check numbers 539152 through 539158 in the amount of \$74,734.67, manual payroll check numbers 539151 in the amount of \$558.16, and electronic deposit transmissions in the amount of \$2,319,092.58, for a grand total of \$2,393,827.25 for the period covering June 2, 2021 to June 15, 2021.

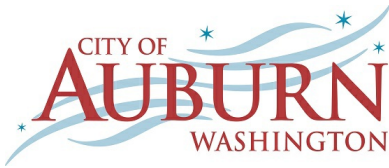
Reviewed by Council Committees:**Councilmember:****Staff:**

Thomas

Meeting Date: June 21, 2021

Item Number:

CA.D



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6823 (Gaub)

Date:

June 3, 2021

Department:

Public Works

Attachments:

[Ordinance No. 6823](#)

[Exhibit A](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

City Council to adopt Ordinance No. 6823.

Background for Motion:

Ordinance No. 6823 amends Ordinance No. 6759 extending the time for the developer to complete conditions associated with Right-of-Way Vacation No. V1-19.

Background Summary:

Davis Development Services has requested an extension of time in which to complete conditions associated with Right-of-Way Vacation No. V1-19 previously approved on by City Council on March 16, 2020 under Ordinance No. 6759. The current deadline to complete the conditions is September 16, 2021.

City Staff supports an extension of one year, to September 16, 2022. This will align the development's design review with the City's capital project design in the area. Additionally, the City's project will not likely be in construction until 2023.

If adopted, Ordinance No. 6823 amends Ordinance No. 6759 extending the time for the developer to complete conditions associated with Right-of-Way Vacation No. V1-19.

Reviewed by Council Committees:

Councilmember: Stearns

Staff:

Gaub

Meeting Date: June 21, 2021

Item Number:

ORD.A

ORDINANCE NO. 6823

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
AUBURN WASHINGTON, AMENDING DEADLINE TO
COMPLETE CONDITIONS ASSOCIATED WITH VACATING
RIGHT-OF-WAY OF A PORTION OF THE ALLEY NORTH OF
3RD STREET NE BETWEEN B STREET NE AND AUBURN
AVENUE WITHIN THE CITY OF AUBURN, WASHINGTON

WHEREAS, the City of Auburn, Washington ("City"), approved Ordinance No. 6759 on March 16, 2020, a copy of which is attached as Exhibit A, vacating right-of-way located within a portion of the alley north of 3rd Street NE, between B Street NE and Auburn Avenue, within the City, subject to conditions outlined in Ordinance No. 6759; and,

WHEREAS, Section 1, Paragraph G of Ordinance No. 6759 required that all conditions of the vacation be completed by September 16, 2021 or the vacation and Ordinance will be null and void; and,

WHEREAS, the applicant has requested additional time to complete those provisions set forth in Section 1, Paragraphs E, F and G of Ordinance No. 6759; and,

WHEREAS, the City has determined that the applicant's request to have until September 16, 2022, is reasonable in light of unforeseeable circumstances and in the public interest to continue the deadline; and,

WHEREAS, the City Council has considered the request for extension.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON DO ORDAIN as a non-codified ordinance as follows:

Section 1. Extension. The deadline for completion in Section 1, Paragraph G of Ordinance No. 6759 is continued to September 16, 2022.

Ordinance No. 6823
ROW Vacation V1-19
May 26, 2021
Page 1 of 2

Section 2. Constitutionality or Invalidity. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provisions to other persons or circumstances shall not be affected.

Section 3. Implementation. The mayor is authorized to implement such administrative procedures as may be necessary to carry out the directives of this location.

Section 4. Effective Date. This Ordinance shall take effect and be in force five (5) days from and after passage, approval, and publication as provided by law.

Section 5. Recordation. The City Clerk is directed to record this Ordinance together with Ordinance No. 6759 with the office of the King County Auditor only upon completion of those provisions set forth in Ordinance No. 6759, at which time the vacation pursuant to Ordinance No. 6759 shall be effective under Auburn City Code 12.48.080.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney

PUBLISHED: _____

Ordinance No. 6823
ROW Vacation V1-19
May 26, 2021
Page 2 of 2

Exhibit A

ORDINANCE NO. 6759

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN WASHINGTON, VACATING RIGHT-OF-WAY OF A PORTION OF THE ALLEY NORTH OF 3RD STREET NE BETWEEN B STREET NE AND AUBURN AVENUE WITHIN THE CITY OF AUBURN, WASHINGTON

WHEREAS, the City of Auburn, Washington ("City"), has received a petition signed by at least two-thirds (2/3) of the owners of property abutting to right-of-way located within a portion of the alley north of 3rd Street NE, between B Street NE and Auburn Avenue, within the City, requesting vacation of the right-of-way; and,

WHEREAS, as required by Chapter 12.48 of the Auburn City Code, a public hearing was held in connection with the possible vacation, with notice having been provided pursuant to statute; and,

WHEREAS, the City Council has considered all matters presented at the public hearing on the proposed vacation, held on the 16th day of March, 2020, at the Auburn City Council Chambers in Auburn, Washington.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON DO ORDAIN as a non-codified ordinance as follows:

Section 1. Vacation. That the right of way located at a portion of the Alley north of 3rd Street NE, between B Street NE and Auburn Avenue located within the City of Auburn, Washington, legally described as follows:

THAT PORTION OF THE ALLEY, BEING 10 FEET IN WIDTH, ADJACENT TO AND COINCIDENT WITH THE EAST LINE OF LOTS 3 THROUGH 6, BLOCK 2 OF THE PLAN OF MEADOW ADDITION TO AUBURN, ACCORDING TO THE PLAT

Ordinance No. 6759
ROW Vacation V1-19
January 6, 2020
Page 1 of 6

THEREOF RECORDED IN VOLUME 18 OF PLATS, PAGE 68,
IN KING COUNTY, WASHINGTON, DESCRIBED AS
FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 6
OF SAID BLOCK 2 OF SAID PLAT;
THENCE SOUTH 89°17'20" EAST, 57.00 FEET ALONG THE
SOUTH LINE OF SAID LOT 6 TO THE SOUTHWEST
CORNER OF THAT PORTION CONVEYED TO THE CITY OF
AUBURN FOR STREET PURPOSES BY DEED RECORDED
UNDER RECORDING NO. 7807170275;
THENCE NORTH 76°21'00" EAST, 44.37 FEET ALONG THE
NORTH LINE, TO THE NORTHEAST CORNER OF SAID
PORTION CONVEYED TO THE CITY OF AUBURN, BEING
THE WEST MARGIN OF SAID ALLEY AND THE TRUE POINT
OF BEGINNING;
THENCE NORTH 00°38'08" EAST, 169.00 FEET ALONG
SAID WEST MARGIN TO THE NORTHEAST CORNER OF
LOT 3 OF SAID PLAN OF MEADOW ADDITION TO AUBURN;
THENCE ALONG THE NORTHERLY PROLONGATION OF
SAID LOT 3, SOUTH 89°17'30" EAST, 10.00 FEET TO THE
EAST MARGIN OF SAID ALLEY;
THENCE SOUTH 00°38'08" WEST, 165.00 FEET ALONG
SAID EAST MARGIN TO THE MOST WESTERLY
NORTHWEST CORNER OF THAT PORTION CONVEYED
TO THE CITY OF AUBURN FOR STREET PURPOSES BY
DEED RECORDED UNDER RECORDING NO. 7807170274;
THENCE SOUTH 68°53'49" WEST, 10.77 FEET TO SAID
NORTHEAST CORNER OF THAT PORTION CONVEYED TO
THE CITY OF AUBURN FOR STREET PURPOSES BY DEED
RECORDED UNDER RECORDING NO. 7807170275 AND
THE WEST MARGIN OF SAID ALLEY AND THE POINT OF
BEGINNING.

CONTAINS 1,670 SQUARE FEET, MORE OR LESS. (0.038
ACRES +/-)

[Also identified as Exhibit "A".]

and as shown on the survey, a copy of which is attached, marked Exhibit "B" is vacated and
the property lying in the right-of-way described, shall inure and belong to those persons

Ordinance No. 6759
ROW Vacation V1-19
January 6, 2020
Page 2 of 6

entitled to receive the property in accordance with RCW 35.79.040, conditioned upon the following:

A. Reservation in favor of the City of a perpetual Nonexclusive Easement under, over, through and across the vacated right-of-way as described above for the purpose of laying, maintaining, and installing future and existing sanitary sewer facilities and including a reservation in favor of the City of the right to grant easements for utilities over, under and on all portions of the vacated right-of-way as described above.

The City shall have the absolute right, at times as may be necessary for immediate entry upon said Easement Area for the purpose of maintenance, inspection, construction, repair or reconstruction of the above improvements without incurring any legal obligation or liability.

The City shall have the absolute right to place any type of driving surface within said Easement Area deemed necessary by the City.

The owners of the adjacent properties agree and shall not in any way block, restrict or impede access and egress to or from said Easement Area, and /or in any way block, restrict or impede full use of the real property within the Easement Area by the City for the above described purposes. No building, wall, rockery, fence, trees, or structure of any kind shall be erected or planted, nor shall any fill material be placed within the boundaries of said Easement Area, without the express written consent of the City. No excavation shall be made within three feet of said facilities and the surface level of the ground within the Easement Area shall be maintained at the elevation as currently

existing.

This easement shall be a covenant running with the adjacent property parcels and burden said real estate, and shall be binding on the successors, heirs and assigns of all parties.

B. Under the terms of the reservation set out in Paragraph A above and in accordance with RCW 35.79.030, the City grants a private utility easement to Puget Sound Energy over, under, and upon the vacated right-of-way as described above for the construction, operation, maintenance, repair, replacement, improvement and removal of electric distribution facilities. The owners of the adjacent property shall not erect any structures on the easement and shall not place trees or other obstructions on the easement that would interfere with the exercise of Grantees' rights.

C. Under the terms of the reservation set out in Paragraph A above and in accordance with RCW 35.79.030, the City grants a private utility easement to CenturyLink over, under and upon the vacated right-of-way as described above for the construction, operation, maintenance, repair, replacement, improvement and removal of wireline telecommunications facilities. The owners of the adjacent properties shall not erect any structures on the easement and shall not place trees or other obstructions on the easement that would interfere with the exercise of Grantees' rights.

D. It is provided, however that such reserved or granted utility and access easements as set out in Paragraphs A, B and C above may be modified to accommodate a removal, relocation and sitting of the affected utility lines if the City and the property

owners on whose property the utility lines are located agree to the removal relocations and sitting being paid by said property owners and with the removal relocation and sitting being done in conformity with applicable standards.

E. The property owners of Parcel Nos. 5405100015 and 5405100025 shall reserve and grant a public access easement across those parcels from the southern terminus of the existing public alley (following vacation) to B Street NE and shall construct such public access easement to City standards for the purposes of allowing vehicular, pedestrian and emergency access to and from the southern terminus of the existing public alley (following vacation) to and from B Street NE.

F. Direct access from the vacation area to 3rd Street NE and from Parcel No. 0492000480 to Auburn Avenue shall be permanently closed. The Developer will be required to remove curb cuts and driveways and replace with sidewalks in accordance with City Standards upon reservation and construction of such access easement in paragraph E, above.

G. This vacation shall be effective upon completion of the provisions in paragraph E and F, above. The above described provisions must be completed by September 16, 2021 or the vacation and Ordinance will be null and void.

Section 2. Constitutionality or Invalidity. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provisions to other persons or circumstances shall not be affected.

Section 3. Implementation. The mayor is authorized to implement such

Ordinance No. 6759
ROW Vacation V1-19
January 6, 2020
Page 5 of 6

administrative procedures as may be necessary to carry out the directives of this location.

Section 4. Effective Date. This Ordinance shall take effect and be in force five (5) days from and after passage, approval, and publication as provided by law.

Section 5. Recordation. The City Clerk is directed to record this Ordinance with the office of the King County Auditor only upon completion of those provisions set forth in Section 1, Paragraphs E, F, and G, above, at which time the vacation pursuant to this Ordinance shall be effective under Auburn City Code 12.48.080.

INTRODUCED: MAR 16 2020

PASSED: MAR 16 2020

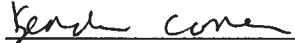
APPROVED: MAR 16 2020


NANCY BACKUS, MAYOR

ATTEST:


Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:


Kendra Comeau, City Attorney

PUBLISHED: March 19th 2021 in The Seattle Times

Ordinance No. 6759
ROW Vacation V1-19
January 6, 2020
Page 6 of 6

EXHIBIT "A"

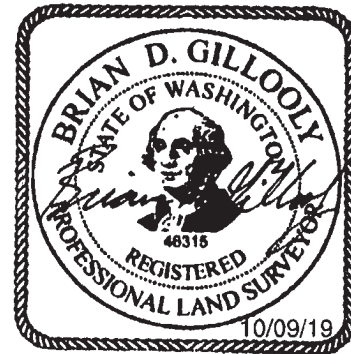
LEGAL DESCRIPTION

RIGHT-OF-WAY VACATION

THAT PORTION OF THE ALLEY, BEING 10 FEET IN WIDTH, ADJACENT TO AND COINCIDENT WITH THE EAST LINE OF LOTS 3 THROUGH 6, BLOCK 2 OF THE PLAN OF MEADOW ADDITION TO AUBURN, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 18 OF PLATS, PAGE 68, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

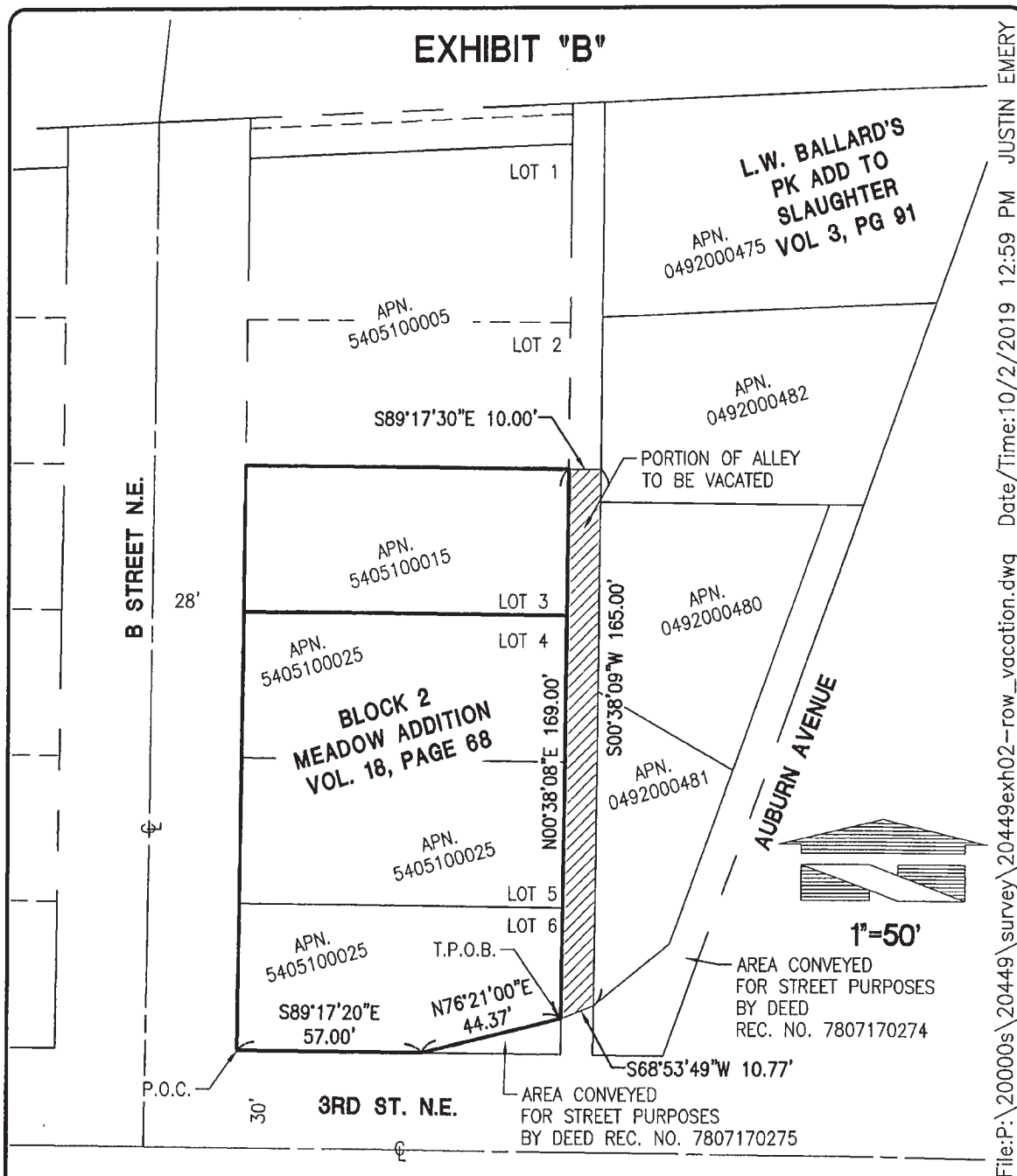
COMMENCING AT THE SOUTHWEST CORNER OF LOT 6 OF SAID BLOCK 2 OF SAID PLAT;
THENCE SOUTH 89°17'20" EAST, 57.00 FEET ALONG THE SOUTH LINE OF SAID LOT 6 TO THE SOUTHWEST CORNER OF THAT PORTION CONVEYED TO THE CITY OF AUBURN FOR STREET PURPOSES BY DEED RECORDED UNDER RECORDING NO. 7807170275;
THENCE NORTH 76°21'00" EAST, 44.37 FEET ALONG THE NORTH LINE, TO THE NORTHEAST CORNER OF SAID PORTION CONVEYED TO THE CITY OF AUBURN, BEING THE WEST MARGIN OF SAID ALLEY AND THE TRUE POINT OF BEGINNING;
THENCE NORTH 00°38'08" EAST, 169.00 FEET ALONG SAID WEST MARGIN TO THE NORTHEAST CORNER OF LOT 3 OF SAID PLAN OF MEADOW ADDITION TO AUBURN;
THENCE ALONG THE NORTHERLY PROLONGATION OF SAID LOT 3, SOUTH 89°17'30" EAST, 10.00 FEET TO THE EAST MARGIN OF SAID ALLEY;
THENCE SOUTH 00°38'08" WEST, 165.00 FEET ALONG SAID EAST MARGIN TO THE MOST WESTERLY NORTHWEST CORNER OF THAT PORTION CONVEYED TO THE CITY OF AUBURN FOR STREET PURPOSES BY DEED RECORDED UNDER RECORDING NO. 7807170274;
THENCE SOUTH 68°53'49" WEST, 10.77 FEET TO SAID NORTHEAST CORNER OF THAT PORTION CONVEYED TO THE CITY OF AUBURN FOR STREET PURPOSES BY DEED RECORDED UNDER RECORDING NO. 7807170275 AND THE WEST MARGIN OF SAID ALLEY AND THE POINT OF BEGINNING.

CONTAINS 1,670 SQUARE FEET, MORE OR LESS. (0.038 ACRES +/-)



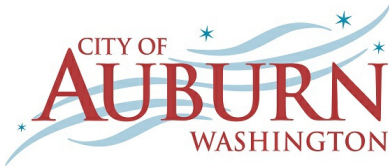
Project Name: Merritt Building
March 13, 2019
Revised September 19, 2019
Job No. 20449

BDG / JSE
20449L.001.doc



File: P:\20000s\20449\survey\20449exh02-row_vacation.dwg Date/Time: 10/2/2019 12:59 PM JUSTIN EMERY

SCALE: HORIZONTAL 1"=50' VERTICAL N/A		For: CITY OF AUBURN		JOB NUMBER 20449	
18215 72ND AVENUE SOUTH KENT, WA 98032 (425)251-6222 (425)251-8782 FAX CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES		Title: RIGHT OF WAY VACATION		20449L.001.DOC SHEET 1 of 1	
		DESIGNED <u>XXX</u> DRAWN <u>JSE</u> CHECKED <u>DJS</u> APPROVED <u>BDG</u> DATE <u>09/19/19</u>			



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6824 (Gaub)

Date:

June 8, 2021

Department:

Public Works

Attachments:

[Ordinance No. 6824](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

City Council to adopt Ordinance No. 6824.

Background for Motion:

This Ordinance provides clarification about the duration of the Right-of-Way Use permit fee waiver approved in 2020 as it relates to the current Governor's orders and how the waiver terminates.

Background Summary:

Ordinance No. 6824 authorizes the continuation of the temporary waiver of ROW Use permit fees for outdoor restaurant purposes until the Governor declares that the emergency related to COVID-19 has ended. In addition, it provides for a 30 day period after that time for businesses using the waiver to either remove any property or items from the right-of-way or to apply for an obtain a new right-of-way use permit including the payment of all appropriate fees.

There are currently two businesses that have received permits under the waiver process.

Reviewed by Council Committees:

Councilmember: Stearns

Staff:

Gaub

Meeting Date: June 21, 2021

Item Number:

ORD.B

ORDINANCE NO. 6824

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, PROVIDING A TEMPORARY WAIVER OF RIGHT-OF-WAY USE PERMIT FEES, SET FORTH IN ACC 12.60.020 AND 12.60.025 FOR OUTSIDE RESTAURANT SEATING, IN RESPONSE TO THE PHASED OPENING OF COMMERCIAL BUSINESSES FOLLOWING THE COVID-19 DECLARED PUBLIC HEALTH EMERGENCY

WHEREAS, in 2020, the World Health Organization announced the novel coronavirus (COVID-19) was officially a global pandemic; and

WHEREAS, on January 31, 2020, the United States Department of Health and Human Services Secretary Alex Azar declared a public health emergency because of COVID-19; and

WHEREAS, the Washington Governor also declared a State of Emergency due to new cases of COVID-19; and

WHEREAS, on March 5, 2020, the Mayor proclaimed a local emergency due to growing public health impacts of COVID-19, which the Auburn City Council ratified by Resolution No. 5504; and

WHEREAS, the COVID-19 outbreak presents an extreme risk of person-to-person transmission of the virus and public health experts worldwide advise the best way to prevent transmission of the virus is to prevent infected people from coming in close contact with healthy persons; and

WHEREAS, following recommended public health best practices, including social distancing, which is critical to mitigate the spread of COVID-19, is having significant negative economic effects on the national, regional, and local economy, in particular small

businesses and workers in the Auburn-area who cannot work remotely, including those related to restaurants; and

WHEREAS, as the business-related restrictions are relaxed, including opening of restaurants with reduced capacities, flexibility in allowing use of outdoor areas, including some City rights-of-way, could help some restaurants survive during these challenging times; and

WHEREAS, the Auburn City Code ("ACC") includes several provisions identifying different types of right-of-way use permits, including ACC 12.60.025; and

WHEREAS, ACC 12.60.020 sets forth right-of-way use permit application process and fee; and

WHEREAS, on June 15, 2020, the Auburn City Council approved Ordinance No. 6778 waiving the right-of-way use permit application process and fees to assist restaurants that may be able to use public right-of-way to expand the area within which customers could be served and to assist in the recovery of restaurant related businesses; and

WHEREAS, on September 14, 2020, the Auburn City Council approved Ordinance No. 6791 extending the waiver of the right-of-way use permit application process and fees to assist restaurants that may be able to use public right-of-way to expand the area within which customers could be served and to assist in the recovery of restaurant related businesses; and

WHEREAS, to continue to assist in the recovery of restaurant related businesses, it is reasonable that the City continue to temporarily waive the fees for right-of-way use permits for outdoor restaurant purposes until the Washington Governor declares that the

emergency related to COVID-19 has ended and after that time, the City will provide all businesses utilizing the right-of-way under this Ordinance thirty (“30”) days to apply for and obtain a right-of-way use permit and pay all necessary fees or to remove all property and items from the right-of-way.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DO ORDAIN as follows:

Section 1. Temporary Waiver of Certain ROW Use Permit Fees. The imposition and collection of fees for right-of-way use permits, per ACC 12.60.020-25, for outdoor restaurant seating purposes shall be waived for such use for 30 days after the Governor of the State of Washington declares that the emergency related to COVID-19 has ended. At the expiration of the timeframe set forth in this section, all businesses that have received a waiver of a right-of-way use permit shall either apply for and obtain a right-of-way use permit and pay all necessary fees or remove all property and items from the right-of-way.

Section 2. Implementation. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 3. Severability. The provisions of this Ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this Ordinance, or the invalidity of the application of it to any person or circumstance, will not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 4. **Effective date.** This Ordinance will take effect and be in force five days from and after its passage, approval, and publication as provided by law.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

CITY OF AUBURN

NANCY BACKUS, MAYOR

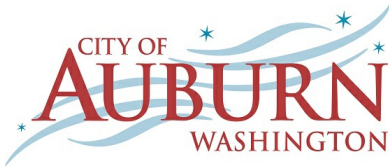
ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney

Published: _____



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6825 (Comeau)

Date:

June 15, 2021

Department:

City Attorney

Attachments:

[Ordinance No. 6825](#)

[Exhibit A](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

City Council to adopt Ordinance No. 6740.

Background for Motion:

The State Legislature revised the State's drug laws when it passed ESB 5476. The revisions render ACC 9.22 inconsistent with State law and obsolete. Ordinance 6825 proposes to repeal ACC 9.22 and to amend ACC 9.24.010 to bring the City's code in line with State law as revised. The City supports the adoption of Ordinance 6825.

Background Summary:

In *State v. Blake*, the Washington Supreme Court invalidated the State's drug possession law (RCW 69.50.4013) because the law lacked the legally required element of "knowing" possession. The State Legislature passed ESB 5476 in response to the Blake decision. In addition to other law changes, ESB 5476 reduces RCW 69.50.4013 from a felony to a misdemeanor, and decriminalizes some drug paraphernalia possession under RCW 69.50.412.

With these changes, the City's drug possession and paraphernalia ordinances in ACC 9.22 are no longer needed and are now inconsistent with State law as revised by ESB 5476. To conform with ESB 5476, the ordinances in ACC 9.22 should be repealed, and ACC 9.24.010 should be amended to remove its reference to ACC 9.22 and to add precision and clarity to that code section.

Reviewed by Council Committees:

Councilmember: Jeyaraj

Staff:

Comeau

Meeting Date: June 21, 2021

Item Number:

ORD.C

ORDINANCE NO. 6825

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, RELATING TO CONTROLLED SUBSTANCES AND REPEALING CHAPTER 9.22 OF THE AUBURN CITY CODE AND AMENDING ACC 9.24.010 TO CONFORM WITH ESB 5476

WHEREAS, on February 25, 2021, the Washington Supreme Court issued its opinion in State v. Blake (197 Wn.2d 170). The Blake decision held RCW 69.50.4013 (the State's felony drug possession law) unconstitutional because the RCW lacked the legal element of "knowing" possession;

WHEREAS, the State Legislature responded to Blake by passing ESB 5476, signed into law by Governor Inslee on May 14, 2021. ESB 5476 includes the following changes to State drug laws:

- Section 9 of ESB 5476 adds the required "knowing" element to RCW 69.50.4013, and reduces the RCW from a felony to a misdemeanor;
- Section 14 of ESB 5476 decriminalizes the use or delivery of personal use drug paraphernalia in RCW 69.50.412;

WHEREAS, these law changes allow the City to now prosecute State law drug possession as a misdemeanor, but also render the City's drug possession and paraphernalia ordinances in ACC 9.22 obsolete and inconsistent with State law as revised by ESB 5476;

WHEREAS, State law requires City ordinances to be consistent with State laws. Given the passage of ESB 5476 and its legal changes, the ordinances in ACC 9.22 should be repealed;

WHEREAS, ACC 9.24.010 should also be amended in light of ESB 5476 to remove its references to ACC 9.22 and to add precision and clarity to the other parts of that section.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DO ORDAIN as follows:

Section 1. Repeal of chapter within the Auburn City Code. Auburn City Code Chapter 9.22 and the following sections and underlying ordinance language within it are hereby repealed:

ACC 9.22.010	Controlled substances prohibited
ACC 9.22.020	Drug paraphernalia prohibited
ACC 9.22.900	Statutes incorporated by reference

Section 2. Amendment to Auburn City Code. Auburn City Code Section 9.24.010 is amended as set forth in Exhibit A to this ordinance.

Section 3. Implementation. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 4. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of the application of it to any person or circumstance, will not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 5. **Effective date.** This Ordinance will take effect and be in force five days from and after its passage, approval, and publication as provided by law.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney

Published: _____

EXHIBIT A – ORD. 6825

A. ~~No person may~~ ~~It is unlawful for any person to~~ loiter in or near any public rights-of-way, or any public or private property in a manner ~~or and~~ under circumstances manifesting the intent to engage in illegal drug-related activity contrary to RCW Chapters 69.41, 69.50, 69.52 or 69.53 ~~RCW~~. For purposes of this section, “loiter” shall have the same meaning as ACC 9.50.010.A., or to Chapter 9.22 AGC.

B. The following may be considered in determining the intent required by subsection A: ~~Among the circumstances which may be considered in determining whether such intent is manifested are the following:~~

1. Whether the ~~Such~~ person is a known unlawful drug user, possessor, or seller. For purposes of this ~~section~~ chapter, a “known unlawful drug user, possessor, or seller” is a person who:

a. a person who has been convicted in any court within this state of any controlled substance violation within RCW 69.41, 69.50, 69.52 or 69.53, or a involving the use, possession, or sale of any of the substances referred to in Chapters 69.41, 69.50, 69.52 and 69.53 RCW, or substantially similar laws of any political subdivision of this or any other ~~state or of any other state~~; or

b. who is known to have been arrested for a drug-related crime violation that not ~~resulted in a conviction because~~ the person’s participation ~~in~~ in a diversionary program, deferral program, drug court or ~~a~~ similar program; or

c. a person who displays physical characteristics or behaviors of drug intoxication and/or usage, such as “needle tracks”; or

d. who is in possession of ~~possesses~~ marijuana in a manner not authorized by RCW 69.50.4013 ~~(1), 69.50.4013(2)~~ and/or in amounts that exceeding ~~those set forth in~~ 69.50.360(3);

2. Whether the ~~Such~~ person is currently subject to an order from any court prohibiting their presence in a high drug activity geographic area, such as an order issued pursuant to ACC 9.24.020 and/or ACC 9.24.030;

3. Whether the ~~Such~~ person’s current observed behavior ~~behaves in such a manner as to raise~~ raises a reasonable suspicion that they are currently or are about to engage in ~~or is then engaged in an~~ unlawful drug-related activity, including (by way of example only); ~~such person~~ acting as a “lookout”;

4. Whether a police officer is able to identify the person based on articulable factors ~~Such person is physically identified by a police officer, based on articulable factors,~~ as a member of a “gang,” or ~~an~~ association that which ~~engages in~~ engages in illegal drug activity. Such ~~F~~ factors ~~may that support an officer physically identifying a person as a member of such a gang or association~~ include, but are not limited to: ; clothing, tattoos, known association and/or affiliation with such a gang or association, specific and observed acts

or circumstances consistent with drug-related activity, and gestures, signs, greetings and movements that are consistent with gang-related activity. The person's; ~~provided, that clothing alone shall not be sufficient, without more, to support such an identification; an officer physically identifying a person as a member of such a gang or association;~~

5. Whether the ~~Such~~ person is observed furtively ~~transferrings~~ small objects or packages for currency ~~in a furtive fashion;~~

6. Whether the ~~Such~~ person flees ~~takes flight~~ upon the appearance of a police officer;

7. Whether the ~~Such~~ person manifestly endeavors to conceal themselves or any object which reasonably could be involved in an unlawful drug-related activity;

8. Whether the ~~The~~ area where the person is observed loitering is involved is by public ~~repute~~ known to police or to the public as ~~be~~ an area of unlawful drug use and trafficking or;

9. ~~The premises involved are known to have been reported to law enforcement as a place suspected of drug activity pursuant to~~ RCW Chapter 69.53 ~~RCW;~~ and

10. Whether Any vehicle involved in the observed activity is registered to a known unlawful drug user, possessor, or seller, or to a person with ~~for whom there is an outstanding active bench~~ warrant for a crime involving drug-related activity.

C. Penalty. Violation of this section is a gross misdemeanor punishable by up to 364 days in jail and/or a \$5,000 fine.



AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5597 (Gaub)

Date:

June 10, 2021

Department:

Public Works

Attachments:

[Resolution No. 5597](#)

[TIP Summary Memo](#)

[Exhibit A - 2022-2027 Transportation](#)

[Improvement Program](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

City Council to adopt Resolution No. 5597.

Background for Motion:

The TIP is a multiyear planning document for the development of transportation facilities within the City. RCW 35.77.010 requires it to be amended by June 30 each year.

Background Summary:

Resolution No. 5597 authorizes the City Council to adopt the 2022-2027 Transportation Improvement Program (TIP).

The TIP is a multiyear planning tool and document for the development of transportation facilities within the City and does not represent a financial commitment by the City. Once the TIP is approved, projects are budgeted and funded through the City's biennial budget. The TIP sets priorities for the allocation of secured and unsecured funding and is a prerequisite of most grant programs. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements. The projects and programs identified in the TIP that increase the capacity of the transportation system to address growth and development provide the basis for the City's transportation impact fee program.

RCW 35.77.010 requires that the TIP is amended by June 30 each year.

The draft 2022-2027 TIP was discussed at the May 10th, 2021 City Council Study Session and the June 1st, 2021 Transportation Advisory Board meeting. Subsequent to those meetings, minor changes have been made to the proposed TIP to reflect grant awards received after the draft TIP was prepared. Those changes are highlighted on the attached updated TIP memo.

A public hearing for the TIP was set by consent agenda at the June 7, 2021 Council Meeting. The hearing is scheduled to be held at the June 21, 2021 Council Meeting in advance of the adoption of this resolution adopting the TIP.

Reviewed by Council Committees:

Councilmember: Stearns

Meeting Date: June 21, 2021

Staff:

Item Number:

Gaub

RES.A

RESOLUTION NO. 5597

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN,
WASHINGTON, APPROVING AND ADOPTING THE 2022-2027
TRANSPORTATION IMPROVEMENT PROGRAM OF THE CITY OF AUBURN

WHEREAS, RCW 35.77.010 requires that the legislative body of each City prepare and adopt a comprehensive Transportation Improvement Program for the ensuing six years, but only after conducting a public hearing; and

WHEREAS, a public hearing to review the 2022-2027 Transportation Improvement Program for the City of Auburn was held on June 21, 2021, at the hour of 7:00 p.m. at the Auburn City Council meeting held virtually, pursuant to notice published in the legal newspaper of the City of Auburn on June 10, 2022.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, RESOLVES as follows:

Section 1. The 2022-2027 comprehensive Transportation Improvement Program is adopted, which will be in substantial conformity with the attached Exhibit "A."

Section 2. The City Engineer of the City of Auburn is authorized to file a certified copy of this Resolution and the 2022-2027 Transportation Improvement Program with the Washington State Department of Transportation.

Section 3. The Mayor is authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 4. This Resolution shall take effect and be in full force on passage and signatures.

Dated and Signed this _____ day of _____, 2021.

CITY OF AUBURN

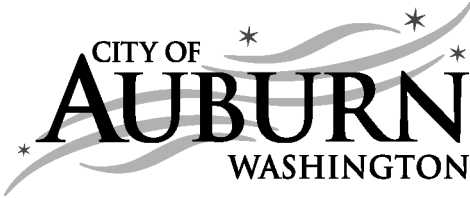
NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney



Memorandum

To: Mayor Backus
Council Members

From: James Webb, Senior Traffic Engineer, PE, PTOE

Date: June 9, 2021

Re: 2022-2027 Transportation Improvement Program and Transportation Impact Fees – Annual Update

ANNUAL TIP UPDATE

RCW 35.77.010 requires that the Six-Year Transportation Improvement Program (TIP) be amended annually by June 30.

The TIP is a multiyear planning tool and document for the near-term development of transportation facilities within the City. The TIP is proposed to be financially constrained for the entire six years of the TIP based on known and anticipated revenue and expenditure forecasts. Once the TIP is approved, projects are budgeted and funded through the City's biennial budget. The TIP sets priorities for the acquisition of project funding and is a prerequisite of most grant programs. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements.

SUMMARY OF PROPOSED AMENDMENTS TO THE TIP

Removal of Projects

Projects anticipated to be complete in 2021 will be removed from the TIP and their TIP project numbers recycled. Projects are sometimes removed from the TIP for other reasons such as being combined with other projects or changing priorities and needs. The following projects are proposed to be removed from the TIP:

- TIP I-17: Citywide LED Street Lighting and Controls (\$2.7M) (Nearing Completion, will be complete in 2021)
- TIP N-3: Arterial Bicycle and Safety Improvement Program (\$0.1M) – Combined with N-1 Non-Motorized Safety Program, as described under Other Modifications
- TIP N-10: M Street SE Sidewalk Improvements (\$0.71M) (Beginning construction, will be complete in 2021)

- TIP P-7: 2021 Local Street Preservation Project (\$2.5M) (Beginning Construction, will be complete in 2021)
- TIP P-8: 2022 Local Street Preservation (\$1.65M) – The 2022 program funding is included with TIP P-1 Local Street Preservation. A stand-alone local street preservation project will not be pursued in 2022. Instead, local street preservation work will be incorporated into other projects such as the Water Utility's Lead Service Line Replacement Project (CP1922).
- TIP P-9: Lea Hill Bridge Deck Preservation (\$1.65M) (Beginning Construction, will be complete in 2021)
- TIP P-12: Lakeland Hills Way Preservation (\$0.65M) (Beginning Construction, will be complete in 2021)
- TIP P-13: 3rd Street SW Bridge Deck Preservation (\$1.45M) (Beginning Construction, will be complete in 2021)

Grant Awards and New Projects

The annual TIP update provides an opportunity to add projects to the TIP or to modify existing projects to reflect recent grant awards and other revenues. It also provides an opportunity to add new projects based on emerging needs. The 2022-2027 TIP includes the following proposed project additions:

- TIP R-4: A Street Loop – the project finances were updated to show \$1,125,000 of Federal grant funds awarded to the project in April 2021
- TIP R-6: AWS Widening (Hemlock to Poplar) - the project finances were updated to show \$3,608,232 of Federal grant funds awarded to the project in April 2021
- TIP N-7: AWS Southside Sidewalk – the project finances were updated to show \$695,000 of State grant funds awarded to the project in May 2021
- TIP N-9: Riverwalk Drive SE Non-Motorized Improvements – the project finances were updated to show \$635,000 of State grant funds awarded to the project in May 2021
- TIP I-9: Lea Hill ITS Expansion (\$0.60M) (New Project)
- TIP N-5: Sidewalk and ADA Inventory (\$0.20M) (New Project)

Other Modifications

Other changes proposed to be made as part of the annual update are to revise certain project descriptions, cost estimates, and anticipated funding sources to be more representative of project scopes and available funding sources, and to match the adopted Capital Facilities Plan. The most significant changes are listed below:

- TIP I-2: Annual Traffic Signal Improvement – No changes are proposed to the 2022 funding of \$100k. The current TIP shows alternating funding between \$200k and \$100k each year starting in 2023. The proposed TIP shows a funding level that starts at \$180k in 2023 and gradually increases to \$200k by 2027. Actual annual needs for the program have typically ranged from \$150k to \$200k.
- TIP N-1: Non-Motorized Safety Program – this is a new name for the program and is a combination of the Pedestrian Accessibility and Safety Program (N-1) and Arterial Bicycle and Safety Improvement Program (N-3). These programs were combined to provide more flexibility in how the funding can be used, and to combine the funding to allow more extensive improvements to be funded. Overall funding levels remain unchanged from the previous programs.

- TIP N-8: Evergreen SRTS – the scope of the project was revised to include the extension of the sidewalk to the west of Evergreen Heights Elementary to 51st Avenue S. The previously proposed roundabout and roadway realignment at 56th Avenue S will be added to the comprehensive plan as a long-range project need. This change will allow the project to be more competitive for Safe Routes to Schools grant funding in 2022.
- TIP P-2: Local Street Preservation Program – From 2023 and beyond, annual expenditures were increased from \$1.65M to \$2.0M to reflect the program needs identified in the annual state of our streets report. The additional expenditure comes from spending down the existing fund balance. The program also anticipates that the program will continue to be funded beyond the 2021/22 budget, although the source of the anticipated \$1.5M annually that is currently funded by REET2 revenues is unknown at this time.
- TIP R-1: Neighborhood Traffic Calming Program – The current TIP has this program funded at \$10k per year through 2023 and at \$50k per year from 2024 and beyond. The proposed TIP shows funding the program at \$150k per year starting in 2022. The revised funding reflects the need for a modified and expanded program that is currently under development and will be presented in more detail later. The program shows an increase in annual funding to reflect the anticipated needs of the program and to provide the ability to fund a wider variety of traffic calming measures.

ANNUAL TRANSPORTATION FEE UPDATE

The most recent update to the City's transportation impact fee occurred on January 1, 2021 and was based on the funding needs identified in the current TIP (2021-2026). Transportation impact fees are generally updated annually with adoption of the City's fee schedule. The updates are required to stay current with the need to fund transportation projects which add capacity to accommodate current and forecast growth. A description of the updated transportation impact fee that is proposed to be included in the 2022 fee schedule follows:

TIP Funding Need

The proposed 2022-2027 TIP requires \$22.5M of transportation impact fee funding which reflects a 15% increase from the 2021-2026 TIP which required \$19.5M of transportation impact fee funding. A portion of this funding will be provided by previously collected traffic impact fees (approximately \$6.1M). The remaining portion (approximately \$16.4M) needs to be collected during the six years between 2022 and 2027 to fully fund the capacity projects proposed to be included in the TIP. This increase is the result of a combination of factors including the addition of new projects to the TIP, changes in funding needs for existing projects, and adjusting the TIP to maintain a positive balance in the traffic impact fee fund at the end of the six-year period covered by the TIP.

Number of Growth Trips

The proposed 2022 fee is based on the additional vehicle trips anticipated to be generated by growth within the City forecast during the six-year period covered by the TIP. This is based on the 2015 Comprehensive Transportation Plan, and the estimated number of trips generated by growth within the City in recent years. An annual average of 436 trips are forecast to be generated by growth occurring during the 2022-2027 TIP for a total of 2,616 trips. This represents a small reduction from the 2,634 total trips forecast during the 2021-2026 TIP.

Proposed Citywide Transportation Impact Fees

The current per trip fee is \$4,894.00. The proposal is to implement a gradual increase throughout the TIP period of 7% per year that would generate the revenue needed to fully fund the TIP.

A per trip fee of \$5,237 is proposed for 2022, a 7% increase from 2021 (\$4,894).

The updated PM peak hour trip amount will be utilized to adjust the detailed traffic impact fees included in the proposed 2022 fee schedule. The updated fee would be applicable to all new uses citywide except in the Lakeland Hills PUD and the Downtown Urban Center (DUC) zone.

Downtown Urban Center Zone Rate

To acknowledge the trip generation characteristics of the downtown urban center, the City added a second zone to the transportation impact fee program. The program charges reduced impact fees for development occurring in the downtown urban center. The applicable downtown area in which fees are reduced is shown in Figure 1.

Reduced impact fees for the downtown urban center account for anticipated reduced trip generation resulting from the availability of transit service (both bus and rail), the completeness of non-motorized facilities, and the proximity of complementary land-uses (retail, commercial, medical, etc.). This provides a better nexus between transportation impact fees and the impacts of development in the downtown urban center.

The following reductions are used for each land use category in the downtown urban center:

- ***Residential, Lodging, and Medical*** **-19%**
- ***Recreation, Institutional, Retail, and Service*** **-26%**
- ***Office*** **-32%**

National and local data was used to estimate the reductions for downtown land-uses in Auburn. This approach is consistent with other local jurisdictions, including Federal Way and Kent.

Lakeland Hills PUD Rate

Transportation mitigation fees for Lakeland Hills were established in 1998 by Resolution 2955. At that time, the initial impact fees were identified for detached single-family units, attached single-family and multi-family units, senior family residential units, and commercial and retail space. The fees are updated annually based on the Consumer Price Index (CPI) for the Seattle-Metropolitan area. These fees will be updated closer to the end of the year when the CPI data is available.

TIF Comparison by Agency

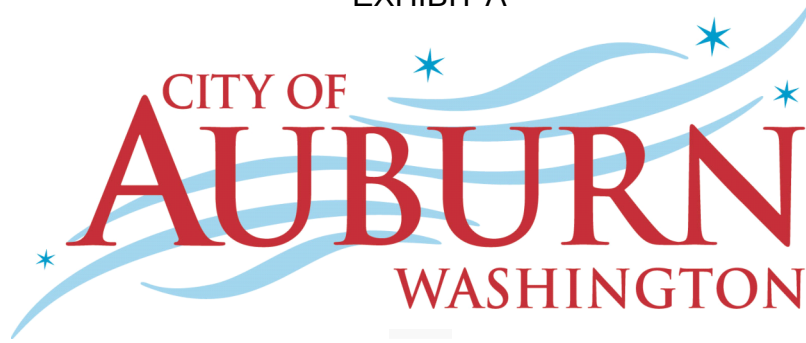
Below is a comparison of the traffic impact fee for a single-family residential unit in several local cities in Puget Sound (listed from lowest to highest) compared with the proposed 2022 rate for Auburn:

Covington - \$4,461 (2021)
Puyallup, \$4,547.41 (unchanged from 2007)

Kent -	\$4,938.19 (2022)
Kirkland -	\$5,888 (2021)
Auburn -	\$6,048.74 (2022 proposed)
Federal Way-	\$7,054 (2021)
Bellevue -	\$7,271 (2022)
Bothell -	\$9,606 (2021)
Renton -	\$10,861.69 (2021/22)

The single-family residential rate presented above for Auburn is based on, but differs from the per trip fee presented in the traffic impact fee calculations. This is because the fees for individual land uses include adjustments for the number of new trips generated, average vehicle trip length, and the proportion of truck trips generated (for commercial developments). The list includes a mix of 2021 and 2022 rates because not all agencies have developed and published their 2022 rates.

For previous annual traffic impact fee updates, a chart showing the comparison of the basic transportation impact fee for 60 Western Washington Cities and five Counties was provided. However, this chart is not currently available.

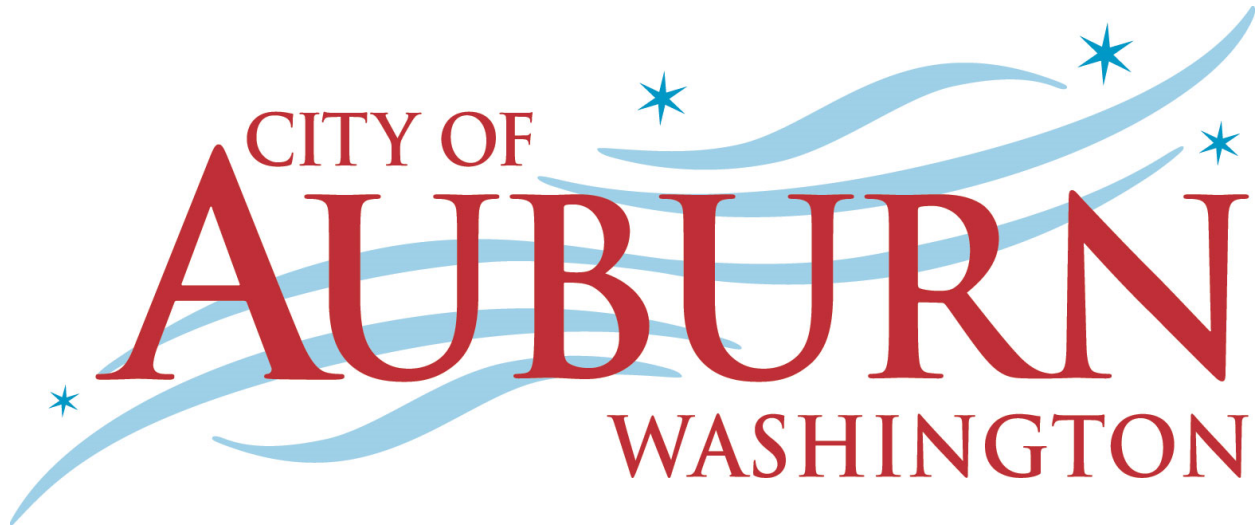


2022-2027
Transportation Improvement
Program



Public Works Department
Transportation Section

Adopted June 21, 2021 by Resolution No. 5597



Cover Photos: Left: F Street SE Non-Motorized Improvements, Right: 37th Street SE/D Street SE RRFB

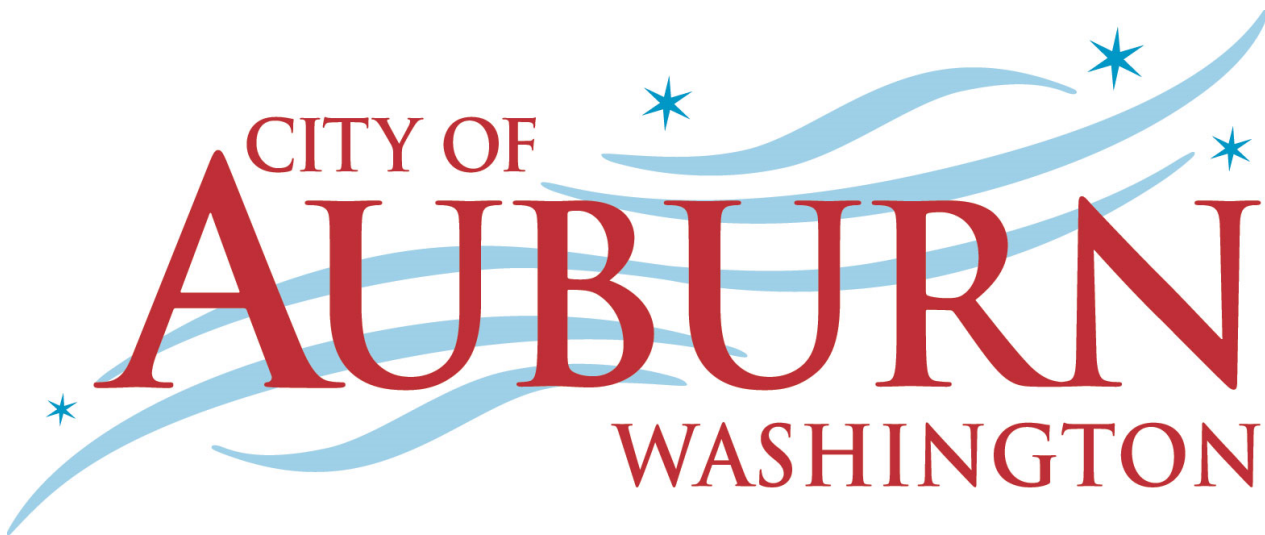
Placeholder for Resolution

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EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a 6-year plan for transportation improvements that support the City of Auburn's current and future growth. The TIP along with the Comprehensive Transportation Plan (CTP) serve as source documents for the City of Auburn Capital Facilities Plan which is a Comprehensive Plan element required by Washington's Growth Management Act. The program may be revised at any time by a majority of the City Council after a public hearing.

INTRODUCTION

Purpose

The TIP sets priorities for the allocation of secured and unsecured funding and is a prerequisite of most grant programs. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements. The projects and programs identified in the TIP that increase the capacity of the transportation system to address growth and development provide the basis for the City's transportation impact fee program.

Statutory Requirements

Six Year Transportation Improvement Program - RCW 35.77.010 requires that each city prepare and adopt a comprehensive transportation improvement program for the ensuing six calendar years consistent with its CTP. This six-year TIP shall be filed with the Secretary of the Washington State Department of Transportation (WSDOT) each year within 30 days of adoption.

Projects of Regional Significance - RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program for that region. The 2022-2027 TIP includes two projects of regional significance:

TIP Project Number	Project Title
TIP# R-6	AWS Widening (Hemlock to Poplar)
TIP# R-7	M St NE Widening (E Main St to 4th St NE)

Methodology

Transportation needs are identified by examining the latest information concerning level of service, safety and crash history, growth trends, traffic studies and the City's adopted CTP. The likelihood of receiving federal or state grants for various improvements, community interests and values are also considered. All of these factors yield a prioritized list of transportation improvements.

Projects are grouped into the following categories based on the type of improvement:

- Intersection, Signal & Intelligent Transportation System Projects;
- Non-Motorized & Transit Projects;
- Preservation Projects;
- Roadway Improvement Projects; and
- Preliminary Engineering & Miscellaneous Projects.

Each project is identified as a Capacity or Non-capacity improvement and those that are located on a defined Arterial LOS Corridor (per Table 2-2 of the City's CTP) are identified accordingly. Capacity projects from the 6-year plan are incorporated into the CTP as Group A projects. Longer term capacity projects are listed in the CTP as Group B Projects.

With the exception of the Traffic Impact Fee fund, the TIP is proposed to be financially constrained for the entire six years covered by the TIP. The TIP shows a negative traffic impact fee fund balance in 2025, but is financially constrained through the end of the six year period.

City of Auburn Transportation Improvement Program

Projects & Financing Plan Summary

TIP#	Intersection, Signal and ITS Project	2022	2023	2024	2025	2026	2027	Total
I-1	<u>Auburn Way N/1st Street NE Signal Replacement</u>							
	Capital Costs	105,935	-	-	-	-	-	105,935
	Funding Sources:							
	Unrestricted Street Revenue	85,935	-	-	-	-	-	85,935
	Arterial Preservation Fund (105)	20,000	-	-	-	-	-	20,000
I-2	<u>Annual Traffic Signal Improvements</u>							
	Capital Costs	100,000	180,000	185,000	190,000	195,000	200,000	1,050,000
	Funding Sources:							
	REET 2	100,000	180,000	185,000	190,000	195,000	200,000	1,050,000
I-3	<u>ITS Dynamic Message Signs</u>							
	Capital Costs	-	-	-	-	35,000	225,000	260,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	35,000	225,000	260,000
I-4	<u>Street Lighting Improvement Program</u>							
	Capital Costs	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Funding Sources:							
	REET 2	50,000	50,000	50,000	50,000	50,000	50,000	300,000
I-5	<u>Harvey Road/8th Street NE Intersection Improvements</u>							
	Capital Costs	83,196	82,794	82,382	81,990	81,589	81,187	493,138
	Funding Sources:							
	Traffic Impact Fees	83,196	82,794	82,382	81,990	81,589	81,187	493,138
I-6	<u>Lea Hill Road/112th Avenue SE Roundabout</u>							
	Capital Costs	-	-	350,000	420,000	2,200,000	2,200,000	5,170,000
	Funding Sources:							
	Unsecured Grants	-	-	-	-	1,600,000	1,100,000	2,700,000
	Traffic Impact Fees	-	-	350,000	420,000	600,000	1,100,000	2,470,000
I-7	<u>Auburn Avenue/E Main Street Signal Replacement</u>							
	Capital Costs	-	-	-	-	200,000	900,000	1,100,000
	Funding Sources:							
	REET 2	-	-	-	-	200,000	900,000	1,100,000
I-8	<u>R Street SE/29th Street SE Intersection Improvements</u>							
	Capital Costs	525,000	250,000	4,000,000	-	-	-	4,775,000
	Funding Sources:							
	Arterial Preservation Fund (105)	25,000	-	375,000	-	-	-	400,000
	Traffic Impact Fees	500,000	250,000	3,500,000	-	-	-	4,250,000
	Other (Icon)	-	-	125,000	-	-	-	125,000
I-9	<u>Lea Hill ITS Expansion</u>							
	Capital Costs	-	-	100,000	500,000	-	-	600,000
	Funding Sources:							
	Traffic Impact Fees	-	-	50,000	250,000	-	-	300,000
	REET 2	-	-	50,000	250,000	-	-	300,000

City of Auburn Transportation Improvement Program

TIP#	Intersection, Signal and ITS Project	2022	2023	2024	2025	2026	2027	Total
I-10	<u>R Street SE/21st Street SE Roundabout</u>							
	Capital Costs	-	250,000	100,000	750,000	-	-	1,100,000
	Funding Sources:							
	Unsecured Grants	-	-	-	600,000	-	-	600,000
	Traffic Impact Fees	-	250,000	100,000	150,000	-	-	500,000
I-11	<u>Auburn Way S/6th Street SE Intersection Improvements</u>							
	Capital Costs	-	130,000	25,000	845,000	-	-	1,000,000
	Funding Sources:							
	Unsecured Grants	-	-	-	695,000	-	-	695,000
	Traffic Impact Fees	-	130,000	25,000	150,000	-	-	305,000
I-13	<u>SE 304th Street/132nd Avenue SE Roundabout</u>							
	Capital Costs	-	250,000	50,000	1,200,000	-	-	1,500,000
	Funding Sources:							
	Traffic Impact Fees	-	250,000	50,000	1,200,000	-	-	1,500,000
I-15	<u>10th Street NW/A Street NW Intersection Improvements</u>							
	Capital Costs	250,000	750,000	-	-	-	-	1,000,000
	Funding Sources:							
	Traffic Impact Fees	250,000	750,000	-	-	-	-	1,000,000
I-16	<u>15th Street NW/SR 167 NB Ramps</u>							
	Capital Costs	1,525,000	-	-	-	-	-	1,525,000
	Funding Sources:							
	Traffic Impact Fees	225,000	-	-	-	-	-	225,000
	Other (Developer)	1,300,000	-	-	-	-	-	1,300,000
<u>Subtotal, Intersection, Signal and ITS Projects:</u>								
	Capital Costs	2,639,131	1,942,794	4,942,382	4,036,990	2,761,589	3,656,187	19,979,073
	Funding Sources:							
	Unrestricted Street Revenue	85,935	-	-	-	35,000	225,000	345,935
	Arterial Preservation Fund (105)	45,000	-	375,000	-	-	-	420,000
	Unsecured Grants	-	-	-	1,295,000	1,600,000	1,100,000	3,995,000
	Traffic Impact Fees	1,058,196	1,712,794	4,157,382	2,251,990	881,589	2,081,187	12,143,138
	REET 2	150,000	230,000	285,000	490,000	245,000	250,000	1,650,000
	Other (Icon)	-	-	125,000	-	-	-	125,000
	Other (Developer)	1,300,000	-	-	-	-	-	1,300,000
	Total Funding	2,639,131	1,942,794	4,942,382	4,036,990	2,761,589	3,656,187	19,979,073

City of Auburn Transportation Improvement Program

TIP: Non-Motorized and Transit Projects	2022	2023	2024	2025	2026	2027	Total
<u>N-1 Non-Motorized Safety Program</u>							
Capital Costs	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Funding Sources:							
Unrestricted Street Revenue	150,000	150,000	150,000	150,000	150,000	150,000	900,000
<u>N-2 Sidewalk Repair and Accessibility Program</u>							
Capital Costs	185,000	145,000	20,000	220,000	190,000	20,000	780,000
Funding Sources:							
REET 2	185,000	125,000	-	200,000	170,000	-	680,000
Other (Fees)	-	20,000	20,000	20,000	20,000	20,000	100,000
<u>N-4 Transit Partnership Routes</u>							
Capital Costs	185,000	190,000	195,000	200,000	205,000	210,000	1,185,000
Funding Sources:							
Unrestricted Street Revenue	185,000	190,000	195,000	200,000	205,000	210,000	1,185,000
<u>N-5 Sidewalk and ADA Inventory</u>							
Capital Costs	-	200,000	-	-	-	-	200,000
Funding Sources:							
REET 2	-	200,000	-	-	-	-	200,000
<u>N-6 Auburn Station Access Improvements</u>							
Capital Costs	-	125,000	-	-	-	-	125,000
Funding Sources:							
Other (King County Metro)	-	125,000	-	-	-	-	125,000
<u>N-7 Auburn Way S (SR 164) - Southside Sidewalk Improvements</u>							
Capital Costs	95,000	750,000	-	-	-	-	845,000
Funding Sources:							
Secured Grants	80,000	615,000	-	-	-	-	695,000
REET 2	15,000	60,000	-	-	-	-	75,000
Other (MIT)	-	75,000	-	-	-	-	75,000
<u>N-8 Evergreen Heights Elementary Sidewalks</u>							
Capital Costs	-	-	-	-	150,000	1,800,000	1,950,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	160,000	160,000
Unsecured Grants	-	-	-	-	120,000	1,440,000	1,560,000
REET 2	-	-	-	-	30,000	200,000	230,000
<u>N-9 Riverwalk Drive SE Non-Motorized Improvements</u>							
Capital Costs	175,000	1,050,000	-	-	-	-	1,225,000
Funding Sources:							
Unrestricted Street Revenue	50,000	262,500	-	-	-	-	312,500
Secured Grants	125,000	455,000	-	-	-	-	580,000
Other (MIT)	-	332,500	-	-	-	-	332,500
<u>N-11 Lea Hill Safe Routes to Schools</u>							
Capital Costs	-	70,000	900,000	-	-	-	970,000
Funding Sources:							
Unsecured Grants	-	55,000	700,000	-	-	-	755,000
REET 2	-	15,000	200,000	-	-	-	215,000
<u>Subtotal, Non-Motorized & Transit Projects:</u>							
Capital Costs	790,000	2,680,000	1,265,000	570,000	695,000	2,180,000	8,180,000
Funding Sources							
Unrestricted Street Revenue	385,000	602,500	345,000	350,000	355,000	520,000	2,557,500
Secured Grants	205,000	1,070,000	-	-	-	-	1,275,000
Unsecured Grants	-	55,000	700,000	-	120,000	1,440,000	2,315,000
REET 2	200,000	400,000	200,000	200,000	200,000	200,000	1,400,000
Other (Fees)	-	20,000	20,000	20,000	20,000	20,000	100,000
Other (MIT)	-	407,500	-	-	-	-	407,500
Other (King County Metro)	-	125,000	-	-	-	-	125,000
Total Funding	790,000	2,680,000	1,265,000	570,000	695,000	2,180,000	8,180,000

City of Auburn Transportation Improvement Program

TIP#	Preservation Projects	2022	2023	2024	2025	2026	2027	Total
P-1	<u>Arterial Street Preservation Program</u>							
	Capital Costs	600,000	600,000	150,000	1,133,870	2,050,000	2,200,000	6,733,870
	Funding Sources:							
	Arterial Preservation Fund (105)	600,000	600,000	150,000	1,133,870	2,050,000	2,200,000	6,733,870
P-2	<u>Local Street Preservation Program</u>							
	Capital Costs	1,650,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	11,650,000
	Funding Sources:							
	Local Street Pres. Fund (103)	-	350,000	350,000	350,000	350,000	350,000	1,750,000
	Utilities Transfer to 103 Fund	150,000	150,000	150,000	150,000	150,000	150,000	900,000
	REET 2	1,500,000	-	-	-	-	-	1,500,000
	Other (Unidentified 103 Funding)	-	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
P-3	<u>2nd Street SE Preservation</u>							
	Capital Costs	175,000	-	-	-	-	-	175,000
	Funding Sources:							
	Arterial Preservation Fund (105)	70,000	-	-	-	-	-	70,000
	Secured Grants	105,000	-	-	-	-	-	105,000
P-4	<u>Bridge Deck Preservation Program</u>							
	Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Funding Sources:							
	Arterial Preservation Fund (105)	100,000	100,000	100,000	100,000	100,000	100,000	600,000
P-5	<u>Bridge Structure Preservation Program</u>							
	Capital Costs	50,000	-	50,000	-	50,000	-	150,000
	Funding Sources:							
	Arterial Preservation Fund (105)	50,000	-	50,000	-	50,000	-	150,000
P-6	<u>Lake Tapps Pkwy/Sumner-Tapps Hwy E Preservation</u>							
	Capital Costs	25,000	75,000	1,284,356	-	-	-	1,384,356
	Funding Sources:							
	Arterial Preservation Fund (105)	25,000	75,000	534,356	-	-	-	634,356
	Secured Grants	-	-	750,000	-	-	-	750,000
P-10	<u>A St SE Preservation (37th St SE to Lakeland Hills Way)</u>							
	Capital Costs	-	25,000	100,000	1,732,260	-	-	1,857,260
	Funding Sources:							
	Arterial Preservation Fund (105)	-	25,000	100,000	866,130	-	-	991,130
	Unsecured Grants	-	-	-	866,130	-	-	866,130
P-11	<u>C Street SW Preservation (W Main St to GSA Signal)</u>							
	Capital Costs	100,000	2,236,544	-	-	-	-	2,336,544
	Funding Sources:							
	Arterial Preservation Fund (105)	100,000	1,118,272	-	-	-	-	1,218,272
	Secured Grants	-	1,118,272	-	-	-	-	1,118,272
P-14	<u>4th Street SE Preservation (Auburn Way S to L Street SE)</u>							
	Capital Costs	2,662,620	-	-	-	-	-	2,662,620
	Funding Sources:							
	Arterial Preservation Fund (105)	1,065,048	-	-	-	-	-	1,065,048
	Secured Grants	1,597,572	-	-	-	-	-	1,597,572
<u>Subtotal, Preservation Projects:</u>								
	Capital Costs	5,362,620	5,036,544	3,684,356	4,966,130	4,200,000	4,300,000	27,549,650
	Funding Sources							
	Local Street Pres. Fund (103)	-	350,000	350,000	350,000	350,000	350,000	1,750,000
	Arterial Preservation Fund (105)	2,010,048	1,918,272	934,356	2,100,000	2,200,000	2,300,000	11,462,676
	Secured Grants	1,702,572	1,118,272	750,000	-	-	-	3,570,844
	Unsecured Grants	-	-	-	866,130	-	-	866,130
	REET 2	1,500,000	-	-	-	-	-	1,500,000
	Utilities Transfer to 103 Fund	150,000	150,000	150,000	150,000	150,000	150,000	900,000
	Other (Unidentified 103 Funding)	-	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
	Total Funding	5,362,620	5,036,544	3,684,356	4,966,130	4,200,000	4,300,000	27,549,650

City of Auburn Transportation Improvement Program

TIP#	Roadway Projects	2022	2023	2024	2025	2026	2027	Total
R-1	<u>Neighborhood Traffic Calming Program</u>							
	Capital Costs	150,000	150,000	150,000	150,000	150,000	150,000	900,000
	Funding Sources:							
	REET 2	150,000	150,000	150,000	150,000	150,000	150,000	900,000
R-2	<u>Stewart Road - City of Sumner (Lake Tapps Parkway Corridor)</u>							
	Capital Costs	-	-	150,000	-	-	-	150,000
	Funding Sources:							
	Traffic Mitigation Fees	-	-	150,000	-	-	-	150,000
R-3	<u>M Street Underpass (3rd St SE to 8th St SE)</u>							
	Capital Costs	122,843	122,550	122,258	121,965	121,673	121,380	732,669
	Funding Sources:							
	Traffic Impact Fees	122,843	122,550	122,258	121,965	121,673	121,380	732,669
R-4	<u>A Street Loop</u>							
	Capital Costs	330,000	1,532,000	-	-	-	-	1,862,000
	Funding Sources:							
	Secured Grants	-	1,125,000	-	-	-	-	1,125,000
	Traffic Impact Fees	330,000	67,000	-	-	-	-	397,000
	Other (Sound Transit)	-	340,000	-	-	-	-	340,000
R-5	<u>A Street NW, Phase 2 (W Main St to 3rd St NW)</u>							
	Capital Costs	-	-	350,000	2,650,000	-	-	3,000,000
	Funding Sources:							
	Unsecured Grants	-	-	200,000	1,325,000	-	-	1,525,000
	Traffic Impact Fees	-	-	150,000	-	-	-	150,000
	Other (Developer)	-	-	-	1,325,000	-	-	1,325,000
R-6	<u>Auburn Way S Widening (Hemlock St SE to Poplar St SE)</u>							
	Capital Costs	1,143,988	400,000	4,000,000	3,000,000	-	-	8,543,988
	Funding Sources:							
	Secured Grants	297,550	-	2,061,847	1,546,385	-	-	3,905,782
	Traffic Impact Fees	846,438	400,000	1,938,153	1,453,615	-	-	4,638,206
R-7	<u>M Street NE Widening (E Main St to 4th St NE)</u>							
	Capital Costs	375,000	50,000	2,485,000	-	-	-	2,910,000
	Funding Sources:							
	Unrestricted Street Revenue	120,000	50,000	400,000	-	-	-	570,000
	Arterial Preservation Fund (105)	185,000	-	1,220,000	-	-	-	1,405,000
	REET 2	-	-	400,000	-	-	-	400,000
	Traffic Impact Fees	70,000	-	465,000	-	-	-	535,000
R-8	<u>49th Street NE (Auburn Way N to I St NE)</u>							
	Capital Costs	500,000	1,500,000	-	-	-	-	2,000,000
	Funding Sources:							
	Other (Developer)	500,000	1,500,000	-	-	-	-	2,000,000
R-9	<u>46th Place S Improvements</u>							
	Capital Costs	-	-	-	250,000	250,000	750,000	1,250,000
	Funding Sources:							
	Traffic Impact Fees	-	-	-	250,000	250,000	750,000	1,250,000

City of Auburn Transportation Improvement Program

TIP#	Roadway Projects	2022	2023	2024	2025	2026	2027	Total
R-10	<u>High Friction Surface Treatment</u>							
	Capital Costs	360,000	-	-	-	-	-	360,000
	Funding Sources:							
	Secured Grants	360,000	-	-	-	-	-	360,000
R-11	<u>124th Avenue SE Widening (SE 312th St to SE 318th St)</u>							
	Capital Costs	-	-	-	-	400,000	1,100,000	1,500,000
	Funding Sources:							
	Traffic Impact Fees	-	-	-	-	400,000	1,100,000	1,500,000
R-16	<u>Regional Growth Center Access Improvements</u>							
	Capital Costs	100,000	1,500,000	-	-	-	-	1,600,000
	Funding Sources:							
	Secured Grants	-	1,300,000	-	-	-	-	1,300,000
	Traffic Impact Fees	100,000	200,000	-	-	-	-	300,000
R-24	<u>Stewart Road - City of Pacific (Lake Tapps Parkway Corridor)</u>							
	Capital Costs	100,000	-	-	-	-	-	100,000
	Funding Sources:							
	Traffic Mitigation Fees	100,000	-	-	-	-	-	100,000
R-26	<u>E Valley Highway Widening</u>							
	Capital Costs	-	-	-	-	300,000	250,000	550,000
	Funding Sources:							
	Unsecured Grants	-	-	-	-	200,000	175,000	375,000
	Traffic Impact Fees	-	-	-	-	100,000	75,000	175,000
R-27	<u>Garden Avenue Realignment</u>							
	Capital Costs	500,000	-	-	-	-	-	500,000
	Funding Sources:							
	Traffic Impact Fees	500,000	-	-	-	-	-	500,000
TIP#	Roadway Projects	2022	2023	2024	2025	2026	2027	Total
	Subtotal, Roadway Projects:							
	Capital Costs	3,681,831	5,254,550	7,257,258	6,171,965	1,221,673	2,371,380	25,958,657
	Funding Sources							
	Unrestricted Street Revenue	120,000	50,000	400,000	-	-	-	570,000
	Arterial Preservation Fund (105)	185,000	-	1,220,000	-	-	-	1,405,000
	Secured Grants	657,550	2,425,000	2,061,847	1,546,385	-	-	6,690,782
	Unsecured Grants	-	-	200,000	1,325,000	200,000	175,000	1,900,000
	Traffic Impact Fees	1,969,281	789,550	2,675,411	1,825,580	871,673	2,046,380	10,177,875
	Traffic Mitigation Fees	100,000	-	150,000	-	-	-	250,000
	REET 2	150,000	150,000	550,000	150,000	150,000	150,000	1,300,000
	Other (Developer)	500,000	1,500,000	-	1,325,000	-	-	3,325,000
	Other (Sound Transit)	-	340,000	-	-	-	-	340,000
	Total Funding	3,681,831	5,254,550	7,257,258	6,171,965	1,221,673	2,371,380	25,958,657

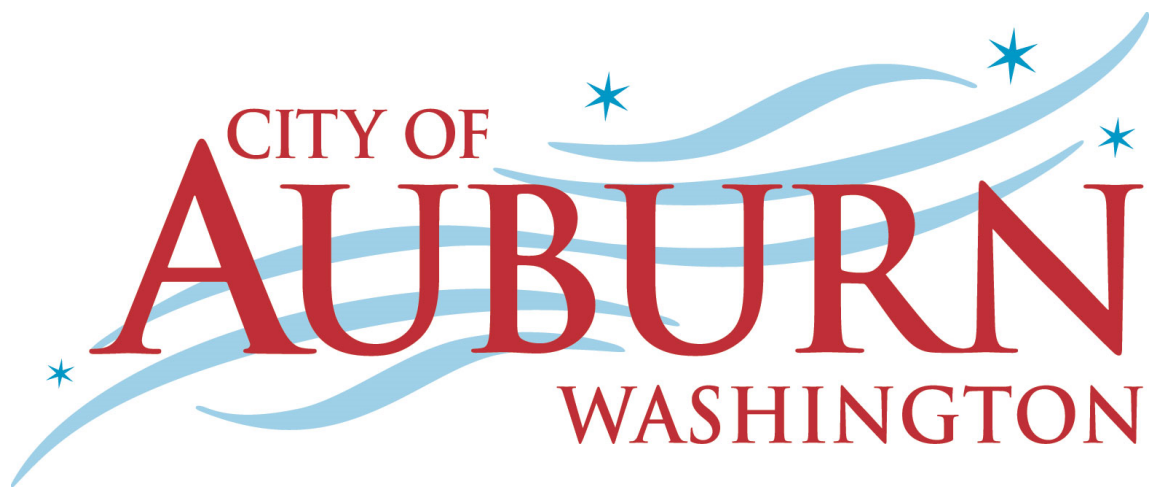
City of Auburn Transportation Improvement Program

TIP#	Pre. Eng. and Misc. Projects	2022	2023	2024	2025	2026	2027	Total
S-1	A Street NW - Phase 1 (3rd St NW to 14th St NW) - Env. Monitoring							
	Capital Costs	25,000	-	-	-	-	-	25,000
	Funding Sources:							
	Traffic Impact Fees	25,000	-	-	-	-	-	25,000
S-2	S 277th St Corridor Capacity and Non-Motorized Trail Improvements - Env. Monitoring							
	Capital Costs	20,000	20,000	20,000	20,000	20,000	20,000	120,000
	Funding Sources:							
	Traffic Impact Fees	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Subtotal, Pre. Eng. and Misc. Projects:								
	Capital Costs	45,000	20,000	20,000	20,000	20,000	20,000	145,000
	Funding Sources							
	Traffic Impact Fees	45,000	20,000	20,000	20,000	20,000	20,000	145,000
	Total Funding	45,000	20,000	20,000	20,000	20,000	20,000	145,000
PROJECT FINANCING SUMMARY:								
		2022	2023	2024	2025	2026	2027	Total
CAPITAL COSTS								
	Int., Signal and ITS Projects	2,639,131	1,942,794	4,942,382	4,036,990	2,761,589	3,656,187	19,979,073
	Non-Motorized Projects	790,000	2,680,000	1,265,000	570,000	695,000	2,180,000	8,180,000
	Preservation Projects	5,362,620	5,036,544	3,684,356	4,966,130	4,200,000	4,300,000	27,549,650
	Roadway Projects	3,681,831	5,254,550	7,257,258	6,171,965	1,221,673	2,371,380	25,958,657
	Prel. Eng. and Misc. Projects	45,000	20,000	20,000	20,000	20,000	20,000	145,000
	Total Costs	12,518,582	14,933,888	17,168,996	15,765,085	8,898,262	12,527,567	81,812,380
FUNDING SOURCES:								
	Unrestricted Street Revenue	590,935	652,500	745,000	350,000	390,000	745,000	3,473,435
	Secured Grants	2,565,122	4,613,272	2,811,847	1,546,385	-	-	11,536,626
	Unsecured Grants	-	55,000	900,000	3,486,130	1,920,000	2,715,000	9,076,130
	Traffic Impact Fees	3,072,477	2,522,344	6,852,793	4,097,570	1,773,262	4,147,567	22,466,013
	Traffic Mitigation Fees	100,000	-	150,000	-	-	-	250,000
	Local Street Pres. Fund (103)	-	350,000	350,000	350,000	350,000	350,000	1,750,000
	Utilities Transfer to 103 Fund	150,000	150,000	150,000	150,000	150,000	150,000	900,000
	Other (Unidentified 103 Funding)	-	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
	Arterial Preservation Fund (105)	2,240,048	1,918,272	2,529,356	2,100,000	2,200,000	2,300,000	13,287,676
	REET 2	2,000,000	780,000	1,035,000	840,000	595,000	600,000	5,850,000
	Other (Fees)	-	20,000	20,000	20,000	20,000	20,000	100,000
	Other (King County Metro)	-	125,000	-	-	-	-	125,000
	Other (Developer)	1,800,000	1,500,000	-	1,325,000	-	-	4,625,000
	Other (MIT)	-	407,500	-	-	-	-	407,500
	Other (Icon)	-	-	125,000	-	-	-	125,000
	Other (Sound Transit)	-	340,000	-	-	-	-	340,000
	Total Funding	12,518,582	14,933,888	17,168,996	15,765,085	8,898,262	12,527,567	81,812,380

City of Auburn Transportation Improvement Program

Financial Constraint and Fund Balance Summary

	2022	2023	2024	2025	2026	2027
Unrestricted Street Revenue 102						
Beginning Fund Balance	539,866	548,931	501,431	361,431	621,431	841,431
Forecast Annual Revenue	600,000	605,000	605,000	610,000	610,000	615,000
Project Expenses	590,935	652,500	745,000	350,000	390,000	745,000
End of Year Fund Balance	548,931	501,431	361,431	621,431	841,431	711,431
Traffic Impact Fees						
Beginning Fund Balance	6,172,386	5,382,909	5,303,565	1,064,772	(235,798)	983,940
Forecast Annual Revenue	2,283,000	2,443,000	2,614,000	2,797,000	2,993,000	3,202,000
Project Expenses	3,072,477	2,522,344	6,852,793	4,097,570	1,773,262	4,147,567
End of Year Fund Balance	5,382,909	5,303,565	1,064,772	(235,798)	983,940	38,373
Traffic Mitigation Fees						
Beginning Fund Balance	138,396	106,730	140,384	376,784	376,784	376,784
Forecast Annual Revenue	68,334	33,654	386,400	-	-	-
Project Expenses	100,000	-	150,000	-	-	-
End of Year Fund Balance	106,730	140,384	376,784	376,784	376,784	376,784
Local Street Preservation Fund 103						
Beginning Fund Balance	2,027,953	2,027,953	1,677,953	1,327,953	977,953	627,953
Forecast Annual Revenue	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000
Project Expenses	1,650,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
End of Year Fund Balance	2,027,953	1,677,953	1,327,953	977,953	627,953	277,953
Arterial Preservation Fund 105						
Beginning Fund Balance	1,408,200	1,038,152	1,019,880	490,524	490,524	490,524
Forecast Annual Revenue	1,800,000	1,900,000	2,000,000	2,100,000	2,200,000	2,300,000
Project Expenses	2,170,048	1,918,272	2,529,356	2,100,000	2,200,000	2,300,000
End of Year Fund Balance	1,038,152	1,019,880	490,524	490,524	490,524	490,524
Grants						
Secured Grants	2,565,122	4,613,272	2,811,847	1,546,385	-	-
Unsecured Grants	-	55,000	900,000	3,486,130	1,920,000	2,715,000



Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# I-1

Project Title: **Auburn Way N/1st Street NE Signal Replacement**
 Project No: **CP1927**
 Project Type: **Non-Capacity**
 Project Manager: **Matt Larson**

STIP# AUB-N/A

Description:

The project will replace the existing traffic signal at the Auburn Way N/1st Street NE signal. The signal was constructed in 1968 and is approaching the end of its service life. The project scope also includes the construction of ADA improvements, curb-bulbs, and storm improvements.

Progress Summary:

Future Impact on Operating Budget:

Replacing the traffic signal will reduce on-going maintenance costs to replace parts and equipment that have reached the end of their service life.

Activity:		2021 YE	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
<i>Unrestricted Street Revenue</i>	86,812	773,410	85,935	-	-	-	-	-	-	946,157
<i>Arterial Preservation Fund (105)</i>	-	205,000	20,000	-	-	-	-	-	-	225,000
<i>Unsecured Grant</i>	-	-	-	-	-	-	-	-	-	-
<i>Traffic Impact Fees</i>	-	-	-	-	-	-	-	-	-	-
<i>REET 2</i>	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	86,812	978,410	105,935	-	-	-	-	-	-	1,171,157
Capital Expenditures:										
<i>Design</i>	86,812	191,189	-	-	-	-	-	-	-	278,001
<i>Right of Way</i>	-	-	-	-	-	-	-	-	-	-
<i>Construction</i>	-	787,221	105,935	-	-	-	-	-	-	893,156
Total Expenditures:	86,812	978,410	105,935	-	-	-	-	-	-	1,171,157

Six Year Transportation Improvement Plan

TIP# I-2

CAPITAL IMPROVEMENT FUND (328)

Project Title: **Annual Traffic Signal Improvements**
 Project No: **Varies**
 Project Type: **Non-Capacity (Annual)**
 Project Manager: **Scott Nutter**

STIP# AUB-N/A

Description:

The program will replace end of life traffic signal and Intelligent Transportation System (ITS) equipment including cabinets, video detection cameras, field network devices, traffic cameras, battery backup components, and other related equipment. The program also includes minor safety improvements, operations improvements, and Accessible Pedestrian Signal Improvements based on the requirements of the Americans with Disabilities Act (ADA).

Progress Summary:

Project continues to complete various intersection improvements.

Future Impact on Operating Budget:

This project will have a positive impact on the operating budget for street maintenance, reducing maintenance costs.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	REET 2	-	304,313	100,000	180,000	185,000	190,000	195,000	200,000	-	1,354,313
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	304,313	100,000	180,000	185,000	190,000	195,000	200,000	-	1,354,313
	Capital Expenditures:										
	Design	-	-	-	-	-	-	-	-	-	-
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	304,313	100,000	180,000	185,000	190,000	195,000	200,000	-	1,354,313
	Total Expenditures:	-	304,313	100,000	180,000	185,000	190,000	195,000	200,000	-	1,354,313

Six Year Transportation Improvement Plan

TIP# I-3

ARTERIAL STREET FUND (102)

Project Title: ITS Dynamic Message Signs
 Project No: Varies
 Project Type: Non-Capacity (ITS)
 Project Manager: Scott Nutter

STIP# AUB-N/A

Description:

The program constructs Dynamic Message Signs at various locations throughout the City. Dynamic message signs are an important tool for communicating with roadway users in real time. Priority locations for sign placement are based on the Comprehensive Transportation Plan and include S. 277th, Auburn Way N, Auburn Way S, W Valley Highway, E Valley Highway, Lake Tapps Parkway, 15th St NW, and Lea Hill Rd.

Progress Summary:

The Auburn Way S and S 277th Street have been completed. The Lake Tapps Parkway and 15th Street NW signs are being constructed during 2021.

Future Impact on Operating Budget:

The annual maintenance and operational costs for this project is estimated to be \$750 per sign.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	224,320	462,201	-	-	-	-	35,000	225,000	-	946,521
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	REET 2	97,500	-	-	-	-	-	-	-	-	97,500
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	321,820	462,201	-	-	-	-	35,000	225,000	-	1,044,021
	Capital Expenditures:										
	Design	32,500	-	-	-	-	-	35,000	-	-	67,500
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	289,320	462,201	-	-	-	-	-	225,000	-	976,521
	Total Expenditures:	321,820	462,201	-	-	-	-	35,000	225,000	-	1,044,021

Six Year Transportation Improvement Plan

TIP# I-4

CAPITAL IMPROVEMENT FUND (328)

Project Title: **Street Lighting Improvement Program**
 Project No: **Varies**
 Project Type: **Non-Capacity (Annual)**
 Project Manager: **Scott Nutter**

STIP# AUB-N/A

Description:

The project constructs lighting improvements throughout the City, including upgrading decorative street lights not converted to LED with the 2020 conversion project, and installing new street lights.

Progress Summary:

During 2021 a program is being developed to continue the conversion of decorative city street lights and non-city owned street lights which were not included in the 2020 LED conversion project.

Future Impact on Operating Budget:

New street lights installed with this program will increase the City's street light power costs but this increase will be offset by decreased power costs as existing standard street lights are converted to LED.

Activity:	Funding Sources:	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			Prior to 2021	2022	2023	2024	2025	2026	2027	
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-
	REET 2	-	91,922	50,000	50,000	50,000	50,000	50,000	-	391,922
	Other	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	91,922	50,000	50,000	50,000	50,000	50,000	-	391,922
	Capital Expenditures:									
	Design	-	-	-	-	-	-	-	-	-
	Right of Way	-	-	-	-	-	-	-	-	-
	Construction	-	91,922	50,000	50,000	50,000	50,000	50,000	-	391,922
	Total Expenditures:	-	91,922	50,000	50,000	50,000	50,000	50,000	-	391,922

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# I-5

Project Title: **Harvey Rd NE/8th St NE Intersection Improvements**
 Project No: **CP0611**
 Project Type: **Capacity**
 Project Manager: **N/A**

STIP# AUB-N/A

LOS Corridor ID# 5,19

Description:

The project constructed one eastbound through/right turn-lane on 8th St NE to the west of Harvey Rd and modified traffic signals and traffic channelization to accommodate the new lane. The additional lane reduced traffic delays and queuing at the intersection of Harvey Rd and 8th St NE in all directions. This project also reconstructed M St NE from 4th St NE to 8th St NE, a segment of roadway approximately 0.3 miles long with a four-lane cross-section. The reconstruction addressed the existing poor pavement condition and completed sidewalk gaps.

Progress Summary:

Project was completed in 2010. Ongoing budget is for Public Works Trust Fund Loan debt payments through 2028.

Future Impact on Operating Budget:

N/A

Activity:	Funding Sources:	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			Prior to 2021	2022	2023	2024	2025	2026	2027	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees (Debt Service)	945,178	83,598	83,196	82,794	82,382	81,990	81,589	81,187	80,785
	Traffic Impact Fees	204,500	-	-	-	-	-	-	-	-
	PWTF	1,527,300	-	-	-	-	-	-	-	-
	Total Funding Sources:	1,731,800	83,598	83,196	82,794	82,382	81,990	81,589	81,187	80,785
	Capital Expenditures:									
	Design	327,500	-	-	-	-	-	-	-	-
	Right of Way	200,400	-	-	-	-	-	-	-	-
	Construction	1,203,900	-	-	-	-	-	-	-	-
	Long Term Debt: PWTF	945,178	83,598	83,196	82,794	82,382	81,990	81,589	81,187	80,785
	Total Expenditures:	1,731,800	83,598	83,196	82,794	82,382	81,990	81,589	81,187	80,785

Six Year Transportation Improvement Plan

TIP# I-6

ARTERIAL STREET FUND (102)

Project Title: **Lea Hill Road/112th Avenue SE Roundabout**
 Project No: **TBD**
 Project Type: **Safety, Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 19

Description:

The project will construct a single-lane roundabout at the 112th Avenue SE intersection with Lea Hill Road. The intersection is currently stop-controlled on the 112th Avenue SE approach. The project will also implement turn restrictions at the Lea Hill Road intersection with 105th Place SE, and remove the existing span wire traffic signal. The project will improve traffic operations, safety and non-motorized access.

Progress Summary:

The Lea Hill Road Corridor study was completed during 2020. This project is based on the study recommendations.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:		2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2021		2022	2023	2024	2025	2026	2027	Beyond 2027	
<i>Unrestricted Street Revenue</i>	-	-	-	-	-	-	-	-	-	-
<i>Unsecured Grant</i>	-	-	-	-	-	-	1,600,000	1,100,000	-	2,700,000
<i>Traffic Impact Fees</i>	-	-	-	-	350,000	420,000	600,000	1,100,000	-	2,470,000
<i>Other</i>	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	350,000	420,000	2,200,000	2,200,000	-	5,170,000
Capital Expenditures:										
<i>Pre-Design</i>	-	-	-	-	-	-	-	-	-	-
<i>Design</i>	-	-	-	-	350,000	-	-	-	-	350,000
<i>Right of Way</i>	-	-	-	-	-	420,000	-	-	-	420,000
<i>Construction</i>	-	-	-	-	-	-	2,200,000	2,200,000	-	4,400,000
Total Expenditures:	-	-	-	-	350,000	420,000	2,200,000	2,200,000	-	5,170,000

Six Year Transportation Improvement Plan

TIP# I-7

ARTERIAL STREET FUND (102)

Project Title: **Auburn Avenue/E Main Street Signal Replacement**
 Project No: **TBD**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

Description:

This program will replace the existing traffic signal at the Auburn Avenue/E Main Street signal, which was constructed in 1968. The project scope also includes the construction of ADA improvements.

Progress Summary:

Future Impact on Operating Budget:

Replacing the traffic signal will reduce on-going maintenance costs to replace parts and equipment that have reached the end of their service life.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	REET 2	-	-	-	-	-	-	200,000	900,000	-	1,100,000
Total Funding Sources:		-	-	-	-	-	-	200,000	900,000	-	1,100,000
	Capital Expenditures:										
	Design	-	-	-	-	-	-	200,000	-	-	200,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	-	-	-	-	900,000	-	900,000
Total Expenditures:		-	-	-	-	-	-	200,000	900,000	-	1,100,000

Six Year Transportation Improvement Plan

TIP# I-8

ARTERIAL STREET FUND (102)

Project Title: **R Street SE/29th Street SE Intersection Improvements**
 Project No: **CP2116**
 Project Type: **Capacity**
 Project Manager: **Luis Barba**

STIP# AUB-N/A

LOS Corridor ID# 16, 27

Description:

The project will construct a second southbound through lane between 22nd Street SE and 33rd Street SE and a new signal at the 29th Street SE intersection. The improvements are needed to address the existing LOS deficiency at this intersection during the weekday PM peak hour. The project will also preserve the pavement and rechannelize R Street SE between 33rd Street SE and the White River Bridge.

Progress Summary:

The R Street Corridor study was completed during 2020. This project is based on the study recommendations.

Future Impact on Operating Budget:

The additional annual maintenance cost for this project is estimated to be \$500. Replacing the traffic signal will reduce on-going maintenance costs to replace parts and equipment that have reached the end of their service life.

Activity:	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2021	2022	2023	2024	2025	2026	2027	Beyond 2027
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Arterial Street Fund (105)	-	75,000	25,000	-	375,000	-	-	-	475,000
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	750,000	500,000	250,000	3,500,000	-	-	-	5,000,000
Other (Icon)	-	-	-	-	125,000	-	-	-	125,000
Total Funding Sources:	-	825,000	525,000	250,000	4,000,000	-	-	-	5,600,000
Capital Expenditures:									
Design	-	825,000	275,000	-	-	-	-	-	1,100,000
Right of Way	-	-	250,000	250,000	-	-	-	-	500,000
Construction	-	-	-	-	4,000,000	-	-	-	4,000,000
Total Expenditures:	-	825,000	525,000	250,000	4,000,000	-	-	-	5,600,000

Six Year Transportation Improvement Plan

TIP# I-9

ARTERIAL STREET FUND (102)

Project Title: **Lea Hill ITS Expansion**
 Project No: **TBD**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 16, 27

Description:

This project will extend new City of Auburn fiber east along SE 304th St from 124th Ave SE to 132nd Ave SE and connect to the signal with SE 304th St. This will support communication to School zone beacons on both SE 304th St and 132nd Ave SE, one traffic signal, one battery backup, and ITS cameras.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	50,000	250,000	-	-	-	300,000
REET 2	-	-	-	-	50,000	250,000	-	-	-	300,000
Total Funding Sources:	-	-	-	-	100,000	500,000	-	-	-	600,000
Capital Expenditures:										
Design	-	-	-	-	100,000	-	-	-	-	100,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	500,000	-	-	-	500,000
Total Expenditures:	-	-	-	-	100,000	500,000	-	-	-	600,000

Six Year Transportation Improvement Plan

TIP# I-10

ARTERIAL STREET FUND (102)

Project Title: **R Street SE/21st Street SE Roundabout**
 Project No: **TBD**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 16

Description:

The project will construct a single lane roundabout in place of the existing east/west stop-control on 21st Street SE. The project is needed to address an existing LOS deficiency, and will improve safety at the intersection.

Progress Summary:

This improvement was recommended in the R Street Corridor study which was completed during 2020.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	600,000	-	-	-	600,000
Traffic Impact Fees	-	-	-	250,000	100,000	150,000	-	-	-	500,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	250,000	100,000	750,000	-	-	-	1,100,000
Capital Expenditures:										
Design	-	-	-	250,000	-	-	-	-	-	250,000
Right of Way	-	-	-	-	100,000	-	-	-	-	100,000
Construction	-	-	-	-	-	750,000	-	-	-	750,000
Total Expenditures:	-	-	-	250,000	100,000	750,000	-	-	-	1,100,000

Six Year Transportation Improvement Plan

TIP# I-11

ARTERIAL STREET FUND (102)

Project Title: **Auburn Way S/6th Street SE Intersection Improvements**
 Project No: **TBD**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 3

Description:

The project will construct a dedicated southbound right-turn pocket on Auburn Way S at 6th Street SE and other improvements to support the new right-turn pocket. The project will address an existing level of service deficiency at the intersection, improving access from SR-18 to A Street SE.

Progress Summary:

Federal grant funding for construction is proposed to be applied for in 2022. If awarded construction would occur in 2025.

Future Impact on Operating Budget:

This annual maintenance cost for this project is estimated to be \$500.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	695,000	-	-	-	695,000
Traffic Impact Fees	-	-	-	130,000	25,000	150,000	-	-	-	305,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	130,000	25,000	845,000	-	-	-	1,000,000
Capital Expenditures:										
Design	-	-	-	130,000	-	-	-	-	-	130,000
Right of Way	-	-	-	-	25,000	-	-	-	-	25,000
Construction	-	-	-	-	-	845,000	-	-	-	845,000
Total Expenditures:	-	-	-	130,000	25,000	845,000	-	-	-	1,000,000

Six Year Transportation Improvement Plan

TIP# I-13

ARTERIAL STREET FUND (102)

Project Title: **SE 304th Street/132nd Avenue SE Roundabout**
 Project No: **TBD**
 Project Type: **Safety, Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 19

Description:

The project will construct a single-lane roundabout at the SE 304th Street intersection with 132nd Avenue SE on Lea Hill. The roundabout will replace the existing stop-control on the SE 304th Street approach. The project is needed to address a level of service deficiency at the intersection.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2021	2022	2023	2024	2025	2026	2027	Beyond 2027
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	250,000	50,000	1,200,000	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	250,000	50,000	1,200,000	-	-	1,500,000
Capital Expenditures:									
Pre-Design	-	-	-	-	-	-	-	-	-
Design	-	-	-	250,000	-	-	-	-	250,000
Right of Way	-	-	-	-	50,000	-	-	-	50,000
Construction	-	-	-	-	-	1,200,000	-	-	1,200,000
Total Expenditures:	-	-	-	250,000	50,000	1,200,000	-	-	1,500,000

Six Year Transportation Improvement Plan

TIP# I-15

ARTERIAL STREET FUND (102)

Project Title: **10th Street NW/A Street NW Intersection Improvements**
 Project No: **TBD**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 18

Description:

The project will construct a new traffic signal in place of the existing stop-control on the 10th Street NW approach. The project is needed to address a level of service deficiency at the intersection. The project will also evaluate intersection control, channelization, and pedestrian crossing improvements along 10th Street NW to the east of the intersection.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	250,000	750,000	-	-	-	-	-	1,000,000
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	250,000	750,000	-	-	-	-	-	1,000,000
	Capital Expenditures:										
	Design	-	-	250,000	-	-	-	-	-	-	250,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	750,000	-	-	-	-	-	750,000
	Total Expenditures:	-	-	250,000	750,000	-	-	-	-	-	1,000,000

Six Year Transportation Improvement Plan

TIP# I-16

ARTERIAL STREET FUND (102)

Project Title: 15th Street NW/SR 167 NB Ramps
 Project No: TBD
 Project Type: Capacity
 Project Manager: TBD

STIP# AUB-N/A

LOS Corridor ID# 9

Description:

The project will construct a new westbound right-turn pocket on 15th Street NW at the intersection with the SR 167 northbound ramps. The widening is needed to improve the level of service and manage vehicle queues at the intersection.

Progress Summary:

The design and construction of the project is anticipated as part of an adjacent development project.

Future Impact on Operating Budget:

This annual maintenance cost for this project is estimated to be \$500.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	225,000	-	-	-	-	-	-	225,000
Other (Developer)	50,000	75,000	1,300,000	-	-	-	-	-	-	1,425,000
Total Funding Sources:	50,000	75,000	1,525,000	-	-	-	-	-	-	1,650,000
Capital Expenditures:										
Design	50,000	75,000	-	-	-	-	-	-	-	125,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	1,525,000	-	-	-	-	-	-	1,525,000
Total Expenditures:	50,000	75,000	1,525,000	-	-	-	-	-	-	1,650,000



Six Year Transportation Improvement Plan

TIP# N-1

ARTERIAL STREET FUND (102)

Project Title: **Non-Motorized Safety Program**
 Project No: **Varies**
 Project Type: **Non-Capacity (Annual)**
 Project Manager: **James Webb**

STIP# AUB-N/A

Description:

The program will construct non-motorized safety improvement projects at locations throughout the City. Projects are prioritized based on pedestrian and bicycle demands, existing deficiencies, field studies and community requests. Common improvements installed by this program include, but are not limited to, RRFBs, signage, striping, raised crosswalk, bicycle lanes, etc.

Progress Summary:

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	-	165,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,065,000
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	REET 1	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	165,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,065,000
	Capital Expenditures:										
	Design	-	33,000	30,000	30,000	30,000	30,000	30,000	30,000	-	213,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	132,000	120,000	120,000	120,000	120,000	120,000	120,000	-	852,000
	Total Expenditures:	-	165,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,065,000

Six Year Transportation Improvement Plan

TIP# N-2

CAPITAL IMPROVEMENT FUND (328)

Project Title: **Sidewalk Repair and Accessibility Program**
 Project No: **Varies, CP2106**
 Project Type: **Non-Capacity (Annual)**
 Project Manager: **James Webb**

STIP# AUB-N/A

Description:

The program replaces damaged sidewalks throughout the City, adds new curb ramps, and replaces existing curb ramps that do not meet current American with Disabilities Act (ADA) requirements. Projects are prioritized annually based on pedestrian demands, existing deficiencies, and citizen requests. Program funds reflect remaining budget after allocations to specific ADA and sidewalk improvement projects. The "fees" shown in the funding sources would be from a new proposed program that is under consideration that would give residents the option to pay a fee to the City for replacement of damaged sidewalk sections that they are responsible for (caused by their private trees) and the replacement work would occur with this program. Typically HUD funds (not shown below) are also transferred into this program to complete accessibility improvements in qualifying neighborhoods.

Progress Summary:

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	340,022	185,000	125,000	-	200,000	170,000	-	-	1,020,022
Other (Fees)	-	-	-	20,000	20,000	20,000	20,000	20,000	-	100,000
Total Funding Sources:	-	340,022	185,000	145,000	20,000	220,000	190,000	20,000	-	1,120,022
Capital Expenditures:										
Design	-	45,000	37,000	29,000	4,000	44,000	38,000	4,000	-	201,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	295,022	148,000	116,000	16,000	176,000	152,000	16,000	-	919,022
Total Expenditures:	-	340,022	185,000	145,000	20,000	220,000	190,000	20,000	-	1,120,022

Six Year Transportation Improvement Plan

TIP# N-4

ARTERIAL STREET FUND (102)

Project Title: **Transit Partnership Routes**
 Project No: **N/A**
 Project Type: **Other**
 Project Manager: **Celile Malik**

STIP# AUB-N/A

Description:

Operating costs associated with the Commuter Shuttle (PT497) from the Lakeland Hills neighborhood to Auburn Station.

Progress Summary:

The Lakeland Hills route, PT497, began in 2009. The route is operated in partnership with King County Metro and Pierce Transit and is being extended. Route 910 is a KC Metro Transit Now Partnership Program currently authorized until September 2020. The agreement for the Route 910 is will not be renewed as King County Metro is ending this program.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	180,000	185,000	190,000	195,000	200,000	205,000	210,000	-	1,365,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 1	-	-	-	-	-	-	-	-	-	-
Other (Agencies)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	180,000	185,000	190,000	195,000	200,000	205,000	210,000	-	1,365,000
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Transit Service	-	180,000	185,000	190,000	195,000	200,000	205,000	210,000	-	1,365,000
Total Expenditures:	-	180,000	185,000	190,000	195,000	200,000	205,000	210,000	-	1,365,000

Six Year Transportation Improvement Plan

TIP# N-5

CAPITAL IMPROVEMENT FUND (328)

Project Title: **Sidewalk and ADA Inventory**
 Project No: **TBD**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

Description:

The project will create an inventory of existing sidewalk and ADA infrastructure located within the public ROW throughout the City. This information will be used to identify and prioritize deficiencies in existing non-motorized infrastructure, and to document progress on the implementation of the ADA transition plan.

Progress Summary:

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	-	-	200,000	-	-	-	-	-	200,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	200,000	-	-	-	-	-	200,000
Capital Expenditures:										
Design	-	-	-	200,000	-	-	-	-	-	200,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	-	-	-	200,000	-	-	-	-	-	200,000

Six Year Transportation Improvement Plan

TIP# N-6

ARTERIAL STREET FUND (102)

Project Title: **Auburn Station Access Improvements**
 Project No: **TBD**
 Project Type: **Non-Capacity, Transit**
 Project Manager: **TBD**

STIP# AUB-N/A

Description:

The project will reconstruct the channelization and curb radii to improve the turning radius for transit vehicles at the northeast corner of A St SW/2nd St SW.

Progress Summary:

The ROW needed to accommodate this improvement was dedicated by the adjacent development project. King County Metro will complete the design and construction of the improvements as part of the RapidRide I Line project.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (King County Metro)	-	-	-	125,000	-	-	-	-	-	125,000
Total Funding Sources:	-	-	-	125,000	-	-	-	-	-	125,000
Capital Expenditures:										
Design	-	-	-	25,000	-	-	-	-	-	25,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	100,000	-	-	-	-	-	100,000
Total Expenditures:	-	-	-	125,000	-	-	-	-	-	125,000

Six Year Transportation Improvement Plan

TIP# N-7

CAPITAL IMPROVEMENT FUNDS (328)

Project Title: **Auburn Way S (SR 164) - Southside Sidewalk Improvements**
 Project No: **TBD**
 Project Type: **Non-motorized, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

Description:

The project will construct sidewalk along the south side of Auburn Way S. The existing sidewalk along the south side currently ends at the intersection with Howard Road and restarts to the west of the intersection with Muckleshoot Plaza. The sidewalk gap extends for approximately 1,700 feet. The project also includes a Rapid Flashing Rectangular Beacon (RRFB) across Howard Road to provide a connection from the existing non-motorized facilities to the proposed improvements.

Progress Summary:

Grant funding from WSDOT was awarded in 2021. The design phase will start in 2022, with construction of the improvements completed during 2023. The City and Muckleshoot Indian Tribe have entered into a memorandum of understanding for improvements along the Auburn Way S corridor, and are currently negotiating the funding agreement for this project.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Costs				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
	Secured Grant	-	-	80,000	615,000	-	-	-	-	-	695,000
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	REET 2	-	-	15,000	60,000	-	-	-	-	-	75,000
	Other (MIT)	-	-	-	75,000	-	-	-	-	-	75,000
	Total Funding Sources:	-	-	95,000	750,000	-	-	-	-	-	845,000
	Capital Expenditures:										
	Design	-	-	95,000	-	-	-	-	-	-	95,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	750,000	-	-	-	-	-	750,000
	Total Expenditures:	-	-	95,000	750,000	-	-	-	-	-	845,000

Six Year Transportation Improvement Plan

TIP# N-8

ARTERIAL STREET FUND (102)

Project Title: **Evergreen Heights Elementary Sidewalks**
 Project No: **TBD**
 Project Type: **Non-Motorized**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 37

Description:

The project will construct a new sidewalk along the north side of S 316th Street between the end of the existing sidewalk at 56th Avenue S and 51st Avenue S to the west (approximately 1,250 feet). The project will also construct curb and gutter, storm improvements, and street lighting.

Progress Summary:

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	Funding Sources:	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			Prior to 2021	2022	2023	2024	2025	2026	2027	
	Unrestricted Street Revenue	24,500	-	-	-	-	-	160,000	-	184,500
	Unsecured Grant	-	-	-	-	-	120,000	1,440,000	-	1,560,000
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-
	Other (ASD)	122,500	-	-	-	-	-	-	-	122,500
	REET 2	-	-	-	-	-	30,000	200,000	-	230,000
	Traffic Mitigation Fees	100,000	-	-	-	-	-	-	-	100,000
	Total Funding Sources:	247,000	-	-	-	-	150,000	1,800,000	-	2,197,000
	Capital Expenditures:									
	Design	-	-	-	-	-	150,000	-	-	150,000
	Right of Way	-	-	-	-	-	-	-	-	-
	Construction	247,000	-	-	-	-	-	1,800,000	-	2,047,000
	Total Expenditures:	247,000	-	-	-	-	150,000	1,800,000	-	2,197,000

Six Year Transportation Improvement Plan

TIP # N-9

ARTERIAL STREET FUND (102)

Project Title: **Riverwalk Drive SE Non-Motorized Improvements**
 Project No: **TBD**
 Project Type: **Non-Motorized**
 Project Manager: **TBD**

STIP# AUB-N/A

Description:

The project will construct sidewalks, street lighting, and related storm improvements along the east side of Riverwalk Drive SE between Auburn Way S and Howard Road SE. This project will close a gap in the sidewalk system completing a non-motorized connection between the R Street SE and Auburn Way S. The project will also install a RRFB at the intersection with Howard Road. The project is proposed to be in partnership with the Muckleshoot Indian Tribe.

Progress Summary:

Grant funding from WSDOT was awarded in 2021. The design phase will start in 2021 with construction of the improvements completed during 2023. The City and Muckleshoot Indian Tribe have entered into a memorandum of understanding for improvements along the Auburn Way S corridor, and are currently negotiating the funding agreement for this project.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$2,000.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	-	20,000	50,000	262,500	-	-	-	-	-	332,500
	Secured Grant	-	55,000	125,000	455,000	-	-	-	-	-	635,000
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other (MIT)	-	-	-	332,500	-	-	-	-	-	332,500
	Total Funding Sources:	-	75,000	175,000	1,050,000	-	-	-	-	-	1,300,000
	Capital Expenditures:										
	Design	-	75,000	175,000	-	-	-	-	-	-	250,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	1,050,000	-	-	-	-	-	1,050,000
	Total Expenditures:	-	75,000	175,000	1,050,000	-	-	-	-	-	1,300,000

Six Year Transportation Improvement Plan**TIP# N-11****CAPITAL IMPROVEMENT FUND (328)**

Project Title: **Lea Hill Safe Routes to Schools**
 Project No: **TBD**
 Project Type: **Non-Motorized**
 Project Manager: **TBD**

STIP# AUB-N/A**Description:**

The project will construct non-motorized improvements along SE 304th St from Hazelwood Elementary School extending east to 124th Ave SE, and along the west side of 124th Ave SE to the south of SE 304th St. The project will complete multiple gaps in the existing non-motorized network. The project will also construct curb and gutter, ADA compliant curb ramps, driveways aprons and retaining walls associated with the new sidewalks. Utility poles will need to be relocated to accommodate the proposed sidewalk alignment in some locations. Additional lighting is proposed for pedestrian safety and will be incorporated onto existing/relocated utility poles, and an RRFB will be installed at the SE 304th St intersection with 116th Ave SE. Ancillary work, including but not limited to, property restoration, grading, storm upgrades, school zone beacon relocation, channelization, fencing, landscaping and mailbox relocation will be addressed with the project.

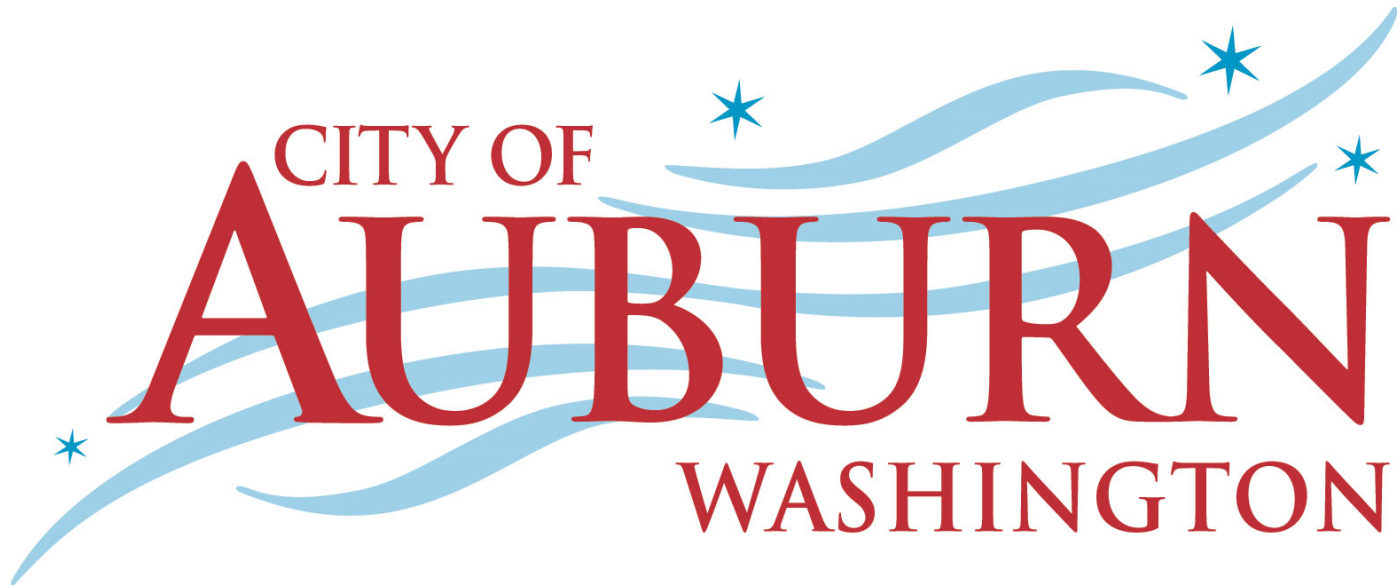
Progress Summary:

Grant funding is anticipated to be applied for in 2022. If secured, the design phase will be started in 2023.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2021	2022	2023	2024	2025	2026	2027	Beyond 2027
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured State Grant	-	-	-	55,000	700,000	-	-	-	-
REET 2	-	-	-	15,000	200,000	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	70,000	900,000	-	-	-	-
Capital Expenditures:									
Design	-	-	-	70,000	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	900,000	-	-	-	-
Total Expenditures:	-	-	-	70,000	900,000	-	-	-	-



Six Year Transportation Improvement Plan

TIP# P-1

ARTERIAL PRESERVATION FUND (105)

Project Title: **Arterial Street Preservation Program**
 Project No: **Varies**
 Project Type: **Preservation**
 Project Manager: **James Webb**

STIP# AUB-N/A

Description:

The program preserves classified streets throughout the City. Individual projects may include a combination of crack seal, overlays, rebuilds, and spot repairs. The program also funds the biennial collection of pavement condition ratings. This program is funded through a 1% utility tax that was adopted by City Council in 2008. Program funds reflect remaining budget after allocations to specific arterial street preservation projects, which are included as separate projects in this TIP.

Progress Summary:

During 2021, the Auburn Way N preservation projects and 15th Street NW reconstruction will be completed; the Lea Hill Road and 3rd Street SW bridge decks will be preserved; the reconstruction of 2nd Street SE will begin; 4th Street SE reconstruction is being designed; and arterial patching and crack seal projects are proposed.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	<i>Arterial Preservation Fund</i>	-	2,200,000	600,000	600,000	150,000	1,133,870	2,050,000	2,200,000	-	8,933,870
	Total Funding Sources:	-	2,200,000	600,000	600,000	150,000	1,133,870	2,050,000	2,200,000	-	8,933,870
	Capital Expenditures:										
	<i>Design</i>	-	330,000	90,000	90,000	22,500	170,081	307,500	330,000	-	1,340,081
	<i>Right of Way</i>	-	-	-	-	-	-	-	-	-	-
	<i>Construction</i>	-	1,870,000	510,000	510,000	127,500	963,790	1,742,500	1,870,000	-	7,593,790
	Total Expenditures:	-	2,200,000	600,000	600,000	150,000	1,133,870	2,050,000	2,200,000	-	8,933,870

Six Year Transportation Improvement Plan

TIP# P-2

LOCAL STREET PRESERVATION FUND (103)

Project Title: **Local Street Preservation Program**
 Project No: **Varies**
 Project Type: **Preservation**
 Project Manager: **James Webb**

STIP# AUB-N/A

Description:

The program preserves local (unclassified) streets. Individual projects may include crack sealing, asphalt patching, pre-leveling, asphalt overlays and roadway reconstruction. The program also funds the biennial collection of pavement condition ratings. Beginning in 2019 REET funding was dedicated by council to this program. Beyond 2022, funding for this program is shown as other because a dedicated funding source has not yet been identified, and the use of REET to fund the program is not sustainable long term. Program funds reflect remaining budget after allocations to specific local street preservation projects, which are included as separate projects in this TIP.

Progress Summary:

This program has successfully completed overlays, chip seals and complete reconstructions since 2005. The program will focus on completing reconstruction needs in addition to regular maintenance treatments. The 2022 funds have been transferred into the Lead Service Line replacement project to cover the cost of additional reconstruction/rehabilitation included with the scope of that project.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Local Street Preserv. Fund	-	-	-	350,000	350,000	350,000	350,000	350,000	-	1,750,000
	Utilities Transfer to 103 Fund	-	-	150,000	150,000	150,000	150,000	150,000	150,000	-	900,000
	REET 1	-	-	-	-	-	-	-	-	-	-
	REET 2	-	-	1,500,000	-	-	-	-	-	-	1,500,000
	Other (Unidentified 103 Funding)	-	-	-	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	-	7,500,000
	Total Funding Sources:	-	-	1,650,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	-	11,650,000
	Capital Expenditures:										
	Design	-	-	250,000	400,000	400,000	400,000	400,000	400,000	-	2,250,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	1,400,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	9,400,000
	Total Expenditures:	-	-	1,650,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	-	11,650,000

Six Year Transportation Improvement Plan

TIP# P-3

ARTERIAL PRESERVATION FUND (105)

Project Title: **2nd Street SE Preservation**
 Project No: **CP2003**
 Project Type: **Preservation**
 Project Manager: **Jai Carter**

STIP# AUB-N/A

Description:

This project will reconstruct 2nd Street SE between A Street SE and Auburn Way S. The reconstruction will utilize full depth reclamation techniques. The project will also address fixed objects located within the clear zone, remove barriers to ADA access, and install new LED street lighting.

Progress Summary:

Grant funding for this project was awarded by TIB in 2019. The design phase started in 2020.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Arterial Preservation Fund	46,000	277,502	70,000	-	-	-	-	-	-	393,502
Secured State Grant	69,000	416,253	105,000	-	-	-	-	-	-	590,253
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	115,000	693,755	175,000	-	-	-	-	-	-	983,755
Capital Expenditures:										
Design	115,000	-	-	-	-	-	-	-	-	115,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	693,755	175,000	-	-	-	-	-	-	868,755
Total Expenditures:	115,000	693,755	175,000	-	-	-	-	-	-	983,755

Six Year Transportation Improvement Plan

TIP# P-4

ARTERIAL PRESERVATION FUND (105)

Project Title: **Bridge Deck Preservation Program**
 Project No: **Varies**
 Project Type: **Preservation**
 Project Manager: **Scott Nutter**

STIP# AUB-N/A

Description:

The program rehabilitates bridge decks as identified by the City's annual bridge inspection program. Program funds reflect remaining budget after allocations to specific bridge deck preservation projects.

Progress Summary:

The 2021 funds are being used as the local match for the grant funded Lea Hill and 3rd Street bridge maintenance projects.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Arterial Preservation Fund	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:		-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
		-	-								
	Capital Expenditures:										
	Design	-	-	20,000	20,000	20,000	20,000	20,000	20,000	-	120,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	80,000	80,000	80,000	80,000	80,000	80,000	-	480,000
Total Expenditures:		-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000

Six Year Transportation Improvement Plan

TIP# P-5

ARTERIAL PRESERVATION FUND (105)

Project Title: **Bridge Structure Preservation Program**
 Project No: **Varies**
 Project Type: **Preservation**
 Project Manager: **Scott Nutter**

STIP# AUB-N/A

Description:

This program performs annual bridge inspections and load ratings as needed and implements identified maintenance, repairs, and improvements. Program funds reflect remaining budget after allocations to specific bridge structure preservation projects.

Progress Summary:

The 2021 funds are being used as the local match for the grant funded Lea Hill and 3rd Street bridge maintenance projects.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Funding Sources:	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	
Arterial Preservation Fund	-	25,000	50,000	-	50,000	-	50,000	-	50,000	225,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	25,000	50,000	-	50,000	-	50,000	-	50,000	225,000
Capital Expenditures:										
Design	-	25,000	10,000	-	10,000	-	10,000	-	10,000	65,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	40,000	-	40,000	-	40,000	-	40,000	160,000
Total Expenditures:	-	25,000	50,000	-	50,000	-	50,000	-	50,000	225,000

Six Year Transportation Improvement Plan

TIP# P-6

ARTERIAL PRESERVATION FUND (105)

Project Title: Lake Tapps Pkwy/Sumner-Tapps Hwy E Preservation
 Project No: TBD
 Project Type: Preservation
 Project Manager: TBD

STIP# AUB-68

Description:

The project will grind and overlay the Lake Tapps Parkway/Sumner-Tapps Highway E corridor from the intersection of Lake Tapps Parkway with Lakeland Hills Way to the intersection of Sumner-Tapps Highway E with 16th Street E (the Auburn City limit). Portions of the corridor include a center two-way left-turn lane which does not require preservation and would be omitted from the grind and overlay. The project scope also includes upgrades to ADA curb ramps and pedestrian push buttons, and replacement of vehicle detection at signalized intersections.

Progress Summary:

Grant funding for the project was awarded in 2020.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Arterial Preservation Fund	-	-	25,000	75,000	534,356	-	-	-	-	634,356
Secured Grant	-	-	-	-	750,000	-	-	-	-	750,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	25,000	75,000	1,284,356	-	-	-	-	1,384,356
Capital Expenditures:										
Design	-	-	25,000	50,000	-	-	-	-	-	75,000
Right of Way	-	-	-	25,000	-	-	-	-	-	25,000
Construction	-	-	-	-	1,284,356	-	-	-	-	1,284,356
Total Expenditures:	-	-	25,000	75,000	1,284,356	-	-	-	-	1,384,356

Six Year Transportation Improvement Plan

TIP# P-10

ARTERIAL PRESERVATION FUND (105)

Project Title: **A Street SE Preservation (37th Street SE to Lakeland Hills Way)**
 Project No: **TBD**
 Project Type: **Preservation**
 Project Manager: **TBD**

STIP# AUB-N/A

Description:

The project will grind and overlay A Street SE from 37th Street SE to the Auburn/Pacific City Limit and from the Pacific/Auburn City Limit to the intersection with Lakeland Hills Way). The project also includes ADA upgrades to curb ramps, pedestrian push buttons, and replacement of vehicle detection loops.

Progress Summary:

Grant funding for the construction phase of this project is anticipated to be submitted in 2022. If awarded, the design phase would begin in 2023.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	Funding Sources:	2021 YE Prior to 2021 Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
	Arterial Preservation Fund	-	-	25,000	100,000	866,130	-	-	-	991,130
	Unsecured Grant	-	-	-	-	866,130	-	-	-	866,130
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	25,000	100,000	1,732,260	-	-	-	1,857,260
	Capital Expenditures:									
	Design	-	-	25,000	75,000	-	-	-	-	100,000
	Right of Way	-	-	-	25,000	-	-	-	-	25,000
	Construction	-	-	-	-	1,732,260	-	-	-	1,732,260
	Total Expenditures:	-	-	25,000	100,000	1,732,260	-	-	-	1,857,260

Six Year Transportation Improvement Plan

TIP# P-11

ARTERIAL PRESERVATION FUND (105)

Project Title: **C Street SW Preservation (W Main St to GSA Signal)**
 Project No: **TBD**
 Project Type: **Preservation**
 Project Manager: **TBD**

STIP# AUB-67

Description:

The project will grind and overlay C Street SW from W Main Street to the GSA signal (approximately 2,000 feet to the south of 15th Street SW). The project also includes ADA upgrades to curb ramps and pedestrian push buttons, and replacement of vehicle detection loops.

Progress Summary:

Grant funding for the construction phase of this project was awarded in 2020.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Arterial Preservation Fund	-	25,000	100,000	1,118,272	-	-	-	-	-	1,243,272
	Secured Grant	-	-	-	1,118,272	-	-	-	-	-	1,118,272
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	25,000	100,000	2,236,544	-	-	-	-	-	2,361,544
	Capital Expenditures:										
	Design	-	25,000	75,000	-	-	-	-	-	-	100,000
	Right of Way	-	-	25,000	-	-	-	-	-	-	25,000
	Construction	-	-	-	2,236,544	-	-	-	-	-	2,236,544
	Total Expenditures:	-	25,000	100,000	2,236,544	-	-	-	-	-	2,361,544

Six Year Transportation Improvement Plan

TIP# P-14

ARTERIAL PRESERVATION FUND (105)

Project Title: **4th Street SE Preservation (Auburn Way S to L Street SE)**
 Project No: **CP2102**
 Project Type: **Preservation**
 Project Manager: **Jeff Bender**

STIP# AUB-N/A

Description:

This project will replace pavement and utilities on 4th Street SE from Auburn Way South to L Street SE. A pavement grind and overlay is planned between Auburn Way South and D Street SE. Full depth pavement reclamation is planned from D Street SE to L Street SE. The project will also include replacement of City utilities, removal of sidewalk obstructions, replacement of sidewalk and curb ramps as needed to address ADA requirements, and other improvements.

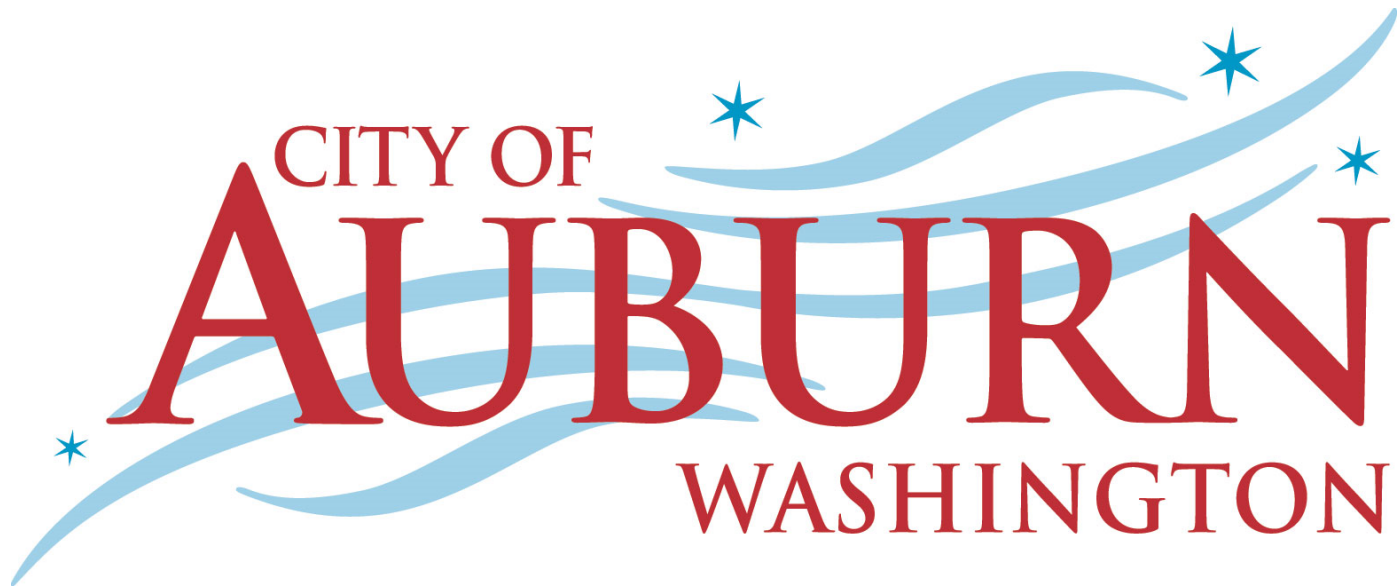
Progress Summary:

Grant funding for the project was awarded by TIB in 2020.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Arterial Preservation Fund	-	143,951	1,065,048	-	-	-	-	-	-	1,208,999
Secured Grant	-	150,000	1,597,572	-	-	-	-	-	-	1,747,572
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	293,951	2,662,620	-	-	-	-	-	-	2,956,571
Capital Expenditures:										
Design	-	293,951	-	-	-	-	-	-	-	293,951
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	2,662,620	-	-	-	-	-	-	2,662,620
Total Expenditures:	-	293,951	2,662,620	-	-	-	-	-	-	2,956,571



Six Year Transportation Improvement Plan**TIP# R-1****CAPITAL IMPROVEMENT FUND (328)**

Project Title: **Neighborhood Traffic Calming Program**
 Project No: **Varies**
 Project Type: **Non-Capacity**
 Project Manager: **Cecile Malik**

STIP# AUB-N/A**Description:**

This program will implement traffic calming measures within residential neighborhoods. The measures will be supported by engineering studies as necessary. Projects will be selected annually based on requests from residents, or police concerns, crash history, and available staff and financial resources.

Progress Summary:

During 2020 and 2021 the scope of the program was reduced due to funding and staffing constraints. A budget ammendment is proposed for 2022 to allow the program to be resumed.

Future Impact on Operating Budget:

The traffic calming program will have no impact on the operating budget for street maintenance.

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	51,937	150,000	150,000	150,000	150,000	150,000	150,000	-	951,937
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	51,937	150,000	150,000	150,000	150,000	150,000	150,000	-	951,937
Capital Expenditures:										
Design	-	5,000	30,000	30,000	30,000	30,000	30,000	30,000	-	185,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	46,937	120,000	120,000	120,000	120,000	120,000	120,000	-	766,937
Total Expenditures:	-	51,937	150,000	150,000	150,000	150,000	150,000	150,000	-	951,937

Six Year Transportation Improvement Plan

TIP# R-2

ARTERIAL STREET FUND (102)

Project Title: **Stewart Road - City of Sumner (Lake Tapps Parkway Corridor)**

STIP# AUB-N/A

Project No: **N/A**

Project Type: **Capacity**

Project Manager: **City of Sumner**

LOS Corridor ID# N/A

Description:

This is a City of Sumner project to widen the Stewart Road (Lake Tapps Parkway) Corridor. The project will replace the existing bridge over the White River with a new wider one. Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C St SW corridors.

Progress Summary:

City of Sumner has initiated preliminary road design and is seeking grant funding to complete the project.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Traffic Mitigation Fees	-	-	-	-	150,000	-	-	-	-	150,000
	Total Funding Sources:	-	-	-	-	150,000	-	-	-	-	150,000
	Capital Expenditures:										
	Design	-	-	-	-	-	-	-	-	-	-
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	-	150,000	-	-	-	-	150,000
	Total Expenditures:	-	-	-	-	150,000	-	-	-	-	150,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# R-3

ARTERIAL STREET FUND (102)

Project Title: **M Street Underpass (3rd St SE to 8th St SE)**
 Project No: **c201a0**
 Project Type: **Capacity**
 Project Manager: **Ryan Vondrak**

STIP# AUB-N/A

LOS Corridor ID# 6

Description:

The project constructed a grade separated railroad crossing of M Street SE at the BNSF Stampede Pass tracks.

Progress Summary:

Construction was completed in 2014. The project is now in Public Works Trust Fund Loan (PWTFLL) debt repayment through 2041.

Future Impact on Operating Budget:

N/A

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Secured Grants (Fed, State)	9,731,904	-	-	-	-	-	-	-	-	9,731,904
REET 2	1,140,000	-	-	-	-	-	-	-	-	1,140,000
Traffic Impact Fees (Construction)	4,309,782	-	-	-	-	-	-	-	-	4,309,782
Traffic Impact Fees (Debt Service)	890,856	123,135	122,843	122,550	122,258	121,965	121,673	121,380	1,668,615	3,415,275
Traffic Mitigation Fees	660,000	-	-	-	-	-	-	-	-	660,000
PWTFLL (30 years)	3,284,857	-	-	-	-	-	-	-	-	3,284,857
Other (Agencies)	3,090,514	-	-	-	-	-	-	-	-	3,090,514
Total Funding Sources:	22,217,057	123,135	122,843	122,550	122,258	121,965	121,673	121,380	1,668,615	22,347,475
Capital Expenditures:										
Design	2,688,924	-	-	-	-	-	-	-	-	2,688,924
Right of Way	3,358,443	-	-	-	-	-	-	-	-	3,358,443
Construction	16,169,690	-	-	-	-	-	-	-	-	16,169,690
PWTF Debt Service	890,856	123,135	122,843	122,550	122,258	121,965	121,673	121,380	1,668,615	3,415,275
Total Expenditures:	22,217,057	123,135	122,843	122,550	122,258	121,965	121,673	121,380	1,668,615	22,347,475

Six Year Transportation Improvement Plan

TIP # R-4

ARTERIAL STREET FUND (102)

Project Title: **A Street Loop**
 Project No: **CP2117**
 Project Type: **Capacity**
 Project Manager: **Luis Barba**

STIP# AUB-N/A

LOS Corridor ID# 31

Description:

The project will construct a new one-way (eastbound) roadway connection between A Street SW/S Division Street and A Street SE. The new intersection with A Street SE will allow an unsignalized right-turn movement onto southbound A Street SE, providing an alternative to the intersection of 3rd Street SE and A Street SE, which does not meet adopted LOS standards. The roadway will be constructed as a complete street to accommodate non-motorized road users.

Progress Summary:

Sound Transit has agreed to provide \$340,000 towards the construction phase as mitigation for the second parking garage. Federal funding for the construction phase was awarded in 2021. The \$70,000 programmed for 2021 is a carryforward from 2020.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Secured Federal Grant	-	-	-	1,125,000	-	-	-	-	-	1,125,000
Traffic Impact Fees	-	70,000	330,000	67,000	-	-	-	-	-	467,000
Other (Sound Transit)	-	-	-	340,000	-	-	-	-	-	340,000
Total Funding Sources:	-	70,000	330,000	1,532,000	-	-	-	-	-	1,932,000
Capital Expenditures:										
Design	-	70,000	230,000	-	-	-	-	-	-	300,000
Right of Way	-	-	100,000	67,000	-	-	-	-	-	167,000
Construction	-	-	-	1,465,000	-	-	-	-	-	1,465,000
Total Expenditures:	-	70,000	330,000	1,532,000	-	-	-	-	-	1,932,000

Six Year Transportation Improvement Plan

TIP# R-5

ARTERIAL STREET FUND (102)

Project Title: **A Street NW, Phase 2 (W Main St to 3rd St NW)**
 Project No: **TBD**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 18

Description:

The project will widen A Street NW to create a three-lane roadway section between W Main St and 3rd St NW. This project will improve the connection between the A St NW Extension, (Phase 1) and Auburn Station and Central Business District. This project could be partially or fully funded by development and/or Sound Transit's parking garage/access improvements. The project is approximately 0.2 miles long.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2021	2022	2023	2024	2025	2026	2027	Beyond 2027
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	200,000	1,325,000	-	-	-
Traffic Impact Fees	-	-	-	-	150,000	-	-	-	-
Other (Developer)	150,000	-	-	-	-	1,325,000	-	-	-
Total Funding Sources:	150,000	-	-	-	350,000	2,650,000	-	-	-
Capital Expenditures:									
Design	-	-	-	-	250,000	-	-	-	-
Right of Way	-	-	-	-	100,000	-	-	-	-
Construction	150,000	-	-	-	-	2,650,000	-	-	-
Total Expenditures:	150,000	-	-	-	350,000	2,650,000	-	-	-

Six Year Transportation Improvement Plan**TIP# R-6****ARTERIAL STREET FUND (102)**

Project Title: **Auburn Way S Widening (Hemlock St SE to Poplar St SE)**
 Project No: **CP1622**
 Project Type: **Capacity**
 Project Manager: **Jeff Bender**

STIP# AUB-64**LOS Corridor ID# 4****Description:**

The project will widen Auburn Way S between Hemlock St SE and Poplar St SE to accommodate two lanes in each direction, center turn lane and/or medians to provide access management where feasible, sidewalks, bus pull-outs, street lighting and storm improvements. The project will also add an eastbound turnaround and enhanced pedestrian crossing near Redwood Court. The project length is approximately 0.5 miles. The project is needed to provide additional vehicular capacity, transit, and non-motorized facilities on the corridor.

Progress Summary:

Project scope was revised to omit portions of the original project scope that are being built by the Auburn School District's (ASD) Chinook Elementary replacement project. ASD's project will construct a roundabout at the school driveway on Auburn Way S instead of the traffic signal on Auburn Way S that was originally proposed as part of the City's project. \$1,297,000 of federal grant funding for the design phase was awarded in 2019. 2021 Funding includes 2020 carry forward. If the cost of design phase is less than anticipated, a portion of the design phase grant will be utilized for construction. \$3,605,807 of federal grant funding was awarded in 2022 for the construction phase.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$2,500.

Activity:		2021 YE	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
<i>Unrestricted Street Revenue</i>	-	-	-	-	-	-	-	-	-	-
<i>Secured Federal Grant</i>	131,305	865,000	297,550	-	2,061,847	1,546,385	-	-	-	4,902,087
<i>Unsecured Grant</i>	-	-	-	-	-	-	-	-	-	-
<i>Traffic Impact Fees</i>	24,707	135,000	846,438	400,000	1,938,153	1,453,615	-	-	-	4,797,913
<i>Other</i>	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	156,012	1,000,000	1,143,988	400,000	4,000,000	3,000,000	-	-	-	9,700,000
Capital Expenditures:										
<i>Pre-Design</i>	-	-	-	-	-	-	-	-	-	-
<i>Design</i>	156,012	1,000,000	343,988	-	-	-	-	-	-	1,500,000
<i>Right of Way</i>	-	-	800,000	400,000	-	-	-	-	-	1,200,000
<i>Construction</i>	-	-	-	-	4,000,000	3,000,000	-	-	-	7,000,000
Total Expenditures:	156,012	1,000,000	1,143,988	400,000	4,000,000	3,000,000	-	-	-	9,700,000

Six Year Transportation Improvement Plan

TIP# R-7

ARTERIAL STREET FUND (102)

Project Title: **M Street NE Widening (E Main St to 4th St NE)**
 Project No: **asbd12**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 5

Description:

This project will construct a complete four/five-lane street section on M St NE from south of E Main St to 4th St NE, and reconstruct the signal at E Main St. The project is needed to improve traffic operations along the M Street NE corridor, and replace the existing pavement which is in poor condition.

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	120,000	50,000	400,000	-	-	-	-	570,000
Arterial Street Fund (105)	-	-	185,000	-	1,220,000	-	-	-	-	1,405,000
REET 2	-	-	-	-	400,000	-	-	-	-	400,000
Traffic Impact Fees	-	-	70,000	-	465,000	-	-	-	-	535,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	375,000	50,000	2,485,000	-	-	-	-	2,910,000
Capital Expenditures:										
Pre-Design	-	-	-	-	-	-	-	-	-	-
Design	-	-	375,000	-	-	-	-	-	-	375,000
Right of Way	-	-	-	50,000	-	-	-	-	-	50,000
Construction	-	-	-	-	2,485,000	-	-	-	-	2,485,000
Total Expenditures:	-	-	375,000	50,000	2,485,000	-	-	-	-	2,910,000

Six Year Transportation Improvement Plan

TIP# R-8

ARTERIAL STREET FUND (102)

Project Title: **49th Street NE (Auburn Way N to D St NE)**
 Project No: **TBD**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

This project will construct the build-out of 49th Street NE between Auburn Way N and D Street NE. The improvements are funded by private development.

Progress Summary:

Preliminary design to identify the scope of the project and cost estimate is currently prepared by the developer. Once this has been approved by the City, the developer will provide the City with funding to complete the detailed design, ROW acquisition, and construction of the improvements.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other (Developer)	-	-	500,000	1,500,000	-	-	-	-	-	2,000,000
	Total Funding Sources:	-	-	500,000	1,500,000	-	-	-	-	-	2,000,000
	Capital Expenditures:										
	Design	-	-	350,000	-	-	-	-	-	-	350,000
	Right of Way	-	-	150,000	-	-	-	-	-	-	150,000
	Construction	-	-	-	1,500,000	-	-	-	-	-	1,500,000
	Total Expenditures:	-	-	500,000	1,500,000	-	-	-	-	-	2,000,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# R-9

Project Title: **46th Place S Improvements**
 Project No: **TBD**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

The project will improve the 46th Place S intersection with S 321st Street. One of the options being considered is the realignment of 46th Place S approximately 350 feet to the east the existing alignment. This will create two T-intersections (44th Avenue S and 46th Place S) in place of the existing four-leg intersection. Other improvements are also also being evaluated. The project will improve safety and traffic operations at the intersections.

Progress Summary:

A portion of the right-of-way to accommodate the new roadway alignment was dedicated by the adjacent development project.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	250,000	250,000	750,000	-	1,250,000
Other (Development)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	250,000	250,000	750,000	-	1,250,000
Capital Expenditures:										
Design	-	-	-	-	-	250,000	-	-	-	250,000
Right of Way	-	-	-	-	-	-	250,000	-	-	250,000
Construction	-	-	-	-	-	-	-	750,000	-	750,000
Total Expenditures:	-	-	-	-	-	250,000	250,000	750,000	-	1,250,000

Six Year Transportation Improvement Plan

TIP# R-10

ARTERIAL STREET FUND (102)

Project Title: **High Friction Surface Treatment**
 Project No: **CP2112**
 Project Type: **Safety**
 Project Manager: **Aleksey Koshman**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

The project will install a high friction surface treatment (HFST) at six different curved roadway segments throughout the City. The HFST involves the application of fine/rough aggregate to the pavement using a polymer binder to increase pavement friction. The higher pavement friction helps motorists maintain better control in both dry and wet driving conditions, reducing the potential for a crash.

Progress Summary:

Grant funding was awarded by WSDOT in 2020.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	Funding Sources:	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			Prior to 2021	2022	2023	2024	2025	2026	2027	
	Unrestricted Street Revenue	6,000	-	-	-	-	-	-	-	6,000
	Secured Grant	54,000	360,000	-	-	-	-	-	-	414,000
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	60,000	360,000	-	-	-	-	-	-	420,000
	Capital Expenditures:									
	Design	60,000	-	-	-	-	-	-	-	60,000
	Right of Way	-	-	-	-	-	-	-	-	-
	Construction	-	360,000	-	-	-	-	-	-	360,000
	Total Expenditures:	60,000	360,000	-	-	-	-	-	-	420,000

Six Year Transportation Improvement Plan

TIP# R-11

ARTERIAL STREET FUND (102)

Project Title: **124th Ave SE Widening (SE 312th St to SE 318th St)**
 Project No: **TBD**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 23

Description:

This project will widen 124th Avenue SE to create a four-lane section with bicycle and pedestrian facilities between SE 318th St and SE 312th St. The project will also construct improvements at the SE 312th St/124th Ave SE intersection (including adding bike lanes, dual westbound left-turn lanes, dual southbound through-lanes, a northbound right-turn pocket, ITS improvements, and pedestrian safety improvements). The project is needed to improve traffic operations along the corridor and to accommodate all travel modes.

Progress Summary:

Phase 1 improvements between SE 318th and SE 316th were completed by GRC in 2012.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:	2021 YE	Budget			Forecast Project Cost					
Funding Sources:	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	Total Project Cost
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	400,000	1,100,000	2,500,000	4,000,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	-	400,000	1,100,000	2,500,000	4,000,000
Capital Expenditures:										
Pre-Design	-	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	400,000	-	-	400,000
Right of Way	-	-	-	-	-	-	-	1,100,000	-	1,100,000
Construction	-	-	-	-	-	-	-	-	2,500,000	2,500,000
Total Expenditures:	-	-	-	-	-	-	400,000	1,100,000	2,500,000	4,000,000

Six Year Transportation Improvement Plan

TIP# R-16

ARTERIAL STREET FUND (102)

Project Title: **Regional Growth Center Access Improvements**
 Project No: **CP2110**
 Project Type: **Capacity**
 Project Manager: **Seth Wickstrom**

STIP# AUB-N/A

LOS Corridor ID# 2

Description:

The project will construct a northbound left-turn lane and a northbound/southbound crosswalk at the 3rd Street NE/Auburn Avenue intersection, and realign the 4th Street NE/Auburn Way N intersection to eliminate the split phase signal operation improving circulation and access. The project will improve traffic operations, safety, and circulation for both vehicles and non-motorized users.

Progress Summary:

Grant funding for the design and construction phases was awarded from Sound Transit in 2019. The design phase of the project has been initiated, and is currently underway.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$500.

Activity:	2021 YE		Budget			Forecast Project Costs				
Funding Sources:	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027	Beyond 2027	Total Project Cost
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Secured Grant (Sound Transit)	-	325,000	-	1,300,000	-	-	-	-	-	1,625,000
Traffic Impact Fees	-	85,000	100,000	200,000	-	-	-	-	-	385,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	410,000	100,000	1,500,000	-	-	-	-	-	2,010,000
Capital Expenditures:										
Design	-	410,000	-	-	-	-	-	-	-	410,000
Right of Way	-	-	100,000	-	-	-	-	-	-	100,000
Construction	-	-	-	1,500,000	-	-	-	-	-	1,500,000
Total Expenditures:	-	410,000	100,000	1,500,000	-	-	-	-	-	2,010,000

Six Year Transportation Improvement Plan

TIP# R-24

ARTERIAL STREET FUND (102)

Project Title: **Stewart Road - City of Pacific (Lake Tapps Parkway Corridor)**
 Project No: **N/A**
 Project Type: **Capacity**
 Project Manager: **City of Pacific**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

This is a City of Pacific project to widen the Stewart Road (Lake Tapps Parkway) Corridor. This is the final segment of widening in the City of Pacific which will tie in with the City of Sumner's planned final widening segment and new bridge over the White River. Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C St SW corridors.

Progress Summary:

City of Pacific is in the process of completing the design phase and environmental permitting for the project. Construction is currently planned for 2021/22.

Future Impact on Operating Budget:

This project will have no impact on the operating budget for street maintenance.

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Traffic Mitigation Fees	-	-	100,000	-	-	-	-	-	-	100,000
Total Funding Sources:	-	-	100,000	-	-	-	-	-	-	100,000
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	100,000	-	-	-	-	-	-	100,000
Total Expenditures:	-	-	100,000	-	-	-	-	-	-	100,000

Six Year Transportation Improvement Plan

TIP# R-26

ARTERIAL STREET FUND (102)

Project Title: **E Valley Highway Widening**
 Project No: **TBD**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 10

Description:

This project will widen E Valley Highway between Lakeland Hills Way and Terrace View Drive SE, approximately 0.6 miles. The roadway will have a four/five lane cross section with a trail connection along the east side. Other project elements include storm improvement, illumination and ITS. The project will provide congestion relief along the corridor and provide access for non-motorized users.

Progress Summary:

The City is conducting a corridor study during 2021. The scope and cost estimate for this project will be revised based on the study recommendations.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$2,500.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	200,000	175,000	1,000,000	1,375,000
	Traffic Impact Fees	-	-	-	-	-	-	100,000	75,000	200,000	375,000
	Other (Developer)	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	-	-	-	-	300,000	250,000	1,200,000	1,750,000
	Capital Expenditures:										
	Design	-	-	-	-	-	-	300,000	-	-	300,000
	Right of Way	-	-	-	-	-	-	-	250,000	-	250,000
	Construction	-	-	-	-	-	-	-	-	1,200,000	1,200,000
	Total Expenditures:	-	-	-	-	-	-	300,000	250,000	1,200,000	1,750,000

Six Year Transportation Improvement Plan

TIP# R-27

ARTERIAL STREET FUND (102)

Project Title: **Garden Avenue Realignment**
 Project No: **CP2022**
 Project Type: **Safety, Capacity**
 Project Manager: **Kim Truong**

STIP# AUB-N/A

LOS Corridor ID# 19

Description:

The project will construct a new east/west connection between Garden Avenue and 104th Avenue SE, and will cul-de-sac Garden Avenue to the north of 8th Street NE. This will improve traffic operations and safety along 8th Street NE.

Progress Summary:

The previous project title (Lea Hill Rd Segment 1A) was updated based on recommendations from the Lea Hill Corridor Study in 2020. In 2016, a parcel at the intersection of Garden Avenue and 320th/8th Street was purchased for the project. In 2016, right-of-way was dedicated for a portion of the new east/west roadway as part of an adjacent development project.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,000.

Activity:	Funding Sources:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2022	2023	2024	2025	2026	2027	Beyond 2027	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	8,200	291,800	500,000	-	-	-	-	-	-	800,000
	Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:		8,200	291,800	500,000	-	-	-	-	-	-	800,000
	Capital Expenditures:										
	Design	8,200	141,800	-	-	-	-	-	-	-	150,000
	Right of Way	-	150,000	-	-	-	-	-	-	-	150,000
	Construction	-	-	500,000	-	-	-	-	-	-	500,000
Total Expenditures:		8,200	291,800	500,000	-	-	-	-	-	-	800,000



Six Year Transportation Improvement Plan

TIP# S-1

ARTERIAL STREET FUND (102)

Project Title: **A Street NW - Phase 1 (3rd St NW to 14th St NW) - Env. Monitoring**
 Project No: **c207a0**
 Project Type: **Environmental Monitoring**
 Project Manager: **Tim Carlaw**

STIP# AUB-N/A

LOS Corridor ID# 18

Description:

The project constructed a new multi-lane arterial from 3rd Street NW to 14th Street NW completing a missing link along the corridor. This project improves mobility and was tied to corridor development. The project length was approximately three-quarters of a mile. The City purchased ROW from the northern property owner. If the property develops any access to A St NW, some or a portion of those funds may be reimbursed to the City (total cost was \$251,000).

Progress Summary:

Pre-design was completed prior to 2007. Final design and environmental permitting were completed in 2011. Construction was completed in 2012. The project is now in the wetland maintenance monitoring period required until 2023.

Future Impact on Operating Budget:

N/A

Activity:	2021 YE		Budget			Forecast Project Cost				Total Project Cost	
	Funding Sources:	Prior to 2021	Estimate	2022	2023	2024	2025	2026	2027		Beyond 2027
Unrestricted Street Revenue		123,276	-	-	-	-	-	-	-	-	123,276
Secured Grants (Fed, State)		6,562,702	-	-	-	-	-	-	-	-	6,562,702
Traffic Impact Fees		1,292,607	25,000	25,000	-	-	-	-	-	-	1,342,607
Other (Developer)		383,381	-	-	-	-	-	-	-	-	383,381
Total Funding Sources:		8,361,966	25,000	25,000	-	-	-	-	-	-	8,411,966
Capital Expenditures:											
Design		2,247,331	-	-	-	-	-	-	-	-	2,247,331
Right of Way		821,341	-	-	-	-	-	-	-	-	821,341
Construction		5,000,640	-	-	-	-	-	-	-	-	5,000,640
Monitoring		292,654	25,000	25,000	-	-	-	-	-	-	342,654
Total Expenditures:		8,361,966	25,000	25,000	-	-	-	-	-	-	8,411,966

Six Year Transportation Improvement Plan

TIP# S-2

ARTERIAL STREET FUND (102)

Project Title: **S 277th St Corridor Capacity and Non-Motorized Trail Improvements - Env. Monitoring**
 Project No: **CP1821**
 Project Type: **Environmental Monitoring**
 Project Manager: **Tim Carlaw**

STIP# N/A

LOS Corridor ID# 15

Description:

This project will complete the environmental monitoring requirements related to the S 277th St corridor widening project between Auburn Way North and I St NE.

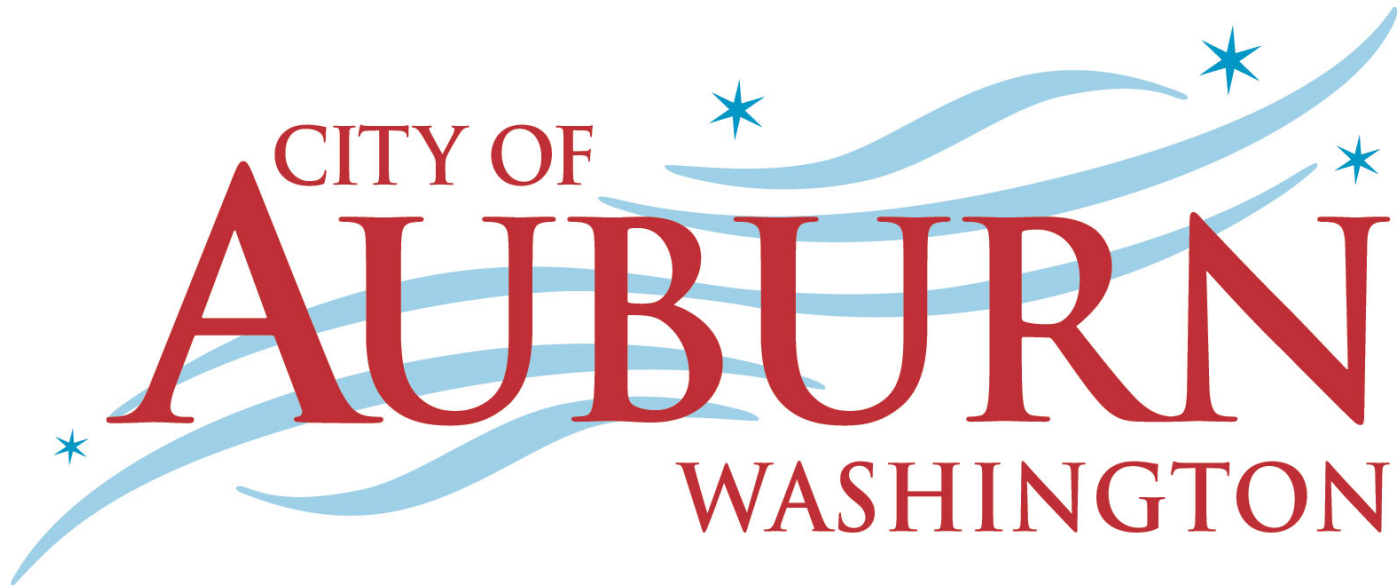
Progress Summary:

The 10 year monitoring period began in 2018 after final completion of the construction phase, and will continue through 2028.

Future Impact on Operating Budget:

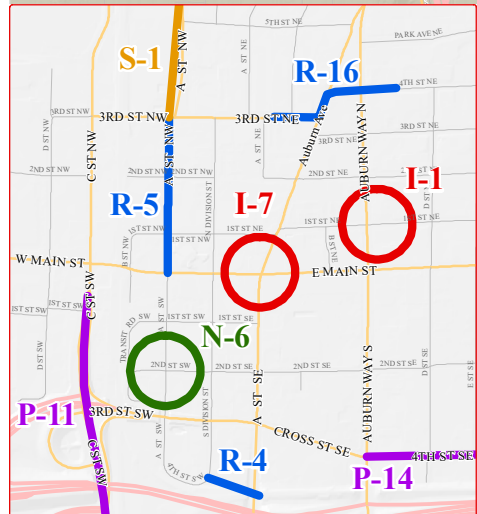
N/A

Activity:	Prior to 2021	2021 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2022	2023	2024	2025	2026	2027	Beyond 2027	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	17,213	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	177,213
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	17,213	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	177,213
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Monitoring	17,213	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	177,213
Total Expenditures:	17,213	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	177,213



City of Auburn 2022-2027 Transportation Improvement Program Summary												
Project Number	TIP #	Project Title	Grant Status	Prior to 2022	2022	2023	2024	2025	2026	2027	Beyond 2027	Total Project Cost
cp1927	I-1	Auburn Way N/1st Street NE Signal Replacement	N/A	1,065,222	105,935	-	-	-	-	-	-	1,171,157
Various	I-2	Annual Traffic Signal Improvements	N/A	304,313	100,000	180,000	185,000	190,000	195,000	200,000	-	1,354,313
cp1912	I-3	ITS Dynamic Message Signs	N/A	784,021	-	-	-	-	35,000	225,000	-	1,044,021
Various	I-4	Street Lighting Improvement Program	N/A	91,922	50,000	50,000	50,000	50,000	50,000	50,000	-	391,922
cp0611	I-5	Harvey Rd NE/8th St NE Intersection Improvements	N/A	1,233,276	83,196	82,794	82,382	81,990	81,589	81,187	80,785	1,807,199
cpxxxx	I-6	Lea Hill Rd/112th Ave SE Roundabout	Unsecured	-	-	-	350,000	420,000	2,200,000	2,200,000	-	5,170,000
cpxxxx	I-7	Auburn Avenue/E Main Street Signal Replacement	N/A	-	-	-	-	-	200,000	900,000	-	1,100,000
cpxxxx	I-8	R St SE/29th St SE Intersection Improvements	N/A	825,000	525,000	250,000	4,000,000	-	-	-	-	5,600,000
cpxxxx	I-9	Lea Hill ITS Expansion	N/A	-	-	-	100,000	500,000	-	-	-	600,000
cpxxxx	I-10	R St SE/21st St SE Intersection Improvements	Unsecured	-	-	250,000	100,000	750,000	-	-	-	1,100,000
cpxxxx	I-11	Auburn Way S/6th St SE Intersection Improvements	Unsecured	-	-	130,000	25,000	845,000	-	-	-	1,000,000
cpxxxx	I-13	SE 304th Street/132nd Avenue SE Roundabout	N/A	-	-	250,000	50,000	1,200,000	-	-	-	1,500,000
cpxxxx	I-15	10th St NW/A St NW Intersection Improvements	N/A	-	250,000	750,000	-	-	-	-	-	1,000,000
cpxxxx	I-16	15th Street NW/SR 167 NB Ramps	N/A	125,000	1,525,000	-	-	-	-	-	-	1,650,000
Various	N-1	Non-Motorized Safety Program	N/A	165,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,065,000
Various	N-2	Sidewalk Repair and Accessibility Program	N/A	340,022	185,000	145,000	20,000	220,000	190,000	20,000	-	1,120,022
N/A	N-4	Transit Partnership Routes	N/A	180,000	185,000	190,000	195,000	200,000	205,000	210,000	-	1,365,000
cpxxxx	N-5	Sidewalk and ADA Inventory	N/A	-	-	200,000	-	-	-	-	-	200,000
cpxxxx	N-6	Auburn Station Access Improvements	N/A	-	-	125,000	-	-	-	-	-	125,000
cpxxxx	N-7	Auburn Way S - Southside Sidewalk Improvements	Secured	-	95,000	750,000	-	-	-	-	-	845,000
cpxxxx	N-8	Evergreen Heights Elementary Sidewalks	Unsecured	247,000	-	-	-	-	150,000	1,800,000	-	2,197,000
cpxxxx	N-9	Riverwalk Drive Non-Motorized Improvements	Secured	75,000	175,000	1,050,000	-	-	-	-	-	1,300,000
cpxxxx	N-11	Lea Hill Safe Routes to Schools	Unsecured	-	-	70,000	900,000	-	-	-	-	970,000
Various	P-1	Arterial Street Preservation Program	N/A	2,200,000	600,000	600,000	150,000	1,133,870	2,050,000	2,200,000	-	8,933,870
Various	P-2	Local Streets Preservation Program	N/A	-	1,650,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	-	11,650,000
cp2003	P-3	2nd Street SE Preservation	Secured	808,755	175,000	-	-	-	-	-	-	983,755
Various	P-4	Bridge Deck Preservation Program	N/A	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
Various	P-5	Bridge Structure Preservation Program	N/A	25,000	50,000	-	50,000	-	50,000	-	50,000	225,000
cpxxxx	P-6	Lake Tapps Pkwy/Sumner-Tapps Pkwy E Preservation	Secured	-	25,000	75,000	1,284,356	-	-	-	-	1,384,356
cpxxxx	P-10	A St SE Preservation (37th St SE to Lakeland Hills Way)	Unsecured	-	-	25,000	100,000	1,732,260	-	-	-	1,857,260
cpxxxx	P-11	C Street SW Preservation (W Main St to GSA Signal)	Secured	25,000	100,000	2,236,544	-	-	-	-	-	2,361,544
cp2006	P-14	4th Street SE Preservation (AWS to L St SE)	Secured	293,951	2,662,620	-	-	-	-	-	-	2,956,571
Various	R-1	Neighborhood Traffic Calming Program	N/A	51,937	150,000	150,000	150,000	150,000	150,000	150,000	-	951,937
N/A	R-2	Stewart Road - City of Sumner	N/A	-	-	-	150,000	-	-	-	-	150,000
c201a0	R-3	M Street Underpass	N/A	19,946,191	122,843	122,550	122,258	121,965	121,673	121,380	1,668,615	22,347,475
cp2117	R-4	A Street Loop	Secured	70,000	330,000	1,532,000	-	-	-	-	-	1,932,000
cpxxxx	R-5	A St NW, Phase 2 (W Main St to 3rd St NW)	Unsecured	150,000	-	-	350,000	2,650,000	-	-	-	3,150,000
cp1622	R-6	Auburn Way S Widening (Hemlock St SE to Poplar St SE)	Secured	1,156,012	1,143,988	400,000	4,000,000	3,000,000	-	-	-	9,700,000
cpxxxx	R-7	M St NE Widening (E Main St to 4th St NE)	N/A	-	375,000	50,000	2,485,000	-	-	-	-	2,910,000
cpxxxx	R-8	49th St NE (Auburn Way N to I St NE)	N/A	-	500,000	1,500,000	-	-	-	-	-	2,000,000
cpxxxx	R-9	46th Place S Improvements	N/A	-	-	-	-	250,000	250,000	750,000	-	1,250,000
cp2112	R-10	High Friction Surface Treatment	Secured	60,000	360,000	-	-	-	-	-	-	420,000
cpxxxx	R-11	124th Ave SE Widening (SE 312th St to SE 318th St)	N/A	-	-	-	-	-	400,000	1,100,000	2,500,000	4,000,000
cp2110	R-16	Regional Growth Center Access Improvements	Secured	410,000	100,000	1,500,000	-	-	-	-	-	2,010,000
cpxxxx	R-24	Stewart Road - City of Pacific	N/A	-	100,000	-	-	-	-	-	-	100,000
cpxxxx	R-26	E Valley Hwy Widening	Unsecured	-	-	-	-	-	300,000	250,000	1,200,000	1,750,000
cp2022	R-27	Garden Avenue Realignment	N/A	300,000	500,000	-	-	-	-	-	-	800,000
c207a0	S-1	A St NW, Phase 1 (3rd St NW to 14th St NW)	N/A	8,386,966	25,000	-	-	-	-	-	-	8,411,966
cp1821	S-2	S 277th St Monitoring	N/A	37,213	20,000	20,000	20,000	20,000	20,000	20,000	20,000	177,213
Total				39,356,801	12,518,582	14,933,888	17,168,996	15,765,085	8,898,262	12,527,567	5,519,400	126,688,581

CITY OF
AUBURN
WASHINGTON



-  City of Auburn
-  Parks
-  Water Features

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AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5599 (Comeau)

Date:

June 15, 2021

Department:

City Attorney

Attachments:

[Resolution No. 5599](#)

[Exhibit A](#)

[Res 5324](#)

[Res 5443](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

City Council to adopt Resolution No. 5599.

Background for Motion:

The Puget Sound Auto Theft Task Force operation provides benefit to the residents of Auburn as well as our neighboring communities. The central location is an integral part of the Taskforce's effectiveness. This amendment clarifies the term of the ILA and reduces the rent and utility charge to equal the grant funds.

Background Summary:

The Puget Sound Auto Theft Taskforce (PSATT) is a joint operation between the cities of Auburn, Tukwila, Federal Way, Bonney Lake, Lakewood, Tacoma, the Pierce County Sheriff's Office, the King County Prosecutor's Office, and the Washington State Patrol intended to combat automobile theft in the Puget Sound area. As the Lead Administering Agency for the PSATT, Federal Way entered into an ILA with the City of Auburn for office space and vehicle parking. PSATT receives grant funding from the Washington Auto Theft Prevention Authority, portions of the awarded funds can be used for rent and other operation costs related to office space. This amendment clarifies some of the original ILA language related to the "term" and reduces the rent and utility charge of the City property equal to that of the grant funds awarded for rent and utility purposes.

For the convenience of Council, both the Original and 1st Amendment of the ILA are attached.

Reviewed by Council Committees:

Councilmember: Jeyaraj

Staff:

Comeau

Meeting Date: June 21, 2021

Item Number:

RES.B

RESOLUTION NO. 5599

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE A SECOND AMENDMENT TO THE INTERLOCAL AGREEMENT BETWEEN THE CITY OF AUBURN AND THE CITY OF FEDERAL WAY RELATED TO THE PUGET SOUND AUTO THEFT TASK-FORCE

WHEREAS, Federal Way is the Lead Administrative Agency for the Puget Sound Auto Theft Task-Force (PSATT), established through an interlocal agreement to combat automobile theft in the Puget Sound area through coordinated law enforcement; and

WHEREAS, the cities of Auburn and Federal Way entered into an Agreement adopted by Auburn City Council under Resolution 5324 for the establishment of office and vehicle parking space ("Original Agreement"); and

WHEREAS, the Agreement was amended under Resolution 5443 to extend the Term of the Agreement, reduce the rent and utility charges to match the grant amount awarded to Federal Way by the Washington Auto Theft Prevention Authority for such fees and allow for signing the Agreement in counterparts; and

WHEREAS, the Parties desire to amend this Agreement for a second time, extending the term to match the upcoming biennial grant cycle for the operations of PSATT and to reduce the rent and utility charge to match the grant award authorized for such fees; and

WHEREAS, staff believes it to be in the best interest of the public to amend the Agreement both to support the Task Force and to keep a regular presence at the facility.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, RESOLVES as follows:

Section 1. The Mayor is authorized to execute the second amendment to the Original Agreement between the City of Auburn and the City of Federal Way, which agreement will be in substantial conformity with the agreement attached as Exhibit A.

Section 2. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 3. This Resolution will take effect and be in full force on passage and signatures.

Dated and Signed this _____ day of _____, 2019.

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

APPROVED AS TO FORM:

Shawn Campbell, MMC, City Clerk

Kendra Comeau, City Attorney

**SECOND AMENDMENT TO THE INTERLOCAL AGREEMENT
BETWEEN THE CITY OF AUBURN AND THE CITY OF FEDERAL WAY
ESTABLISHING AND MAINTAINING OFFICE SPACE
FOR THE PUGET SOUND AUTO THEFT TASK-FORCE**

THIS AMENDMENT TO THE INTERLOCAL AGREEMENT (“Agreement”) is made and entered into this _____ day of _____, 2021, between the **CITY OF AUBURN**, a municipal corporation of the State of Washington (“Auburn”), and the **CITY OF FEDERAL WAY** (“Federal Way”) (collectively “the Parties”).

RECITALS:

WHEREAS, Federal Way is the Lead Administrative Agency for the Puget Sound Auto Theft Task-Force (PSATT), established through an Interlocal agreement, adopted by Auburn City Council under Resolution 5303 between the cities of Federal Way, Auburn, Bonney lake, Lakewood, Tacoma, and Tukwila, the Washington State Patrol, the Pierce County Sheriff’s Office, the King County Prosecutor’s Office, and the Pierce County Prosecutor’s Office, to combat automobile theft in the Puget Sound area through coordinated law enforcement; and

WHEREAS, as the Lead Administrative Agency, Federal Way is authorized to expend Washington Auto Theft Prevention Authority grant funds for eligible expenses associated with the operation of the PSATT, including the leasing of office space for the operations of the PSATT; and

WHEREAS, on November 6th, 2017, the Parties entered into an Agreement adopted by Auburn City Council under Resolution 5324 for the establishment of office and vehicle parking space.

WHEREAS, the Agreement establishing office and vehicle parking was amended by Resolution 5443, which reduced the rent in Section 3 for the grant cycle July 1, 2019 – June 30, 2021 term and allowed for the Agreement to be signed in counterparts; and

WHEREAS, Federal Way has notified the City that the awarded grant funds for rent and utilities for the July 1, 2021 – June 30, 2023 is reduced from the amounts originally agreed between Parties in the Original Agreement; and

WHEREAS, the City of Auburn believes it to be in the best interest of the public to amend the Agreement to reduce the rent and utilities charged in the Interlocal Agreement to match that amount awarded to Federal Way as the Lead Administrative Agency of the PSATT for the July 1, 2021 – June 30, 2023 cycle and to retain the presence of PSATT at this location to best serve the public needs.

AGREEMENT:

1. Section 2 "Term" is amended as follows:

The parties agree that the term of the originalis Agreement ~~shall be for one (1) year, beginningbegan~~ on August 1, 2017 (the Commencement Date). Following execution of this Second Amendment, the term shall continue and terminate at end of the current Washington Auto Theft Prevention Authority PSATT grant funding cycle-, Unless earlier terminated in writing by either party, this Agreement shall automatically renew for one (1) year terms to coincide with the Washington Auto Theft Prevention Authority grant funding of the PSATT. In addition to any other termination provisions in this Agreement, either party may terminate this Agreement at any time, and for any reason, by providing thirty (30) days' written notice to the other party.

2. Section 3 new subsection "F" added in the First Amendment is replaced in its entirety with the following:

F. For the grant cycle beginning July 1, 2021 and ending June 30, 2023, Federal Way agrees to pay a total of Three Thousand, One Hundred Twenty-Five Dollars and no cents (\$3,125.00) per month for base rent and utilities.

ALL OTHER TERMS AND CONDITIONS AGREED TO IN THE AGREEMENT SHALL REMAIN THE SAME.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

CITY OF AUBURN

CITY OF FEDERAL WAY

Nancy Backus, Auburn Mayor

Jim Ferrell, Federal Way Mayor

Attest:

Attest:

Shawn Campbell, MMC, City Clerk

Stephanie Courtney, Federal Way City Clerk

Approved as to form:

Approved as to form:

Kendra Comeau, Auburn City Attorney

J. Ryan Call, Federal Way City Attorney

RESOLUTION NO. 5324

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF AUBURN AND THE CITY OF FEDERAL WAY RELATING TO THE LEASING OF AUBURN PROPERTY FOR JOINT POLICE TASK-FORCE USE

WHEREAS, the City of Auburn, through the adoption of Resolution No. 5303, is a member of the Puget Sound Auto Theft Task-Force (PSATT); and

WHEREAS, the Washington State Patrol, Pierce County Sheriff's Office, King County Prosecutor's Office, the Cities of Bonney Lake, Lakewood, Tacoma, Tukwila, and Federal Way are also members of the PSATT; and

WHEREAS, the interlocal agreement approved by Resolution No. 5303 establishes the City of Federal Way as the lead administrative agency, responsible for establishing accounting procedures for the PSATT; and

WHEREAS, the PSATT is in need of commercial space for the purpose of conducting PSATT business; and

WHEREAS, the City of Auburn owns suitable space and is willing to lease said space for PSATT use; and

WHEREAS, Revised Code of Washington Chapter 39.34 authorizes the City of Auburn and City of Federal Way to enter into an agreement for joint action, including the leasing of space for PSATT use.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DO RESOLVE as follows:

Section 1. The Mayor is hereby authorized to execute an Interlocal Agreement with the City of Federal Way for the purpose of leasing the Auburn Game Farm Park Administrative Building to the Puget Sound Auto Theft Taskforce, in substantial conformity with the agreement attached hereto, marked as Exhibit "A" and incorporated herein by this reference.

Section 2. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Section 3. This Resolution shall take effect and be in force upon passage and signatures thereon.

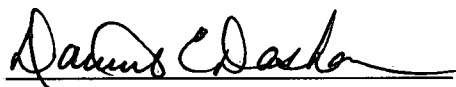
DATED and SIGNED this 6th day of November, 2017.

CITY OF AUBURN



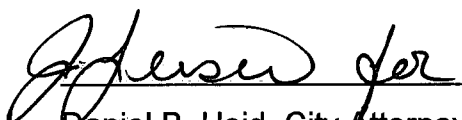
NANCY BACKUS, MAYOR

ATTEST:



Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

**CITY OF AUBURN – CITY OF FEDERAL WAY
INTERLOCAL AGREEMENT FOR
ESTABLISHING AND MAINTAINING OFFICE SPACE
FOR THE PUGET SOUND AUTO THEFT TASK-FORCE**

THIS INTERLOCAL AGREEMENT (Agreement) made and entered into, pursuant to the Interlocal Cooperation Act, Chapter 39.34 of the Revised Code of Washington, on the 16th day of November, 2017, by and between the CITY OF AUBURN, a municipal corporation of the State of Washington (Auburn), and the CITY OF FEDERAL WAY, a municipal corporation of the State of Washington (Federal Way).

WHEREAS, Federal Way is the Lead Administrative Agency for the Puget Sound Auto Theft Task-Force (PSATT), established through an interlocal agreement between the cities of Federal Way, Auburn, Bonney lake, Lakewood, Tacoma, and Tukwila, the Washington State Patrol, the Pierce County Sheriff's Office, the King County Prosecutor's Office, and the Pierce County Prosecutor's Office, to combat automobile theft in the Puget Sound area through coordinated law enforcement; and

WHEREAS, as the Lead Administrative Agency, Federal Way is authorized to expend Washington Auto Theft Prevention Authority grant funds for eligible expenses associated with the operation of the PSATT, including the leasing of office space for the operations of the PSATT; and

WHEREAS, Auburn has unused office space in the administrative building at Auburn Game Farm Park, located in Auburn (the Premises), it is willing to lease to Federal Way for PSATT use at a discounted rate; and

WHEREAS, the PSATT is in need of office space for daily operations; and

WHEREAS, the parties wish to enter into an agreement for the leasing of the Premises for PSATT use and occupancy.

NOW, THEREFORE, in consideration of the mutual covenants, conditions and promises herein, the parties hereto agree as follows:

1. PREMISES LEASED

- A. For and in consideration of the rent and faithful performance by Federal Way of the terms and conditions of this Agreement, Auburn does hereby lease to Federal Way, and Federal Way does hereby lease from Auburn, the Game Farm Park Administration Building and accompanying vehicle parking area located at 2840 Riverwalk Dr. SE, Auburn, WA 98002, (the Premises), depicted in Exhibit A attached hereto and incorporated herein by this reference. No other portion of Auburn's property, other than those areas depicted as the

“Administration Building” or “Vehicle Parking Area” in Exhibit A, are considered part of this Agreement. The parties further acknowledge and agree that Auburn reserves the right of immediate access through the Vehicle Parking Area at all times and without permission or consent of Federal Way for the right of storage and further use of the remaining portions of Auburn’s property.

- B. No building, structure, or improvements of any kind shall be erected, placed upon, operated or maintained on the Premises, nor shall any business or operation be conducted or carried on in violation of any ordinance, law, statute, by-law, order, or rule of any governmental agency having jurisdiction there over.

2. TERM

The term of this Agreement shall be for one (1) year, beginning on August 1, 2017 (the Commencement Date). Unless earlier terminated by either party, this Agreement shall automatically renew for one (1) year terms to coincide with the Washington Auto Theft Prevention Authority grant funding of the PSATT. In addition to any other termination provisions in this Agreement, either party may terminate this Agreement at any time, and for any reason, by providing thirty (30) days’ written notice to the other party.

3. RENT

- A. Federal Way agrees to pay Auburn a base rent equal to three-thousand dollars (\$3,000.00) per month, for the Premises.
- B. Federal Way further agrees to pay Auburn a flat rate for utilities, including but not limited to power, water, sewer, storm, garbage, security and janitorial services equal to two-thousand dollars (\$2,000.00) per month (utility charge). The utility charge shall be paid in quarterly installments during the term of this Agreement. In the event that the utility charge exceeds available state funding, Federal Way shall seek pro rata contribution from the participating PSATT agencies, pursuant to the vote of the PSATT Executive Board on October 5, 2017; the minutes of which are attached hereto as Exhibit B and incorporated herein by this reference.
- C. Base rent accrued between August 1, 2017, and October 31, 2017, shall be paid within thirty (30) days of the Commencement Date, and monthly thereafter.
- D. In the event this Agreement is terminated prior to the expiration of the term, Auburn shall refund to Federal Way a pro-rated portion of the base rent and utility charges paid, equivalent to the months remaining within the current term at the time this Agreement is terminated.
- E. The parties agree that this Agreement shall fulfill any invoicing requirements of the interlocal agreement establishing the PSATT.

4. MAINTENANCE

- A. Auburn shall be responsible for the sole cost and expense of all repairs and maintenance to the exterior of the Premises, including, but not limited to: landscaping, foundation, exterior walls, siding, exterior windows, exterior doors, roof, gutters and downspouts as well as all interior and exterior mechanical systems including: HVAC, electrical, plumbing and plumbing and electrical fixtures. Provided, however, that Auburn shall not be required to repair damage that results from the act of negligence by the members of PSATT beyond that required by the PSATT interlocal agreement liability and cost sharing provisions. If Auburn refuses or neglects to commence or complete repairs, Federal Way may, but shall not be required to, commence or complete the repairs and Auburn shall pay the costs thereof. Repairs made by Auburn due to the negligence of Federal Way shall be charged to Federal Way, and such charges shall include all direct and indirect costs.
- B. In the event that the Premises is damaged beyond use due to a fire, natural disaster, or act of god, this Agreement shall terminate upon ten (10) days' notice from Federal Way to Auburn that it intends to vacate the Premises.

5. INSURANCE COVERAGE, INDEMNIFICATION, AND HOLD HARMLESS

- A. Federal Way shall maintain insurance coverage, whether through the commercial insurance market, an insurance pool, self-insurance, or a combination thereof, adequate to meet the obligations of this Agreement, including the indemnifications contained herein and those in the interlocal agreement establishing the PSATT, and contractual liability coverage of applicable leases, licenses, permits, or agreements.
- B. To the extent provided for by the terms of the interlocal agreement establishing the PSATT, Federal Way shall defend, indemnify, and hold harmless Auburn, its officers, officials, employees and volunteers from and against any and all claims, suits, actions, or liabilities for injury or death of any person, or for loss or damage to property, which arises out of Federal Ways' use of the Premises, or from the conduct of Federal Way's business, or from any activity, work or thing done, permitted, or suffered by Federal Way on or about the Premises, except only such injury or damage as shall have been occasioned by the sole gross negligence or willful misconduct of Auburn.
- C. Federal Way and Auburn hereby release and discharge each other from all claims, losses, and liabilities arising from or caused by any hazard covered by property insurance on or in connection with the Premises or said building. This release shall apply only to the extent that such claim, loss, or liability is covered by insurance.

6. NOTICES

Any notice, consent, approval or other communication given by either party to the other relating to this Agreement shall be in writing, sent by both electronic mail and certified mail, return receipt

requested. Such notice may also be delivered by hand. If such notice is hand delivered or personally served, it shall be deemed effective immediately upon receipt. If sent by certified mail, return receipt requested, such notice shall be deemed given on the third business day following deposit in the United States mail, postage prepaid and properly addressed; if delivered by overnight courier, notice shall be deemed effective on the first business day following deposit with such courier; and if delivered by electronic communication, notice shall be deemed effective when sent.

The notice addresses of the parties are as follows:

To Auburn: City of Auburn
Attn: Josh Arndt
25 West Main St.
Auburn, WA 98001
Email: Jarndt@auburnwa.gov

To Federal Way: City of Federal Way
Attn: Andy Hwang
33325 8th Ave. S.
Federal Way, WA 98003
Email: andy.hwang@cityoffederalway.com

7. INSPECTION, ACCESS & POSTED NOTICES

Auburn and any of its agents shall at any time upon seventy-two (72) hours advance, written notice to PSATT, have the right enter upon and inspect the Premises provided; however, that (A) any Auburn personnel or agent shall be accompanied by a member of PSATT at all times, and (B) in the event Auburn determines, in its sole and absolute discretion, that an emergency situation exists on or adjacent to the Premises, no advance notice to Federal Way is required and Auburn may immediately enter upon and inspect the Premises. Auburn shall have the right to serve, or to post and to keep posted on the Premises, or on any part thereof, any notice permitted by law or by this Agreement, any other notice or notices that may at any time be required or permitted by law or by this Agreement. Auburn shall not be liable in any manner for any inconvenience, disturbance, loss of business, or other damages arising out of Auburn's entry on the Premises as provided in this Section except for such damage that is caused directly by, or through the gross negligence of, Auburn, its employees, agents, or representatives.

8. MISCELLANEOUS

- A. Choice of Law: This Agreement shall be deemed to be made and construed in accordance with the laws of the State of Washington. Jurisdiction and venue for any action arising out of this Agreement shall be in King County, Washington.
- B. Captions & Headings: The captions in this Agreement are for convenience only and do not in any way limit or amplify the provisions of this Agreement.

- C. Relationship of the Parties: Unless otherwise specifically provided herein, no separate legal entity is created hereby, as each of the parties is contracting in its capacity as a municipal corporation of the State of Washington. The identity of the parties hereto is as set forth hereinabove. No provision of this Agreement shall relieve either party of its public agency obligations and/or responsibilities imposed by law.
- D. Severability: If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be held to be invalid or unenforceable by a final decision of any court having jurisdiction on the matter, the remainder of this Agreement or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable shall not be affected thereby and shall continue in full force and effect, unless such court determines that such invalidity or unenforceability materially interferes with or defeats the purposes hereof, at which time either party shall have the right to terminate the Agreement.
- E. Integration: This Agreement constitutes the entire agreement between the parties as to the leasing of the Premises. No modifications or amendments of this Agreement shall be valid or effective unless evidenced by an agreement in writing signed by both parties. The parties acknowledge that this Agreement is executed pursuant to the interlocal agreement establishing the PSATT. In the event there is a conflict between this Agreement and the interlocal agreement establishing the PSATT, the interlocal agreement establishing the PSATT shall control.
- F. Interpretation: Interpretation or construction of this Agreement shall not be affected by any determination as to who is the drafter of this Agreement, this Agreement having been drafted by mutual agreement of the parties.
- G. Force Majeure: No party to this Agreement shall be held responsible for delay or default caused by terrorism, natural disasters, riots, acts of god and/or war that is beyond the reasonable control of the parties.
- H. Waiver: The failure of either party at any time to require performance by another party of any provisions of this Agreement will in no way affect the party's subsequent rights and obligations under that provision, and waiver by any party of the breach of any provision of this Agreement shall not be taken or held to be a waiver of any succeeding breach of such provision or as waiver of such provision itself.
- I. Signage – No fixed signage shall be permitted on the Premises whatsoever. If Federal Way wishes to utilize signage, Federal Way must first submit a written request to Auburn which specifically states what type of signage Federal Way wishes to utilize, the size and number of signs Federal Way is requesting to utilize and the location of where Federal Way's signage will go. Auburn reserves the right to approve, disapprove or modify Federal Way's request in its sole option and without recourse by Federal Way, which Auburn shall provide in writing within 21 days of receipt of Federal Way's request. Any and all signage approved

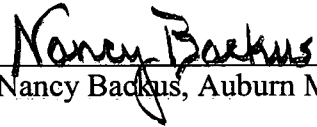
for use by Auburn shall be the sole and absolute cost of Federal Way, and consistent with the expenditures authorized by the interlocal agreement establishing the PSATT. All signage shall further be subject to and in accordance with the Auburn City Code, Chapter 18.56.

- J. Alarm Codes - Alarm code(s) will be provided for personnel access into the Premises. Alarm codes are subject to change as determined and in the sole discretion of Auburn. PSATT shall be notified prior to changing of the alarm codes. PSATT shall not provide any alarm codes to their customers or guests and PSATT shall immediately notify Auburn if the codes need to be changed to prevent access from a customer or employee to maintain security.
- K. No Brokers – Federal Way represents and warrants to Auburn that it has not engaged any broker, finder or other person who would be entitled to any commission or fees in respect of the negotiation, execution or delivery of this Agreement and shall indemnify and hold harmless Auburn against any loss, cost, liability or expense incurred by Auburn as a result of any claim asserted by any such broker, finder or other person on the basis of any arrangements or agreements made or alleged to have been made by or on behalf of Federal Way.

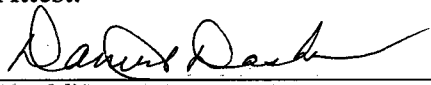
9. SIGNATURE

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

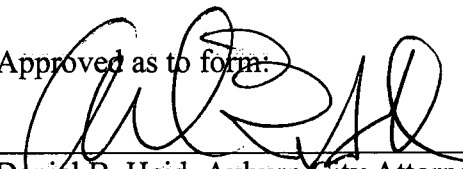
CITY OF AUBURN


Nancy Backus, Auburn Mayor

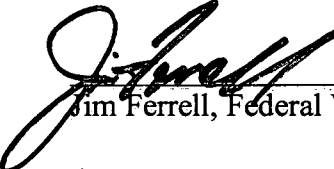
Attest:


Danielle Daskam, Auburn City Clerk

Approved as to form:


Daniel B. Heid, Auburn City Attorney

CITY OF FEDERAL WAY


Jim Ferrell, Federal Way Mayor

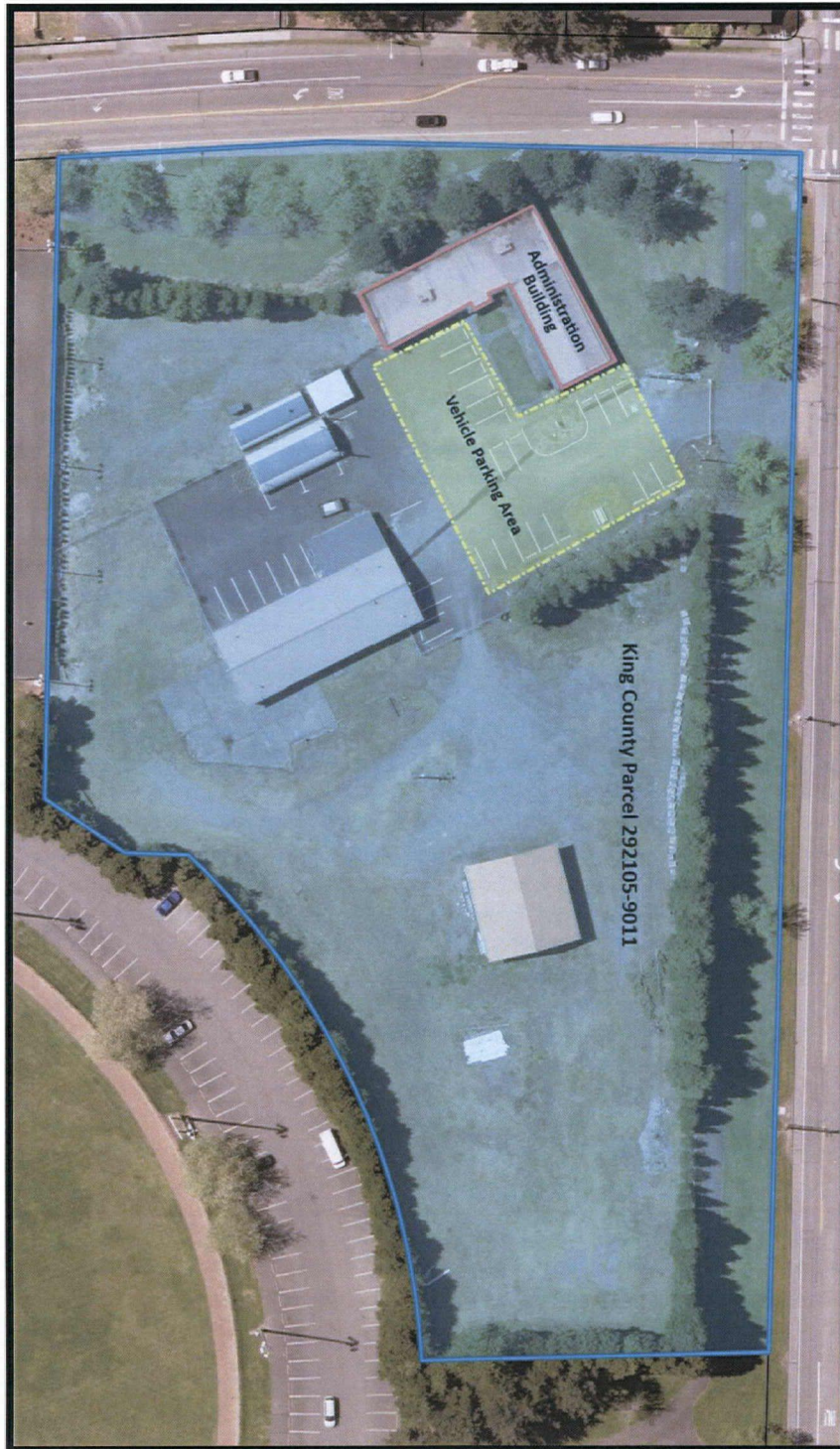
Attest:


Stephanie Courtney, Federal Way City Clerk

Approved as to form:


J. Ryan Call, Federal Way City Attorney

Exhibit A



**AMENDMENT TO THE INTERLOCAL AGREEMENT
BETWEEN THE CITY OF AUBURN AND THE CITY OF FEDERAL WAY
ESTABLISHING AND MAINTAINING OFFICE SPACE
FOR THE PUGET SOUND AUTO THEFT TASK-FORCE**

THIS AMENDMENT TO THE INTERLOCAL AGREEMENT ("Agreement") is made and entered into this 15th day of July, 2019, between the **CITY OF AUBURN**, a municipal corporation of the State of Washington ("Auburn"), and the **CITY OF FEDERAL WAY** ("Federal Way") ("Parties").

RECITALS:

A. Federal Way is the Lead Administrative Agency for the Puget Sound Auto Theft Task-Force (PSATT), established through an Interlocal agreement, adopted by Auburn City Council under Resolution 5303 between the cities of Federal Way, Auburn, Bonney lake, Lakewood, Tacoma, and Tukwila, the Washington State Patrol, the Pierce County Sheriff's Office, the King County Prosecutor's Office, and the Pierce County Prosecutor's Office, to combat automobile theft in the Puget Sound area through coordinated law enforcement; and

B. As the Lead Administrative Agency, Federal Way is authorized to expend Washington Auto Theft Prevention Authority grant funds for eligible expenses associated with the operation of the PSATT, including the leasing of office space for the operations of the PSATT; and

C. On November 6th, 2017 the Parties entered into an Agreement adopted by Auburn City Council under Resolution 5324 for the establishment of office and vehicle parking space; and

WHEREAS, Federal Way has notified the City that the grant amount has been reduced for the next funding cycle, and has asked the City to reduce the cost of the facility; and

WHEREAS, The City of Auburn believes it to be in the best interest of the public to amend the Agreement.

AGREEMENT:

1. Section 3 is amended by adding a new section F to read as follows:

F. For the grant cycle beginning July 1, 2019 and ending June 30, 2021, Federal Way agrees to pay a total of Two Thousand, Nine Hundred Sixteen Dollars and Sixty-Six Cents (\$2,916.66) per month for base rent and utilities.

2. Section 8 is amended by adding a new section J. Execution in Counterpart to read as follows:

J. Execution in Counterpart. This Agreement may be executed in any number of counterparts, each of which deemed to be an original against any party whose signature appears thereon, and all of which together constitute one and the same instrument. This Agreement will become binding

when one or more counterparts, individually or taken together bear the signatures of the parties reflected hereon as the signatories.

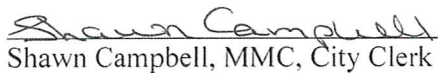
ALL OTHER TERMS AND CONDITIONS AGREED TO IN THE AGREEMENT INCLUDING THE TERMINATION PROVISION IDENTIFIED IN PARAGRAPH TWO SHALL REMAIN THE SAME.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

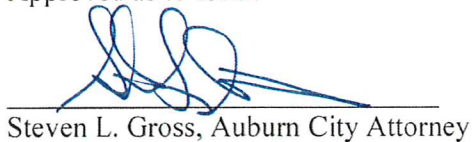
CITY OF AUBURN


Nancy Backus, Auburn Mayor

Attest:


Shawn Campbell, MMC, City Clerk

Approved as to form:


Steven L. Gross, Auburn City Attorney

CITY OF FEDERAL WAY

Jim Ferrell, Federal Way Mayor

Attest:

Stephanie Courtney, Federal Way City Clerk

Approved as to form:

J. Ryan Call, Federal Way City Attorney

binding when one or more counterparts, individually or taken together bear the signatures of the parties reflected hereon as the signatories.

ALL OTHER TERMS AND CONDITIONS AGREED TO IN THE AGREEMENT INCLUDING THE TERMINATION PROVISION IDENTIFIED IN PARAGRAPH TWO SHALL REMAIN THE SAME.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

CITY OF AUBURN

Nancy Backus, Auburn Mayor

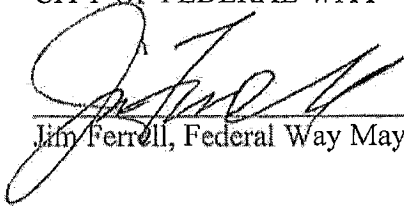
Attest:

Shawn Campbell, MMC, City Clerk

Approved as to form:

Steven L. Gross, Auburn City Attorney

CITY OF FEDERAL WAY



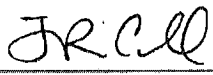
Jim Ferrell, Federal Way Mayor

Attest:



Stephanie Courtney, Federal Way City Clerk

Approved as to form:



J. Ryan Call, Federal Way City Attorney

RESOLUTION NO. 5 4 4 3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO
EXECUTE AN AMENDMENT TO THE INTERLOCAL
AGREEMENT BETWEEN THE CITY OF AUBURN AND THE
CITY OF FEDERAL WAY RELATED TO THE PUGET
SOUND AUTO THEFT TASK FORCE

WHEREAS, Federal Way is the Lead Administrative Agency for the Puget Sound
Auto Theft Task-Force (PSATT), established through an Interlocal agreement to combat
automobile theft in the Puget Sound area through coordinated law enforcement; and

WHEREAS, the City and Federal Way entered into an Agreement adopted by
Auburn City Council under Resolution 5324 for the establishment of office and vehicle
parking space ("Original Agreement"); and

WHEREAS, Federal Way has notified the City that the grant amount has been
reduced for the next funding cycle, and has asked the City to reduce the cost of the facility;
and

WHEREAS, staff believes it to be in the best interest of the public to amend the
Agreement both to support the Task Force and to keep a regular presence at the facility.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN,
WASHINGTON, RESOLVES as follows:

Section 1. The Mayor is authorized to execute an amendment to the Original
Agreement between the City and the City of Federal Way, which agreement will be in
substantial conformity with the agreement attached as Exhibit A.

Section 2. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 3. This Resolution will take effect and be in full force on passage and signatures.

Dated and Signed this 15th day of July, 2019.

CITY OF AUBURN



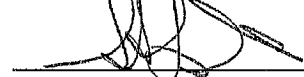
NANCY BACKUS, MAYOR

ATTEST:



Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:



Steven L. Gross, City Attorney