	City Council Meeting **June 6, 2016 - 7:00 PM** **Auburn City Hall** **AGENDA** Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.

I. **CALL TO ORDER**

A. **Pledge of Allegiance**

B. **Roll Call**

II. **ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS**

A. Significant Tree Proclamation
Mayor Backus to proclaim the Big Leaf Maple tree located at Olympic Middle School as a "Significant Tree".

B. Auburn's Sister Cities Program

III. **APPOINTMENTS**

A. **Human Services Committee**
City Council to confirm the appointment of Leticia Ostos and Dana Reil to serve on the Human Services Committee for a three year term to expire December 31, 2018.

(RECOMMENDED ACTION: City Council confirm the appointments to the Human Services Committee.)

IV. **AGENDA MODIFICATIONS**

V. **CITIZEN INPUT, PUBLIC HEARINGS & 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. Those wishing to speak are reminded to sign in on the form provided.

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.

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 of the May 16, 2016 regular City Council meeting***

B. **Claims Vouchers (Coleman)**
Claims voucher numbers 438726 through 438939 in the amount of $2,716,369.10 and four wire transfers in the amount of $197,946.91 and dated June 6, 2016.

C. **Payroll Vouchers (Coleman)**
Payroll check numbers 536453 through 536488 in the amount of $703,308.00 and electronic deposit transmissions in the amount of $1,408,659.89 for a grand total of $2,111,967.89 for the period covering May 12, 2016 to June 1, 2016.

D. **Public Works Contract Nos. JOC16-A and JOC16-B* (Snyder)**
City Council approve the award of Contract No. JOC16-A to Forma Construction Company and Contract No. JOC16-B to Saybr Contractors, Inc. to provide Job Order Contracting for the City of Auburn

E. **Advertise Project No. CP1518* (Hinman)**
City Council grant permission to advertise for bids for Project No. CP1518, Auburn Council Chambers Remodel.

F. **Public Works Project No. CP1202* (Snyder)**
City Council approve Change Order No. 3 in the amount of $24,780.79 to Contract No. 15-01 for work on Project No. CP1202, Auburn Way South Flooding Improvements Phase 2

(RECOMMENDED ACTION: City Council approve the Consent Agenda.)

VIII. **UNFINISHED BUSINESS**

IX. **NEW BUSINESS**

X. **ORDINANCES**

A. **Ordinance No. 6593* (Snyder)**
An Ordinance of the City Council of the City of Auburn, Washington, authorizing the renewal and amendment of Ordinance No. 6018 for Puget Sound Energy, Inc Franchise Agreement for the Transmission, Distribution and Sale of Natural Gas

(RECOMMENDED ACTION: City Council adopt Ordinance No. 6593.)

XI. **RESOLUTIONS**

A. **Resolution No. 5220* (Hinman)**

A Resolution of the City Council of the City of Auburn, Washington declaring certain properties as surplus and authorizing their conveyance for park and open space purposes to the North Tapps Estates Homeowners Association

(RECOMMENDED ACTION: City Council adopt Resolution No. 5220.)

B. **Resolution No. 5232* (Snyder)**
A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to negotiate and execute, on behalf of the City, an airport property lease with SpanaFlight LLC

(RECOMMENDED ACTION: City Council adopt Resolution No. 5232.)

C. **Resolution No. 5233* (Hinman)**
A Resolution of the City Council of the City of Auburn, Washington, declaring certain real property as surplus and authorizing the Mayor to convey interest in certain real property between the City of Auburn and Todd Hobert (for Parcel A) and James and Catherine Balzer (for Parcel B)

(RECOMMENDED ACTION: City Council adopt Resolution No. 5233.)

D. **Resolution No. 5234* (Haugan)**
A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to negotiate and execute, on behalf of the City, an agreement with Verizon Wireless for Contract #GS-35F-0119P, related to GSA Federal Supply Schedule

(RECOMMENDED ACTION: City Council adopt Resolution No. 5234.)

E. **Resolution No. 5236* (Snyder)**
A Resolution of the City Council of the City of Auburn, Washington, setting the time and date for a public hearing before the City Council on the 2017-2022 Transportation Improvement Program

(RECOMMENDED ACTION: City Council adopt Resolution No. 5263.)

XII. MAYOR AND COUNCILMEMBER REPORTS

At this time the Mayor and City Council may report on their significant City-related activities since the last regular Council meeting.

A. **From the Council**

B. **From the Mayor**

XIII. 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.

*Denotes attachments included in the agenda packet.

AGENDA BILL APPROVAL FORM

Agenda Subject:
Minutes of the May 16, 2016 regular City Council meeting

Date:
June 1, 2016

Department:
Administration

Attachments:
Minutes

Budget Impact:
$0

Administrative Recommendation:

Background Summary:

Reviewed by Council Committees:

Councilmember:

Staff:

Meeting Date: June 6, 2016

Item Number: CA.A

CITY OF AUBURN WASHINGTON	**City Council Meeting** **May 16, 2016 - 7:00 PM** **Auburn City Hall** **MINUTES**

I. CALL TO ORDER

A. Pledge of Allegiance

Mayor Nancy Backus called the meeting to order at 7:00 p.m. and led those in attendance in the Pledge of Allegiance.

B. Roll Call

Councilmembers present: Deputy Mayor Largo Wales, Bob Baggett, Claude DaCorsi, John Holman, Bill Peloza, and Rich Wagner. Councilmember Yolanda Trout-Manuel was excused.

Department directors and staff members present included: Innovation and Technology Director Paul Haugan, Police Commander Mike Hirman, City Attorney Daniel B. Heid, Community Development and Public Works Director Kevin Snyder, Assistant Director of Engineering Services/City Engineer Ingrid Gaub, Engineering Aide Amber Price, Human Services Manager Erica Azcueta, Human Resources and Risk Management Director Rob Roscoe, Assistant Director of Public Works Randy Bailey, and City Clerk Danielle Daskam.

II. ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS

A. Proclamation - National Public Works Week

Mayor Nancy Backus to proclaim May 15-21, 2016 as "National Public Works Week" in the City of Auburn.

Mayor Backus read and presented a proclamation declaring the week of May 15-21, 2016 as "National Public Works Week" in the city of Auburn to Assistant Director of Engineering Services/City Engineer Ingrid Gaub and Assistant Director of Public Works Randy Bailey and urged all citizens and residents to recognize the contribution public works staff provide every day to the health, safety, comfort and quality of life.

Assistant Director Gaub thanked Mayor Backus and Councilmembers for the recognition. She stated 150 members of the Engineering and Public Works staff are responsible for managing, operating and maintaining over 240 miles of streets, 274 miles of water lines, 197 miles of sewer, 281 miles of storm sewer, more than 160 storm ponds, 51 pump stations, wells, springs and reservoirs, 95 traffic signals, 19 bridges and much more.

III. APPOINTMENTS

A. Planning Commission Appointments

Mayor and City Council to approve the following appointments to the Planning Commission. Each will be appointed to serve a new three year term to expire on December 31, 2018:

Dimitri Moutzouris
Daniel Shin

Phillip Stephens

Deputy Mayor Wales moved and Councilmember Baggett seconded to confirm the appointments to the Planning Commission.

MOTION CARRIED UNANIMOUSLY. 6-0

B. **Junior City Council Appointments**
City Council to confirm the following appointments to the Junior City Council for a two-year term to expire August 31, 2018:

Ethan Thomas
Cheyanne Gaines
Caitlyn Tesch
Justen Hardaway

Deputy Mayor Wales moved and Councilmember Holman seconded to confirm the appointments to the Junior City Council.

MOTION CARRIED UNANIMOUSLY. 6-0

C. **Junior City Council Appointments**
City Council to confirm the following appointments to the Junior City Council, as alternates, for a two-year term to expire August 31, 2018:

Jon Kosaka
Diego Izquierdo
Karla Cardenas
Finella Chiang
Uriel Parra
Matthew St. George
Tanner Johnson

Deputy Mayor Wales moved and Councilmember Peloza seconded to confirm the appointments of alternate members to the Junior City Council.

MOTION CARRIED UNANIMOUSLY. 6-0

D. **Junior City Council Reappointments**
City Council to confirm the following reappointment of Mary Riel and Brandon Berend to the Junior City Council for two-year terms expiring August 31, 2018.

Deputy Mayor Wales moved and Councilmember DaCorsi seconded to confirm the reappointments to the Junior City Council.

MOTION CARRIED UNANIMOUSLY. 6-0

IV. AGENDA MODIFICATIONS

There was no change to the agenda.

V. CITIZEN INPUT, PUBLIC HEARINGS & CORRESPONDENCE

A. Public Hearings

1. Franchise Agreement No. 06-21 (Snyder)
City Council to conduct a public hearing on the renewal of Franchise Agreement No. 06-21 for Puget Sound Energy, Inc. to continue to operate within the City's rights-of-way natural gas transmission and distribution facilities for sale and service to customers throughout the city

Engineering Aide Amber Price presented the staff report for the public hearing on the application of Puget Sound Energy for the renewal and amendment of an existing franchise agreement for the transmission, distribution and sale of natural gas in the city. The current franchise agreement will expire June 14, 2016 and provides for one five-year renewal.

Mayor Backus opened the public hearing at 7:14 p.m. No one in attendance spoke regarding the franchise renewal, and the hearing was closed.

2. Community Development Block Grant Reallocation/Amendment (Hinman)
City Council to conduct a public hearing to receive comments and suggestions with regard to the Community Development Block Grant (CDBG) Reallocation/Amendment

Mayor Backus opened the hearing on the proposal to reallocate and amend the City's Consolidated Plan in order to use approximately $430,000.00 in unused funds from previous years cancelled or postponed projects.

No one from the audience requested to speak during the public hearing, and the hearing was closed.

B. **Audience Participation**
This is the place on the agenda where the public is invited to speak to the City Council on any issue. Those wishing to speak are reminded to sign in on the form provided.

Adam Braun, 5207 Quincy Avenue SE, Auburn
Mr. Braun thanked the City Council for allowing King County Metro the opportunity to deliver its long range public transportation plan at the April 25, 2016 Council Study Session. Mr. Braun spoke in favor of public transit and more transit oriented development in the downtown. He urged the City Council to advocate for public transit improvements, including commuter routes to Tacoma and Pierce County.

Virginia Haugen, 2503 R Street SE, Auburn
Ms. Haugen spoke regarding parks and the homeless at Les Gove Park.

C. **Correspondence**

There was no correspondence for City 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 recommendations to the City Council, if any.

Councilmember DaCorsi reported on behalf of the Finance ad hoc committee that reviews claims and payroll vouchers. Councilmember DaCorsi reported he and Councilmember Baggett reviewed the claims and payroll vouchers as presented and described on this evening's agenda and recommend their approval.

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 of the May 2, 2016 Regular City Council Meeting

B. Minutes of the April 25, 2016 Council Study Session

C. Minutes of the August 24, 2015 Study Session

D. Claims Vouchers (Coleman)
Claims voucher numbers 438466 through 438725 in the amount of $6,675,985.33 and four wire transfers in the amount of $622,741.06 and dated May 16, 2016.

E. Payroll Vouchers (Coleman)
Payroll check numbers 536422 through 536452 in the amount of $555,654.52 and electronic deposit transmissions in the amount of $1,423,457.00 for a grand total of $1,979,111.52 for the period covering April 28, 2016 to May 11, 2016.

F. Public Works Project No. CP1515 (Snyder)
City Council grant permission to advertise for bids for Project No. CP1515, 2016 Local Street Reconstruction and Preservation Project

G. Public Works Project No CP1118 & CP1119 (Snyder)
City Council approve Final Pay Estimate No. 12 to Contract No. 14-19 in the amount of $27,426.61 and accept construction of Project Nos. CP1118 (Auburn Way South Pedestrian Improvements Dogwood Street SE to Fir Street SE) and CP1119 (Auburn Way South Corridor Improvements Fir Street SE to Hemlock Street SE)

Deputy Mayor Wales moved and Councilmember Holman seconded to approve the Consent Agenda. The Consent Agenda includes minutes, claims and payroll vouchers, and public works projects.

Councilmember Peloza inquired regarding any scheduled improvements to Green River Road from 104th SE to the golf course and beyond. Assistant Director of Engineering Services/City Engineer Gaub reported Green River Road is an arterial collector roadway and is not part of the local street reconstruction and preservation project. However, staff members are evaluating the roadway to determine if a small portion of the road work can be accomplished this summer.

MOTION CARRIED UNANIMOUSLY. 6-0

VIII. UNFINISHED BUSINESS

There was no unfinished business.

IX. NEW BUSINESS

There was no new business.

X. RESOLUTIONS

A. Resolution No. 5231 (Hinman)
A Resolution of the City Council of the City of Auburn, Washington, amending the 2014 and 2015 Annual Action Plan related to the Community Development Block Grant

Deputy Mayor Wales moved and Councilmember DaCorsi seconded to adopt Resolution No. 5231.

Resolution No. 5231 will authorize the reallocation of approximately $430,000.00 in Community Development Block Grant funds.

MOTION CARRIED UNANIMOUSLY. 6-0

XI. MAYOR AND COUNCILMEMBER REPORTS

At this time the Mayor and City Council may report on their significant City-related activities since the last regular Council meeting.

A. **From the Council**

Deputy Mayor Wales reported on her recent activities, including an opportunity to speak at the Leadership Institute of South Puget Sound. Deputy Mayor Wales participated in the Auburn Senior Center Coffee Hour discussion, served on a panel at Green River College regarding advocacy, attended the Auburn Community Emergency Response Team (CERT) graduation, and attended the Emerald Downs Auburn Stakes Race.

Councilmember Baggett reported on his attendance at the Sound Cities Association workshop for parliamentary procedure.

Councilmember Peloza reported on his attendance at the Auburn Airport Advisory Board meeting.

Councilmember Wagner reported on his attendance at the monthly Senior Center Coffee Hour discussion.

Councilmember Holman reported on his attendance at the South King County Development Forum and shared statistics from the Bank On Movement, which seeks to facilitate access to basic financial services.

Councilmember DaCorsi reported on his attendance at the National Day of Prayer events and the Clean Sweep event where he participated with the Auburn Sons of Italy to complete a planter box project. Councilmember DaCorsi, as a member of the Regional Transit Committee, encouraged those interested in public transit to attend future Regional Transit Committee meetings.

B. **From the Mayor**

Mayor Backus reported on her attendance at the National Day of Prayer events, a speech by Lloyd Pendleton, who was Utah's Homeless Task Force Director, on Utah's ten year plan for ending chronic homelessness, a meeting with Seattle Mayor Ed Murray on homelessness and growing middle income jobs in the area, and the Relay for Life car show. Mayor Backus also reported on her visit to the Sister Cities of Pyeongchang, Republic of Korea, and Tamba, Japan, with the Sister Cities Association.

XII. **ADJOURNMENT**

There being no further business to come before the Council, the meeting adjourned at 7:51 p.m.

APPROVED this ____ day of June, 2016.

_____	_____
NANCY BACKUS, MAYOR	Danielle Daskam, City Clerk

AGENDA BILL APPROVAL FORM

Agenda Subject:
Claims Vouchers

Date:
June 1, 2016

Department:
Finance

Attachments:
No Attachments Available

Budget Impact:
$0

Administrative Recommendation:

City Council approve claims vouchers.

Background Summary:

Claims voucher numbers 438726 through 438939 in the amount of $2,716,369.10 and four wire transfers in the amount of $197,946.91 and dated June 6, 2016.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: June 6, 2016

Item Number: CA.B

AGENDA BILL APPROVAL FORM

Agenda Subject:
Payroll Vouchers

Date:
June 1, 2016

Department:
Administration

Attachments:
No Attachments Available

Budget Impact:
$0

Administrative Recommendation:

City Council approve payroll vouchers.

Background Summary:

Payroll check numbers 536453 through 536488 in the amount of $703,308.00 and electronic deposit transmissions in the amount of $1,408,659.89 for a grand total of $2,111,967.89 for the period covering May 12, 2016 to June 1, 2016.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: June 6, 2016

Item Number: CA.C

AGENDA BILL APPROVAL FORM

Agenda Subject:
Public Works Contract Nos. JOC16-A and JOC16-B

Date:
May 31, 2016

Department:
CD & PW

Attachments:
Bid Results Sheet

Budget Impact:
$0

Administrative Recommendation:

City Council authorize the Mayor to award Contract No. JOC16-A to Forma Construction Company and Contract No. JOC16-B to Saybr Contractors, Inc. to provide Job Order Contracting for the City of Auburn.

Background Summary:

The benefits and risks of Job Order Contracting (JOC) were discussed at the City Council Study Session on October 12, 2015. A Request for Proposals was issued for Job Order Contracting on April 19th, 2016. Four proposals were received and evaluated by an evaluation committee comprised of City Staff. The evaluation followed a three phase process: Phase 1 evaluated each proposal based on qualifications, comparable construction experience, key personnel assigned to the contract, ability to manage multiple subcontractors, and the submitted plan for utilizing disadvantaged businesses and local subcontractors; Phase 2 evaluated each proposal based on the submitted cost adjustment factors. The cost adjustment factors are multipliers that are utilized to adjust the unit costs included in Auburn's Construction Task Catalog (prepared by the Gordian Group), to account for the Contractor's overhead and profit; Phase 3 of the evaluation conducted interviews of the highest scoring Contractors from phases 1 and 2.

As shown on the attached Bid Results Sheet, Saybr and Forma received the highest combined phase 1 and 2 scores and both met the interview criteria. Both Contractor's also received favorable reviews from references listed in their proposals.

Each job order contract is written to provide a total "Not to Exceed" amount for the year of $2,000,000.00 and a minimum amount of $25,000.00. However, actual expenditures under each contract are authorized by the City through specific Job Orders (also referred to as task orders). Each Job Order provides a specific Scope of Work, Schedule, and Budget for the work to be completed by the job order contractor. All expenditures associated with these agreements will be in conformance

with authorized budgets for the related projects or tasks. Job orders will generally be assigned on an alternating basis between the City's two job order contractors. However, the City may assign more or less job orders to either of the two job order contractors based on performance and qualifications.

Reviewed by Council Committees:

Councilmember:		**Staff:**	Snyder
Meeting Date:	June 6, 2016	**Item Number:**	CA.D

BID RESULTS SHEET

Contract Nos: JOC16-A/B
Project Title: **2016 JOB ORDER CONTRACTING**
City of Auburn
Proposal Due Date: 5/19/16

Proposals Opened By: JoAnne Andersen
Evaluation Committee:
1. Ryan Vondrak & Luis Barba*
2. Steve Bowen*
3. Scott Nutter
4. Lisa Tobin
5. Jacob Sweeting

*Form Part of Interview Panel of Phase 3

	PHASE 1			PHASE 2			PHASE 1&2		
CONTRACTOR NAME	Responsive?	Total Phase 1 Score (70 Pts. Max)	Selected to Continue to Phase 2?	Responsive?	Sum of Weighted Adjustment Factors (B)	Adjustment Factor Score = 30 X (A / B) (30 Pts. Max)	Total Score (100 Pts. Max)	**Rankings**	**Action**
GLOBAL CONTRACTORS	Yes	33.20	**yes**	No	1.4600	**24.36**	**57.56**	**4**	**None**
FORMA	Yes	57.40	**yes**	Yes	1.2455	**28.55**	**85.95**	**2**	**Interview**
CENTENNIAL	Yes	54.20	**yes**	Yes	1.2215	**29.11**	**83.31**	**3**	**None**
SAYBR	Yes	56.80	**yes**	Yes	1.1853	**30.00**	**86.80**	**1**	**Interview**

Lowest Submitted Weighted Adjustment Factor (A): 1.1853

	Phase 3 = Interviews (Conducted 5/26/16)				
CONTRACTOR NAME	Responsive?	Criteria 1 Met?	Criteria 2 Met?	Criteria 3 Met?	Recommend Award?
FORMA	yes	yes	yes	yes	**yes**
SAYBR	yes	yes	yes	yes	**yes**

Criteria 1 Capital Improvement Projects
Criteria 2 Professionalism and communicabilty
Criteria 3 Scheduling Approach/Ability to Execute

AGENDA BILL APPROVAL FORM

Agenda Subject:
Advertise Project No. CP1518

Date:
May 31, 2016

Department:
Administration

Attachments:
Agenda Bill CP1518 Permission to Advertise
Presentation Floor Plan2

Budget Impact:
$0

Administrative Recommendation:

City Council grant permission to advertise for bids for Project No. CP1518 - Auburn Council Chambers Remodel.

Background Summary:

The purpose of this project is to improve lighting, sound quality, aesthetics, visibility, and to increase the audience capacity of the existing Council Chambers at Auburn City Hall. The project is part of the City's overall efforts to repair and modernize City Hall. The attached illustrates the proposed layout and configuration. The Council Chambers re-model will require City Council Meetings, Council Study Sessions, and other meetings that are typically in the Council Chambers to be located in another location for approximately 10 weeks. The project team is as follows:

- Project Management: City Administration/Facilities Staff
- Design: David A. Clark Associates, PLLC
- Design Review: City Administration/Facilities Staff
- Construction Contract Administration: City Community Development & Public Works Department
- Construction Management: David A. Clark Associates, PLLC & City Administration/Facilities Staff

This construction contract includes general demolition, construction, and finish work. It also includes construction of technology infrastructure to support the audio visual (AV) and information technology (IT) systems and some minor items related to the City Hall remodel projects. The cost estimate (including sales tax and 15% contingency to cover minor changes and unforeseen conditions that may arise during construction) for this contract is as follows:

General Construction Work $214,801.16

Technology Infrastructure	$138,016.38
Total Estimated Cost	$316,817.54

There is currently $120,000.00 budgeted in the 328 Capital Improvement Fund for the General Construction Work. Based on the estimated costs, a budget increase of $94,801.63 is anticipated to be needed. The actual amount needed will be determined after the bids are opened and will be presented to the City Council with the contract award consent item.

The Technology Infrastructure Work included in this construction contract will be paid using funds from Comcast Capital Fees. The procurement and installation of AV and IT equipment is estimated at approximately $180,000.00, and will be a separate contract that will also be paid using fund from Comcast Capital Fees.

The estimated total project cost is approximately $536,817.54

Reviewed by Council Committees:

Councilmember: **Staff:** Hinman

Meeting Date: June 6, 2016 **Item Number:** CA.E

Title: Advertise Project No. CP1518	**Agenda Category:** ☒Consent ☐Resolution ☐Ordinance ☐Discussion	**Date: 5/19/16**
Department: Administration	**Budget Impact: $**	

Administrative Recommendation:
City Council grant permission to advertise for bids for Project No. CP1518 Auburn Council Chambers Remodel

Background Summary:
The purpose of this project is to improve lighting, sound quality, aesthetics, visibility, and to increase the audience capacity of the existing Council Chambers at Auburn City Hall. The project is part of the City's overall efforts to repair and modernize City Hall. The attached floorplan illustrates the proposed layout and configuration. The Council Chambers re-model will require City Council Meetings, Council Study Sessions, and other meetings that are typically in the Council Chambers to be located in another location for approximately 10 weeks. The project team is as follows:

- Project Management: City Administration/Facilities Staff
- Design: David A. Clark Associates, PLLC
- Design Review: City Administration/Facilities Staff
- Construction Contract Administration: City Community Development & Public Works Department
- Construction Management: David A. Clark Associates, PLLC & City Administration/Facilities Staff

This construction contract includes general demolition, construction, and finish work. It also includes construction of technology infrastructure to support the audio visual (AV) and information technology (IT) systems and some minor items related to the City Hall re-model projects. The cost estimate (including sales tax and 15% contingency to cover minor changes and unforeseen conditions that may arise during construction) for this contract is as follows:

General Construction Work	$ 214,801.16
Technology Infrastructure	$ 138,016.38
Total Estimated Cost	$ 316,817.54

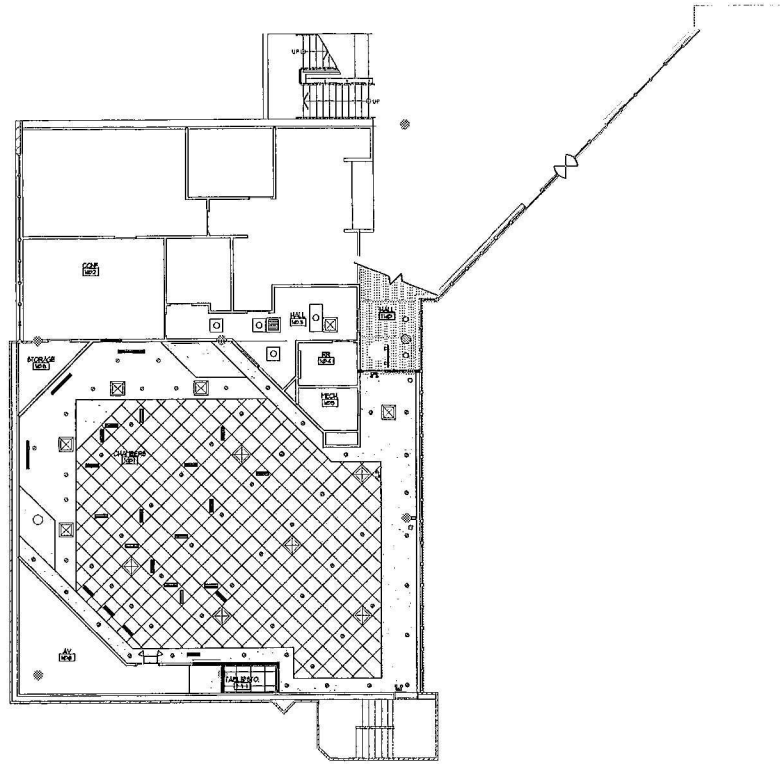
There is currently $120,000.00 budgeted in the 328 Capital Improvement Fund for the General Construction Work. Based on the estimated costs, a budget increase of $94,801.63 is anticipated to be needed. The actual amount needed will be determined after the bids are opened and will be presented to the City Council with the contract award consent item. The Technology Infrastructure Work included in this construction contract will be paid using funds from Comcast Capital Fees. The procurement and installation of AV and IT equipment is estimated at approximately $180,000.00, and will be a separate contract that will also be paid using fund from Comcast Capital Fees.

The estimated total project cost is approximately $536,817.54

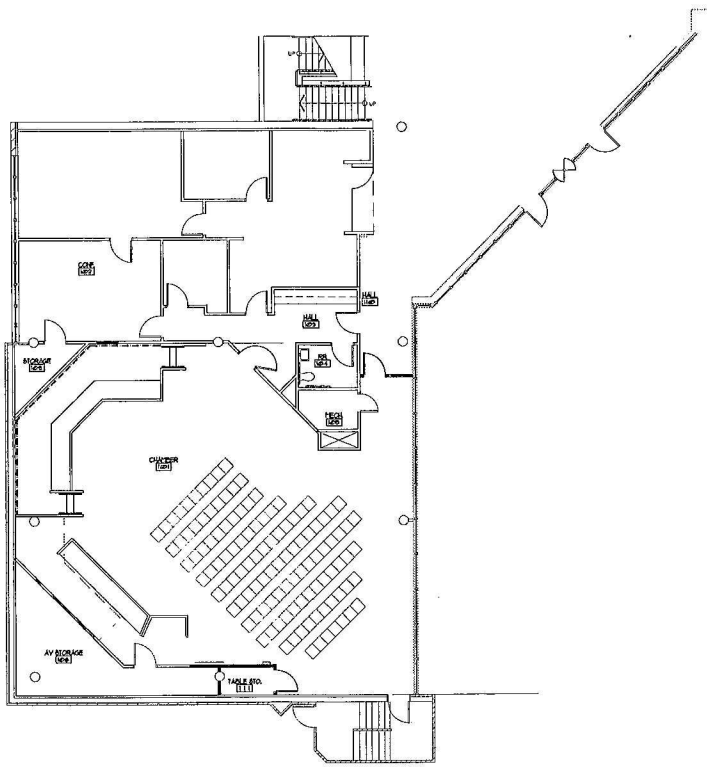
List Attachments: Proposed Council Chambers Floorplan

Reviewed by Council Ad Hoc Committees or Commissions:

Other:	
Meeting Date: 6/6/16	**Staff:** Hinman



1 REFLECTED CEILING PLAN
1/8" = 1'-0"



2 FLOOR PLAN
1/8" = 1'-0"

DAVID A. CLARK ASSOCIATES, PLLC

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AUBURN, WASHINGTON
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PROJECT
Auburn City Hall
25 W Main St.
Auburn, WA 98001

CITY OF AUBURN WASHINGTON

PROJECT
Auburn Council Chamber
25 W Main St.
Auburn, WA 98001

JOB NO.
1014

DRAWN BY
SB

CALC. BY
DAC

DATE ISSUED
May 10, 2016

REVISIONS PROVIDED DATE
Issued for Bidding 5/10/16

4937
REGISTERED ARCHITECT
DAVID A. CLARK
STATE OF WASHINGTON

DRAWING TITLE
Floor Plan & Reflected Ceiling Plan

SCALE
1/8"=1'-0"

DRAWING NUMBER
A-102

DESCRIPTION / STATUS
Bidding

AGENDA BILL APPROVAL FORM

Agenda Subject:
Public Works Project No. CP1202

Date:
May 31, 2016

Department:
CD & PW

Attachments:
Budget Status Sheet
VIcinity Map

Budget Impact:
$0

Administrative Recommendation:

City Council approve Change Order No. 3 in the amount of $24,780.79 to Contract No. 15-01 for work on Project No. CP1202, Auburn Way South Flooding Improvements Phase 2.

Background Summary:

The purpose of this project is to relieve stormwater flooding issues on Auburn Way South near the State Route 18 underpass by diverting stormwater flows from the flooding area to the existing storm drainage ponds located at 21st Street SE (near D Street SE) and 17th Street SE (west of A St SE). Phase 1 of the project was complete in 2009 and installed a new storm line down 17th Street SE and K Street SE between Auburn Way South and 18th Street SE which diverted stormwater to the pond on 21st Street SE. This project (CP1202, Auburn Way South Flooding Phase 2) will construct a new storm line on 17th Street SE between A Street SE and K Street SE to divert stormwater to the pond on 17th Street SE. This project will also replace the deteriorate water main and sewer line on 17th Street SE between A Street SE and K Street SE and expand the existing storm pond on 17th Street SE to accommodate the increase in storm drainage flows.

Change Order No 3. will compensate the Contractor for the additional work needed to excavate and backfill the utility trench during the installation of the storm drainage trunk line on 17th Street SE between C Street SE and F Street SE. This additional excavation and backfill work was due to unexpected soil conditions which caused the trench walls to unravel during the excavation and resulted in wider trench width than normal.

Previous change orders included work for urgent sewer repairs throughout the City and the replacement of the temporary wooden signal pole at the 17th Street SE and A Street SE intersection. Since this work was not accounted for in the original

construction cost estimate, an additional authorized contingency in the amount of $66,000.00 is being requested at this time.

A project budget contingency of $76,860.00 remains in the 460 (Water) Fund.

A project budget contingency of $16,063.00 remains in the 461 (Sewer) Fund.

A project budget contingency of $67,182.00 remains in the 462 (Storm) Fund.

Reviewed by Council Committees:

Councilmember:		**Staff:**	Snyder
Meeting Date:	June 6, 2016	**Item Number:**	CA.F

BUDGET STATUS SHEET

Project No: CP1202	Project Title: Auburn Way South Flooding Imp. - Ph II

Project Manager: Seth Wickstrom

Initiation Date: 8/19/2013
Advertisement Date: 6/11/15
Award Date: 7/6/15

- ○ **Consultant Agreement Amendment**
- ○ **Permission to Advertise**
- ○ **Contract Award**
- ◉ **Change Order Approval**
- ○ **Contract Final Acceptance**

Date: May 26, 2016

The "Future Years" column indicates the projected amount to be requested in future budgets.

Funds Budgeted (Funds Available)

Funding	2013	2014	2015	2016	Total
460 Fund - Water	0	9,919	422,098	402,888	834,906
461 Fund - Sewer	154	11,543	281,356	380,000	673,053
462 Fund - Storm	81,608	56,544	1,311,535	485,000	1,934,687
001 Fund - Engineering Repairs				19,255	19,255
Total	81,762	78,006	2,014,989	1,287,143	3,461,901

** To pay for adjustments of KC manholes.

Estimated Cost (Funds Needed)

Activity	2013 (actual)	2014 (actual)	2015 (actual)	2016	Total
Design Engineering - City Costs	14,283	26,046	124,063		164,393
Design Engineering - Consultant Costs	67,479	51,960			119,439
Construction Contract Bid			1,737,137	903,687	2,640,824
Change Order No. 1			38,644		38,644
Change Order No. 2				81,570	81,570
Change Order No. 3				24,781	24,781
Additional Authorized Contingency				66,000	66,000
Construction Engineering - City Costs			115,145	51,000	166,145
Total	81,762	78,006	2,014,989	1,127,038	3,301,795

460 Water Budget Status

	2013 (actual)	2014 (actual)	2015 (actual)	2016	Total
*460 Funds Budgeted ( )	0	(9,919)	(422,098)	(402,888)	(834,906)
460 Funds Needed	0	9,919	422,098	326,028	758,046
***460 Fund Project Contingency ( )**	**0**	**0**	**0**	**(76,860)**	**(76,860)**
460 Funds Required	**0**	**0**	**0**	**0**	**0**

461 Sewer Budget Status

	2013 (actual)	2014 (actual)	2015 (actual)	2016	Total
*461 Funds Budgeted ( )	(154)	(11,543)	(281,356)	(380,000)	(673,053)
461 Funds Needed	154	11,543	281,356	363,937	656,990
***461 Fund Project Contingency ( )**	**0**	**0**	**0**	**(16,063)**	**(16,063)**
461 Funds Required	**0**	**0**	**0**	**0**	**0**

462 Storm Budget Status

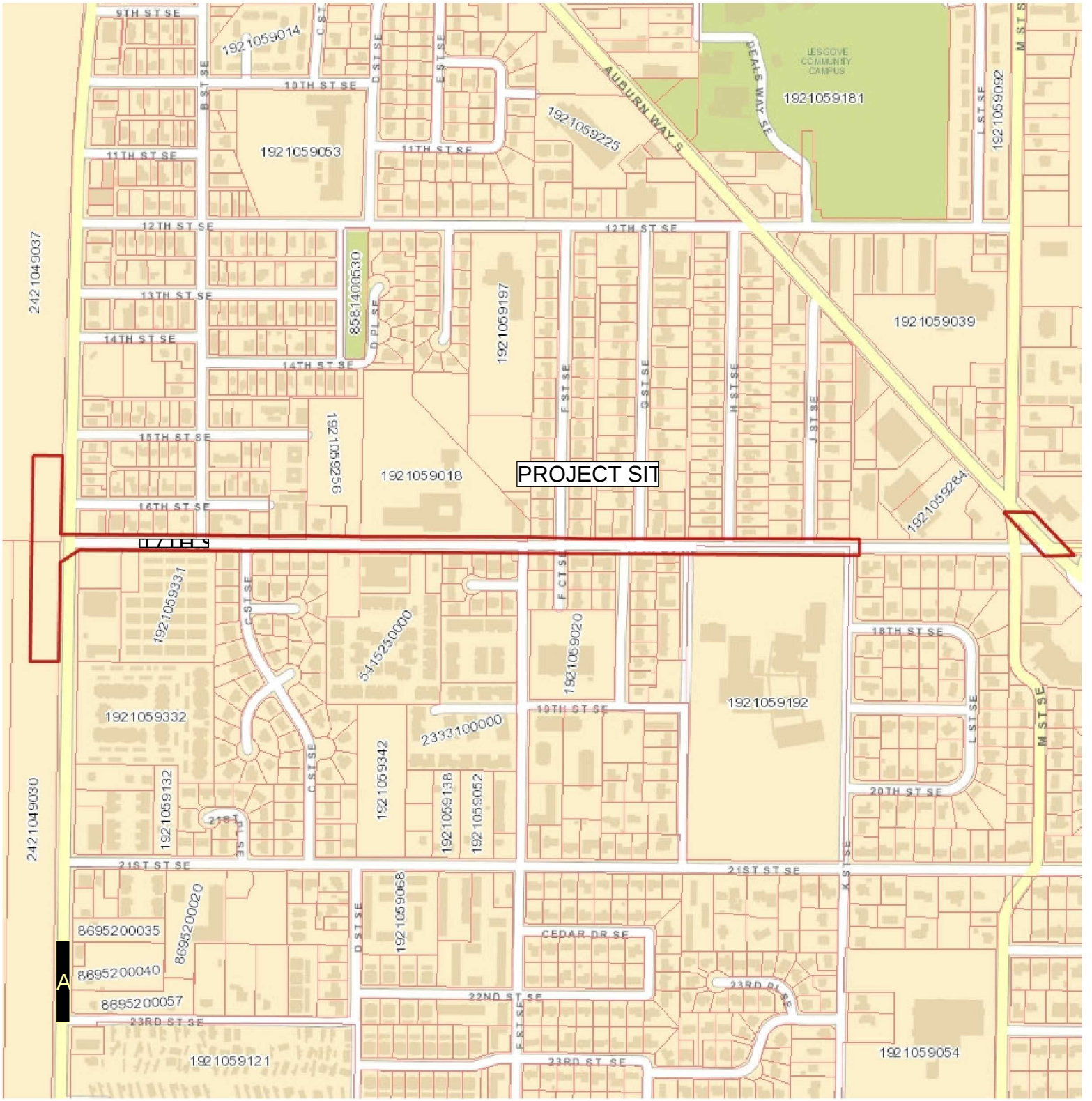
	2013 (actual)	2014 (actual)	2015 (actual)	2016	Total
*462 Funds Budgeted ( )	(81,608)	(56,544)	(1,311,535)	(485,000)	(1,934,687)
462 Funds Needed	81,608	56,544	1,311,535	417,818	1,867,505
***462 Fund Project Contingency ( )**	**0**	**0**	**0**	**(67,182)**	**(67,182)**
462 Funds Required	**0**	**0**	**0**	**0**	**0**

001 Engineering Repairs Budget Status

	2013 (actual)	2014 (actual)	2015 (actual)	2016	Total
*001 Funds Budgeted ( )	0	0	0	(19,255)	(19,255)
001 Funds Needed	0	0	0	19,255	19,255
***001 Fund Project Contingency ( )**	**0**	**0**	**0**	**0**	**0**
001 Funds Required	**0**	**0**	**0**	**0**	**0**

* (#) in the Budget Status Sections indicates Money the City has available.

Vicinity Map



Printed Date:4/28/2015

Map Created by City of Auburn eGIS

Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn makes no warranty as to its accuracy.

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AGENDA BILL APPROVAL FORM

Agenda Subject:
Ordinance No. 6593

Date:
May 18, 2016

Department:
CD & PW

Attachments:
Ordinance No. 6593
Ordinance No. 6018

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Ordinance No. 6593.

Background Summary:

Per Auburn City Code Chapter 20.06.130 and Section 14 of existing Franchise Agreement No. 06-21, Ordinance No. 6018, the Grantee may renew this Franchise for an additional five year period upon submission and approval of the application specified under ACC 20.06.130.

Puget Sound Energy, Inc (PSE) has applied for renewal and amendment to their existing Franchise Agreement to continue to operate within the City's rights of way natural gas transmission and distribution facilities for sale and service to customers throughout the City. During review of the existing Franchise Agreement the City determined that minor amendments to the Agreement were needed to provide for better communication and coordination between PSE and the City. The applicant is currently in compliance with all licensing, bonding and insurance requirements of the existing Franchise Agreement and Auburn City Code. Any construction, maintenance, improvements or changes to PSE'S facilities are managed through the City's permitting processes that are a requirement of the existing Franchise Agreement.

Approval of Ordinance No.6593 would renew Franchise Agreement No. 06-21 for an additional five years from the effective date of Ordinance No. 6593 and amend Ordinance No. 6018 as outlined.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: June 6, 2016

Item Number: ORD.A

ORDINANCE NO 6593

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE RENEWAL AND AMENDMENT OF ORDINANCE NO 6018 FOR PUGET SOUND ENERGY, INC FRANCHISE AGREEMENT FOR THE TRANSMISSION, DISTRIBUTION AND SALE OF NATURAL GAS

WHEREAS, on June 14, 2006, the City Council adopted Ordinance No. 6018, granting a natural gas franchise to Puget Sound Energy, Inc. ("PSE"); and,

WHEREAS, Puget Sound Energy, Inc. wishes to renew said Franchise Agreement for an additional five year term; and

WHEREAS, the City wishes to make minor amendments to the terms of the Agreement; and

WHEREAS, following proper notice, the City Council held a public hearing on PSE's request for renewal and amendment of Ordinance No 6018, at which time representatives of PSE and interested citizens were heard in a full public proceeding affording opportunity for comment by any and all persons desiring to be heard; and

WHEREAS, based upon the foregoing recital clauses and from information presented at such public hearing and from facts and circumstances developed or discovered through independent study and investigation, the City Council now deems it appropriate and in the best interest of the City and its

inhabitants that the renewal and amendment of Ordinance No. 6018 be granted to PSE.

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

Section 1 The City approves PSE's application for renewal for one five-year period as provided for in Section 14 of Ordinance No 6018, a copy of which is attached hereto, marked as Exhibit A, under the conditions set forth in this Ordinance. Such five-year renewal period shall commence on the effective date of this Ordinance.

Section 2. Section 17 6 and Section 17 7 of Ordinance No. 6018 are hereby amended as follows;

17.6 During the term of this Franchise, PSE shall also provide the City (and maintain current) a written list showing the names and telephone numbers of the specific departments and (if applicable) individuals within PSE that may be contacted by the City to identify and address problems and issues that arise under this Franchise. PSE shall ensure that the list includes contact information for addressing emergency support and technical support issues (with emergency support being available 24 hours per day), and shall ensure that the names and telephone numbers appearing on the list in those areas have the expertise and authority (or access to the same) needed to address the problem or issue promptly and

effectively PSE shall use all reasonable efforts to respond to requests from the City promptly, to work diligently with the City in resolving any problems or issues identified by the City, and to actively communicate with the City regarding each problem or issue from the time it is first identified by the City until the time it is resolved. PSE shall update the list a minimum of annually or more frequently as necessary to ensure that it remains current and shall give written notice of the change to the City

17 7 PSE and the City shall meet at a minimum of annually or more frequently as necessary~~,~~ as reasonably requested by the other party ~~from time to time,~~ to discuss and coordinate their activities and upcoming projects with respect to construction which may affect the public ways in any manner in an effort to minimize public inconvenience, disruption or damages.

Section 3 PSE shall, within thirty (30) days after the effective date of this Ordinance, file with the City, a fully executed Statement of Acceptance of this Ordinance, which written acceptance shall be Exhibit B, attached hereto and incorporated herein by this this reference.

Section 4 This Ordinance shall supersede Ordinance No 6018 to the extent that it contains terms and conditions that change, modify, delete, add to, supplement or otherwise amend the terms and conditions of Ordinance No.

6018. All other provisions of Ordinance No. 6018 shall remain unchanged and in full force and effect.

Section 5 Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Section 6. 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 thereof to any person or circumstance shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 7 Effective date. This Ordinance shall 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

_____

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney

Published: _____

EXHIBIT "B"

STATEMENT OF ACCEPTANCE

Puget Sound Energy, Inc., for itself, its successors and assigns, hereby accepts and agrees to be bound by all lawful terms, conditions and provisions of the Franchise Agreement, Ordinance No. 6018, attached hereto and incorporated herein by this reference as amended by Ordinance No. 6593

Puget Sound Energy
3130 S 38th Street
Tacoma, WA 98409

By: _____ Date: _____
Name. Cathy Koch
Title: Director, Planning

STATE OF _____)
)ss.
COUNTY OF _____)

On this ____ day of _____, 2016, before me the undersigned, a Notary Public in and for the State of _____, duly commissioned and sworn, personally appeared, _____ of _____, the company that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said company, for the uses and purposes therein mentioned, and on oath stated that he/she is authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the date hereinabove set forth.

_____
Signature

_____
NOTARY PUBLIC in and for the State of
_____, residing at _____
MY COMMISSION EXPIRES. _____

ORDINANCE NO. 6018

AN ORDINANCE GRANTING PUGET SOUND ENERGY, INC., A WASHINGTON CORPORATION, ITS SUCCESSORS AND ASSIGNS, THE RIGHT, PRIVILEGE, AUTHORITY AND FRANCHISE TO SET, ERECT, LAY, CONSTRUCT, EXTEND, SUPPORT, ATTACH, CONNECT, MAINTAIN, REPAIR, REPLACE, ENLARGE, OPERATE AND USE FACILITIES IN, UPON, UNDER, ALONG, ACROSS AND THROUGH THE FRANCHISE AREA TO PROVIDE FOR THE TRANSMISSION, DISTRIBUTION AND SALE OF NATURAL GAS

WHEREAS, on May 1, 2006, the City Council of the City of Auburn held a public hearing to consider authorization of a natural gas franchise for Puget Sound Energy; and

WHEREAS, the City Council of the City of Auburn finds that the general public health, safety, welfare, necessity and convenience require that facilities to provide for transmission, distribution and sale of natural gas be constructed, maintained and repaired in an orderly manner when such facilities are located in, under, on or along City rights-of-way.

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

In consideration of the mutual benefits and conditions set forth below, including acceptance and agreement of the Franchise by Puget Sound Energy in the form substantially as set forth in Exhibit "A" hereto, the City of Auburn agrees and ratifies acceptance to the Public Way Agreement, as follows:

Section 1. Definitions.

1.1 Where used in this franchise (the "Franchise") the following terms shall mean:

1.1.1 "PSE" means Puget Sound Energy, Inc., a Washington corporation, and its successors and assigns.

1.1.2 "City" means the City of Auburn, a code city of the State of Washington, and its successors and assigns.

1.1.3 "Franchise Area" means any, every and all of the roads, streets, avenues, alleys, highways and public rights-of-way of the City as now

laid out, platted, dedicated or improved; and any, every and all roads, streets, avenues, alleys, highways and public rights-of-way that may hereafter be laid out, platted, dedicated or improved within the present limits of the City and as such limits may be hereafter extended.

1.1.4 "Facilities" means, collectively, any and all natural gas distribution systems, including but not limited to, natural gas pipes, pipelines, mains, laterals, conduits, feeders, regulators, valves, meters, meter-reading devices, fixtures, and any and all other equipment, appliances, attachments, appurtenances and other items necessary, convenient, or in any way pertaining to any and all of the foregoing, whether the same be located above ground or underground.

1.1.5 "Ordinance" means Ordinance No. 6018, which authorizes and sets forth the terms and conditions of this Franchise.

1.1.6 "Public Improvement" means any capital improvement or repair within the Franchise Area that is undertaken by or on behalf of the City and is funded by the City (either directly with its own funds or with other public monies obtained by the City). For the avoidance of doubt, the term "Public Improvement" shall include any such capital improvement or repair undertaken by the City which requires the relocation of PSE's Facilities within the Franchise Area, even if the capital improvement or repair entails, in part, related work performed for a third party county or municipality under a valid interlocal agreement between the City and such county or municipality (except to the extent the relocation of PSE's Facilities is caused by the work done for such third party), but shall not include, without limitation, any other improvements or repairs undertaken by or for the benefit of third party private entities.

Section 2. Facilities Within Franchise Area.

2.1 The City does hereby grant to PSE the right, privilege, authority and franchise to set, erect, lay, construct, extend, support, attach, connect, maintain, repair, replace, enlarge, operate and use Facilities in, upon, under, along, across and through the Franchise Area only to provide for the transmission, distribution and sale of natural gas.

2.2 This Franchise shall not convey any right to PSE to install its Facilities on or to otherwise use City-owned or City-leased properties outside the Franchise Area; provided, however, that this Franchise shall convey the right to PSE to maintain, repair and operate Facilities installed pursuant to prior franchise agreements with the City regardless of whether said Facilities are outside the Franchise Area, but such right shall be subject to the provisions of Sections 2.3 and 7. For purposes of the application of this Section 2 to Section 7 only, these Facilities shall be deemed to be within the Franchise Area.

2.3 Existing Facilities installed or maintained by PSE on public grounds and places within the City in accordance with prior franchise agreements (but which such Facilities are not within the Franchise Area as defined in this Franchise) may continue to be maintained, repaired and operated by PSE at the location such Facilities exist as of the effective date of this Franchise for the term of this Franchise; provided, however, that no such Facilities may be enlarged, improved or expanded without the prior review and approval of the City pursuant to applicable ordinances, codes, resolutions, standards and procedures.

Section 3. Noninterference and Maintenance of Facilities.

3.1 PSE's Facilities shall be constructed, installed, maintained and repaired within the Franchise Area so as not to unreasonably interfere with the free passage of traffic, both vehicular and pedestrian, or the use of the Franchise Area for City owned utility facilities and in accordance with the laws of the State of Washington, and the ordinances, rules and regulations of the City which are not inconsistent with the terms of this Franchise. PSE shall exercise its rights within the Franchise Area in accordance with applicable City codes and ordinances governing use and occupancy of the Franchise Area; provided, however, that in the event of any conflict or inconsistency of such codes and ordinances with the terms of this Franchise, the terms of this Franchise shall govern and control; provided further that nothing herein shall be deemed to waive, prejudice or otherwise limit any right of appeal afforded PSE by such City codes and ordinances. If, during the term of this Franchise, the City is specifically required by federal or state law to pass any code or ordinance which conflicts or is inconsistent with any provision of this Franchise, the provisions of Section 18 will thereafter apply.

3.2 Any repair of PSE's Facilities within the Franchise Area shall be made within the time and in a manner which conforms with generally accepted customs, practices and standards in the industry. In the event of any emergency in which PSE's Facilities located in or under the Franchise Area break or are damaged, or if PSE's Facilities within the Franchise Area are otherwise in a condition as to immediately endanger the property, life, health or safety of any individual, PSE shall, upon learning of such a dangerous condition, take all reasonable actions to correct the dangerous condition.

3.3 Whenever PSE permanently discontinues use of any above ground or at grade Facilities within the Franchise Area, such as valves or meters, due to modifications or upgrades to PSE's Facilities within the Franchise Area, the discontinued Facilities shall be removed promptly.

Section 4. Permits; Restoration.

4.1 Whenever it shall be necessary for PSE to engage in any work within the Franchise Area, PSE shall apply for all necessary City permits to do such work, and shall, except to the extent inconsistent with the terms and conditions of this Franchise or where expressly provided otherwise herein, comply with all requirements and conditions of such permits, including but not limited to location restrictions, traffic control, and restoration, repair or other work to restore the surface of the Franchise Area, as nearly as practicable, to its condition immediately prior to the work, or as otherwise specified in the permit issued by the City in connection with the work. Such restoration responsibility shall continue for a period of time to correspond to the remaining life of the existing structure, pavement and/or surface in which the work was accomplished, but shall not apply to any subsequent repair or restoration made necessary by the acts or omissions of the City or any third party. It is further provided that in the event that PSE has any work in the Franchise Area completed by any of its authorized agents or subcontractors, PSE shall remain fully responsible for the permit, permitted work and any other permit requirements, notwithstanding any provisions of this Franchise to the contrary.

4.2 In the event of an emergency situation in which PSE's Facilities within the Franchise Area are in such a condition so as to immediately endanger the property, life, health or safety of any individual, PSE may take immediate action to correct the dangerous condition without first obtaining any required permit, provided that PSE shall notify the City telephonically or in person within twenty-four (24) hours of the event, and provided that PSE applies for any necessary permit(s) from the City for such work as soon as reasonably practicable thereafter. For the purposes hereof, "as soon as reasonably practicable" means that the permit application shall be submitted to the City not later than ten (10) business days after the date of the commencement of the action that requires such permit.

4.3 Nothing in this Franchise is intended, nor shall it be construed, as a hindrance to PSE's ability to take such actions as it deems necessary to discharge its public service obligations in accordance with the laws of the State of Washington.

Section 5. Maps and Drawings.

5.1 PSE shall provide the City, upon the City's reasonable request, copies of available drawings in use by PSE showing the location of its Facilities within the Franchise Area, provided the request is limited to Facilities at specific locations in the Franchise Area and is made in connection with the City's planning of capital improvement projects. Further, PSE shall, upon the City's reasonable request, discuss and explore ways in which PSE and the City may

cooperate and coordinate activities with respect to the development of drawing file layers compatible with the City's Geographic Information System ("GIS") which show PSE's Facilities at specific locations in the Franchise Area.

5.2 As to any such drawings and drawing file layers so provided, PSE does not warrant the accuracy thereof and, to the extent the location of Facilities are shown, such Facilities are shown in their approximate location. With respect to any excavations within the Franchise Area undertaken by or on behalf of PSE or the City, nothing herein is intended (nor shall be construed) to relieve either party of their respective obligations arising under applicable law with respect to determining the location of utility facilities.

5.3 Upon the City's reasonable request in connection with a Public Improvement undertaken by or on behalf of the City, including designing new streets and intersections, major renovations of existing streets and intersections, right-of-way use permits, and street vacations, PSE shall further provide to the City (a) the vertical and horizontal location and size of PSE's Facilities at those specific locations within the Franchise Area affected by the City's project or action by either field markings or by locating the Facilities in the City's design drawings, and (b) other reasonable cooperation and assistance; provided, however, that nothing in this Section 5 or any other provision of this Franchise is intended to (or shall) relieve any person or entity of its obligations under applicable law with respect to determining the location of underground facilities.

Section 6. Right to Complete Work.

6.1 In the event that PSE should fail in its restoration responsibilities set forth in Section 4, and such failure continues for a period of ten (10) days after PSE receives written notice from the City regarding such failure, the City may, but in no event is obligated to, perform or contract for such work and, thereafter, PSE shall, upon the City's written request, reimburse the City for the reasonable costs incurred by the City in having such work performed.

Section 7. Relocation of Facilities.

7.1 Whenever the City causes a Public Improvement to be constructed within the Franchise Area, and such Public Improvement requires the relocation of PSE's then-existing Facilities within the Franchise Area (for purposes other than those described in Section 7.2 below):

7.1.1 The City shall provide PSE written notice requesting such relocation, along with review plans for the Public Improvement that are sufficiently complete to allow for the initial evaluation and coordination of the relocation, not less than (2) weeks prior to the date of a meeting to be held between the City and PSE; and

7.1.2 The City and PSE shall, at the meeting described in Section 7.1.1, above, jointly identify and define the project requirements, schedule, construction standards and tasks that both parties agree shall govern the relocation, after which the parties shall prepare such plans, schedules and other construction documents as they agree are necessary to coordinate the Public Improvement and the relocation.

PSE shall, after completion of the activities described in Sections 7.1.1 and 7.1.2 above, relocate the identified Facilities at no charge to the City, subject to any applicable tariffs on file with the Washington Utilities and Transportation Commission and any different arrangement expressly set forth in a separate agreement signed by PSE and the City. The City shall use its best efforts to avoid the subsequent relocation of any Facilities for a period of five (5) years from the date of such relocation, provided that if the City requires such subsequent relocation, the City shall bear the cost thereof, excepting in circumstances which the City could not reasonably have foreseen as of the date of such relocation.

7.2 Whenever (i) any public or private development within the Franchises Area, other than a Public Improvement, requires the relocation of PSE's Facilities within the Franchise Area to accommodate such development; or (ii) the City requires the relocation of PSE's Facilities within the Franchise Area for the benefit of any person or entity other than the City (including, without limitation, any condition or requirement imposed by the City pursuant to any contract or in conjunction with approvals or permits for zoning, land use, construction or development), then in such event, PSE shall have the right as a condition of such relocation, to require such developer, person or entity to make payment to PSE, at a time and upon terms acceptable to PSE, for any and all costs and expenses incurred by PSE in the relocation of PSE's Facilities.

7.3 Nothing in this Section 7 "Relocation of Facilities" shall require PSE to bear any cost or expense in connection with the location or relocation of any Facilities then existing pursuant to easement or such other rights not derived from this Franchise.

Section 8. Trench Repair for Street Restorations.

8.1 At any time during the term of this Franchise, if a PSE Facility or trench within the Franchise Area causes a street to crack, settle, or otherwise fail, the City will notify PSE of the deficiency and PSE agrees to restore the deficiency and repair the damage within thirty (30) days of written notice by the City.

8.2 For purposes of this Section, "street" shall mean all City owned improvements within a Franchise Area right-of-way, include, but is not limited to, the following: pavement, sidewalks, curbing, above and below-ground utility facilities, and traffic control devices.

Section 9. Indemnification.

9.1 PSE shall indemnify, defend and hold harmless the City, its elected and appointed officials, officers, employees, agents, representatives, engineers, and consultants from any and all claims, costs, judgments, awards, or liability, including reasonable attorney fees, to any person arising from injury or death of any person or damage to property to the extent the same is caused by the negligent acts or omissions of PSE, its agents, servants, officers, or employees in performing under this Franchise. This covenant of indemnification shall include, but not be limited by this reference to, claims against the City arising as a result of the negligent acts or omissions of PSE, its agents, servants, officers, or employees in barricading, instituting trench safety systems or providing other adequate warnings of any excavation, construction, or work in the Franchise Area or in any other public place in performance of work or services permitted under this Franchise.

9.2 Inspection or acceptance by the City of any work performed by PSE at the time of completion of construction shall not be grounds for avoidance of any of these covenants of indemnification. Said indemnification obligations shall extend to claims which are not reduced to a suit and any claims which may be compromised prior to the culmination of any litigation or the institution of any litigation.

9.3 In the event any claim or demand for which indemnification is provided under Section 9.1 is presented to, or suit or action is commenced against, the City based upon any such claim or demand, the City shall promptly notify PSE thereof, and PSE may elect, at its sole cost and expense, to settle and compromise such suit or action, or defend the same with attorneys of its choice. PSE will consider in good faith, and will not unreasonably refuse, the City's tender of the defense of any suit or claim for which indemnification is provided under Section 9.1. In the event that PSE refuses the tender of defense in any suit or any claim for which indemnification is provided under Section 9.1, said tender having been made pursuant to this indemnification clause, and said refusal is subsequently determined by a court having jurisdiction (or such other tribunal that the parties shall agree to decide the matter) to have been a wrongful refusal on the part of PSE, then PSE shall pay all of the City's costs for defense of the action, including all reasonable expert witness fees and reasonable attorneys' fees and the reasonable costs of the City, including reasonable attorneys' fees of recovering under this indemnification clause.

9.4 In the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of PSE and the City, its officers, employees and agents, PSE's liability hereunder shall be only to the extent of PSE's negligence. It is further specifically and expressly understood that, solely to the extent required to

enforce the indemnification provided herein, PSE waives its immunity under RCW Title 51; provided, however, the foregoing waiver shall not in any way preclude PSE from raising such immunity as a defense against any claim brought against PSE by any of its employees. This waiver has been mutually negotiated by the parties.

9.5 Notwithstanding any other provisions of this Franchise, PSE assumes the risk of damage to its Facilities located in the Franchise Area from activities conducted by the City, its officers, agents, employees, and contractors, except as set forth below. PSE releases and waives any and all claims against the City, its officers, agents, employees, or contractors for damage to or destruction of PSE's Facilities within the Franchise Area caused by or arising out of activities conducted by the City, its officers, agents, employees, and contractors, in the Franchise Area, except to the extent any such damage or destruction is caused by or arises from the negligence or any willful or malicious action on the part of the City, its officers, agents, employees, or contractors.

9.6 In the event it is determined that RCW 4.24.115 applies to this Franchise, PSE's indemnification obligations under Section 9.1 shall apply to the maximum extent permitted thereunder, to the full extent of PSE's negligence. Further, in any such action, the City shall have the right to participate, at its sole cost and expense, through its own attorney in any suit or action which arises pursuant to this Franchise when the City determines that such participation is in the City's best interest.

9.7 The provisions in this Section 9 shall survive the expiration or termination of this Franchise with respect to any claim, demand, suit or action for which indemnification is provided under Section 9.1 and which is based on an act or omission that occurred during the term of this Franchise.

Section 10. Reservation of Rights.

10.1 In the event the City vacates any portion of the Franchise Area during the term of this Franchise, the City shall, in its vacation procedure, reserve and grant an easement to PSE for PSE's existing Facilities of an appropriate size as reasonably requested by PSE unless the City reasonably determines that to do so would be impracticable in light of the nature of the vacation, providing that PSE provides timely and applicable input to the City upon notification of such proposed vacation action.

10.2 The existence of this Franchise shall not preclude the City from acquiring by condemnation, in accordance with applicable law, all or any portions of PSE's Facilities within the Franchise Area.

Section 11. Recovery of Costs; Permit Fees.

11.1 As specifically provided by RCW 35.21.860, the City may not impose a franchise fee or any other fee or charge of whatever nature or description upon PSE as a result of this Franchise. However, as provided in RCW 35.21.860, the City may recover from PSE the actual administrative expenses incurred by the City that are directly related to: (i) receiving and approving a permit, license or this Franchise, (ii) inspecting plans and construction, or (iii) preparing a detailed statement pursuant to Chapter 43.21C RCW. With respect to its payment of such administrative expenses, the City shall submit to PSE statements/billings which specify the amounts due. PSE shall make payment to the City in reimbursement of such expenses within thirty (30) days of the receipt of such statements/billings. Failure by PSE to pay such amount within such thirty (30) day time period shall constitute a failure to comply with the Franchise for the purposes of Section 12. Additionally, the failure by PSE to timely pay said amounts shall be grounds for the City to preclude the processing of any applications and/or issuing permits until payment has been fully made. Furthermore, any late payment shall also accrue interest computed at the rate of twelve percent (12%) per annum from the thirtieth day.

11.2 With respect to the payment of permit fees, PSE shall comply with all applicable payment terms set forth in applicable codes, ordinances or permits of the City, including, without limitation, any such terms relating to the schedule for payment and the City's right to withhold permits or charge interest in connection with any payment default by PSE; provided, however, the City shall accept payment of such permit fees directly from contractors of PSE that perform work in the Franchise Area on behalf of PSE so long as PSE has notified the City in writing that the contractor is authorized to do so on PSE's behalf and PSE remains responsible for compliance with the terms of the permit.

Section 12. Default.

12.1 If PSE shall fail to comply with the provisions of this Franchise, the City may serve upon PSE a written order to so comply within thirty (30) days from the date such order is received by PSE. If PSE is not in compliance with this Franchise after the expiration of said thirty (30) day period, the City may, by ordinance, declare an immediate forfeiture of this Franchise. The parties expressly acknowledge and agree, however, that the forgoing rights and obligations of the parties are subject in all respects to excused performance based on a Force Majeure Event (as defined in Section 17.14).

12.2 No provision of this Franchise shall be deemed to bar the right of either party to seek or obtain judicial relief from a violation by the other party of any provision of this Franchise or any rule, regulation, requirement or directive promulgated thereunder. Neither the existence of other remedies identified in

this Franchise nor the exercise thereof shall be deemed to bar or otherwise limit the right of either party to recover monetary damages for such violations by the other party, or to seek and obtain judicial enforcement of the other party's obligations by means of specific performance, injunctive relief or mandate, or any other remedy at law or in equity.

Section 13. Nonexclusive Franchise.

13.1 This Franchise is not, and shall not be deemed to be, an exclusive Franchise. This Franchise shall not in any manner prohibit the City from granting other and further franchises over, upon, and along the Franchise Area that do not interfere with PSE's rights under this Franchise. This Franchise shall not prohibit or prevent the City from using the Franchise Area or affect the jurisdiction of the City over the same or any part thereof.

Section 14. Franchise Term.

14.1 This Franchise is and shall remain in full force and effect for a period of ten (10) years from and after the effective date of the Ordinance; provided, however, PSE shall have no rights under this Franchise nor shall PSE be bound by the terms and conditions of this Franchise unless PSE shall, within sixty (60) days after the effective date of the Ordinance, file with the City its written acceptance of the Ordinance. It is further provided that upon PSE's request for an extension, the City may, at its discretion extend this Franchise for up to one five (5) year extension pursuant to Section 17.2. It is provided, however, that the City will not consider the request to extend the Franchise unless PSE is in full compliance with the terms and conditions of the Franchise. In any such extension, if granted by the City, the terms and conditions of this Franchise shall remain in full force and effect, except as may be otherwise mutually agreed by the parties hereto.

Section 15. Insurance; Bond.

15.1 PSE shall maintain the following liability insurance coverages, insuring PSE and, as additional insureds, the City, and its elected and appointed officers, officials, agents, employees, representatives, engineers, consultants, and volunteers against claims for injuries to persons or damages to property which may arise from or in connection with the exercise of the rights, privileges, and authority granted to PSE:

15.1.1 General liability insurance with limits no less than (a) five million dollars ($5,000,000) for bodily injury or death to each person; (b) five million dollars ($5,000,000) for property damage resulting from any one accident; and (c) five million dollars ($5,000,000) for all other types of liability.

15.1.2 Automobile liability for owned, non-owned and hired vehicles with a combined single limit of $3,000,000 for bodily injury and property damage.

15.1.3 Worker's compensation as required by the Industrial Insurance laws of the State of Washington.

15.1.4 Comprehensive form premises-operations, explosions and collapse hazard, underground hazard and products completed hazard with limits of not less than three million dollars ($3,000,000).

15.2 The liability insurance described herein shall be maintained by PSE throughout the term of this Franchise, and such other period of time during which PSE is operating its Facilities within the Franchise Area without a franchise, or is engaged in the removal of its Facilities from the Franchise Area. Payment of deductibles and self-insured retentions shall be the sole responsibility of PSE. Coverage under this policy shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability. The City shall be named as an insured under PSE's Commercial General Liability insurance policy. PSE shall be the primary insured as respects the City, its officers, officials, employees, agents, consultants, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, consultants, agents, and volunteers shall be in excess of PSE's insurance or self-insurance and shall not contribute with it.

15.3 The liability insurance described herein, and any subsequent replacement policies, shall provide that insurance shall not be cancelled or materially changed so as to be out of compliance with these requirements without first providing thirty (30) days written notice to the City. If the insurance is cancelled or materially altered so as to be out of compliance with the requirements of this subsection within the term of this Franchise, PSE shall provide a replacement policy. PSE agrees to maintain continuous uninterrupted insurance coverage, in at least the amounts required for the duration of this Franchise and, in the case of the Commercial General Liability, for at least three (3) years after expiration of the term of this Franchise. Any lapse in the required insurance coverage shall be cause for termination of this Franchise.

15.4 In lieu of the insurance requirements set forth in this Section 15, PSE may self-insure against such risks in amounts as are consistent with good utility practice. Upon the City's request, PSE shall provide the City with a financial statement that provides evidence of PSE's capacity to respond to claims within any self-insured retention level.

15.5 Before undertaking any of the work authorized by this Franchise, PSE shall furnish a bond executed by PSE and a corporate surety authorized to do surety business in the State of Washington in a sum to be mutually agreed upon by the parties. The bond shall be conditioned so that PSE shall restore or replace any defective work or materials discovered in the restoration of the Franchise Area within a period of two (2) years from the inspection date of any such restoration. PSE may meet the obligations of this Section with one or more bonds acceptable to the City. In lieu of a separate bond for routine individual projects involving work in the Franchise Area, PSE may satisfy the City's bond requirements under this Section by posting a single on-going performance bond. In the event that a bond issued pursuant to this Section is canceled by the surety, after proper notice and pursuant to the terms of said bond, PSE shall, prior to the expiration of said bond, procure a replacement bond which complies with the terms of this Section.

15.6 PSE's maintenance of insurance as required by this Franchise shall not be construed to limit the liability of PSE to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy to which the City is otherwise entitled at law or in equity.

Section 16. Assignment.

16.1 PSE shall not assign or transfer its rights, benefits and privileges in and under this Franchise without the prior written consent of the City, which consent shall not be unreasonably withheld or delayed. Prior to any assignment, the intended assignee shall, within thirty (30) days of the proposed date of any assignment, file written notice of the intended assignment with the City together with its written acceptance of all terms and conditions of this Franchise. If PSE assigns this Franchise without the City's consent in violation of this Section 16.1, the City may, by ordinance, declare an immediate forfeiture of this Franchise. Notwithstanding the foregoing, PSE shall have the right, without such notice or such written acceptance, to mortgage its rights, benefits and privileges in and under this Franchise for the benefit of bondholders.

Section 17. Miscellaneous.

17.1 If any term, provision, condition or portion of this Franchise shall be held to be invalid, or is held to be inapplicable to any person or circumstance, such invalidity shall not affect the validity of the remaining portions of this Franchise which shall continue in full force and effect, and its application to other persons and circumstances shall not be affected. The headings of sections and paragraphs of this Franchise are for convenience of reference only and are not intended to restrict, affect or be of any weight in the interpretation or construction of the provisions of such sections or paragraphs.

17.2 This Franchise may be amended only by written instrument, signed by both parties, which specifically states that it is an amendment to this Franchise and is approved and executed in accordance with the laws of the State of Washington. Without limiting the generality of the foregoing, this Franchise (including, without limitation, Section 9 above) shall govern and supersede and shall not be changed, modified, deleted, added to, supplemented or otherwise amended by any permit, approval, license, agreement or other document required by or obtained from the City in conjunction with the exercise (or failure to exercise) by PSE of any and all rights, benefits, privileges, obligations or duties in and under this Franchise, unless such permit, approval, license, agreement or other document specifically:

17.2.1 References this Franchise; and

17.2.2 States that it supersedes this Franchise to the extent it contains terms and conditions that change, modify, delete, add to, supplement or otherwise amend the terms and conditions of this Franchise.

In the event of any conflict or inconsistency between the provisions of this Franchise and the provisions of any such permit, approval, license, agreement or other document, the provisions of this Franchise shall control.

17.3 This Franchise is subject to the provisions of any applicable tariff on file with the Washington Utilities and Transportation Commission or its successor. In the event of any conflict or inconsistency between the provisions of this Franchise and such tariff, the provisions of such tariff shall control, subject only to Section 18 with respect to any such tariff which is adopted after the date of this Franchise.

17.4 In connection with its performance of work under this Franchise, PSE shall, during the term of this Franchise, fully comply with all applicable equal employment or non-discrimination provisions and requirements of federal, state and local laws.

17.5 During the term of this Franchise, each party shall notify and keep the other party apprised of its local address for the service of notices by mail. All notices and other communications given or required to be given under this Franchise shall be sent postage prepaid to such respective address and such notices shall be effective upon receipt. The City and PSE may change their respective addresses by written notice to the other party at any time. As of the effective date of this Franchise:

PSE's notice address shall be:

Puget Sound Energy
6905 S 228th Street
Kent WA 98032
Attention: Municipal Liaison Manager

The City's notice address shall be:

City of Auburn
25 West Main Street
Auburn, WA 98001-4998
Attention: City Engineer

17.6 During the term of this Franchise, PSE shall also provide the City (and maintain current) a written list showing the names and telephone numbers of the specific departments and (if applicable) individuals within PSE that may be contacted by the City to identify and address problems and issues that arise under this Franchise. PSE shall ensure that the list includes contact information for addressing emergency support and technical support issues (with emergency support being available 24 hours per day), and shall ensure that the names and telephone numbers appearing on the list in those areas have the expertise and authority (or access to the same) needed to address the problem or issue promptly and effectively. PSE shall use all reasonable efforts to respond to requests from the City promptly, to work diligently with the City in resolving any problems or issues identified by the City, and to actively communicate with the City regarding each problem or issue from the time it is first identified by the City until the time it is resolved. PSE shall update the list to ensure that it remains current and shall give written notice of the change to the City.

17.7 PSE and the City shall, as reasonably requested by the other party from time to time, discuss and coordinate their activities with respect to construction which may affect the public ways in any manner in an effort to minimize public inconvenience, disruption or damages.

17.8 This Franchise shall be binding upon the parties hereto and their permitted successors and assigns.

17.9 Nothing herein shall be deemed to create a joint venture or principal-agent relationship between the parties, and neither party is authorized to, nor shall either party, act toward third persons or the public in any manner that would indicate any such relationship with the other.

17.10 The failure of either party at any time to require performance by the other party of any provision hereof shall in no way affect the right of such party

thereafter to enforce the same. Nor shall the waiver by a party of any breach of any provision hereof by the other party be taken or held to be a waiver of any succeeding breach of such provision, or as a waiver of the provision itself or any other provision.

17.11 This Franchise shall be governed by and construed in accordance with the laws of the State of Washington. The venue and jurisdiction over any dispute related to this Franchise shall be with the King County Superior Court, Regional Justice Center, Kent, Washington (or, if the Regional Justice Center is no longer in operation, such other local facility as is then operated by the King County Superior Court).

17.12 If either party shall be required to bring any action to enforce any provision of this Franchise, or shall be required to defend any action brought by the other party with respect to this Franchise, and in the further event that one party shall prevail in such action, the other party shall, in addition to all other payments required therein, pay all of the prevailing party's reasonable costs in connection with such action, including such sums as the court or courts may adjudge reasonable as attorney's fees in the trial court and in any appellate courts.

17.13 This Franchise represents the entire understanding and agreement between the parties hereto with respect to the subject matter hereof and supersedes all prior oral negotiations between the parties.

17.14 In the event (and only to the extent) that either party is prevented or delayed in the performance of any of its obligations under this Franchise by any event or circumstance beyond its reasonable control (a "Force Majeure Event"), then that party's performance shall be excused only during the Force Majeure Event. Force Majeure Events shall include, without limitation, war; civil disturbance; flood, earthquake or other Act of God; storm or other condition which necessitates the mobilization of the personnel of a party or its contractors to restore utility service; laws, regulations, rules or orders of any governmental agency; sabotage; strikes or similar labor disputes involving personnel of a party, its contractors or a third party; or any failure or delay in the performance by the other party, or a third party who is not an employee, agent or contractor of the party claiming a Force Majeure Event, in connection with this Franchise. Upon removal or termination of the Force Majeure Event, the party claiming a Force Majeure Event shall promptly perform the affected obligations in an orderly and expedited manner under this Franchise or procure a substitute for such obligation. The parties shall use all commercially reasonable efforts to eliminate or minimize any delay caused by a Force Majeure Event.

Section 18. Changes in Laws.

18.1 If, during the term of this Franchise, there becomes effective any change in federal or state law (including, but not limited to, a change in any tariff filed by PSE with the Washington Utilities & Transportation Commission) and such change:

18.1.1 specifically requires the City to enact a code or ordinance which conflicts or is inconsistent with any provision of this Franchise; or

18.1.2 results in a PSE tariff which conflicts or is inconsistent with any provision of this Franchise;

then, in such event, either party may, within ninety (90) days of the effective date of such change, notify the other party in writing that such party desires to commence negotiations to amend this Franchise. Such negotiations shall only encompass the specific term or condition affected by such change in federal or state law and neither party shall be obligated to reopen negotiations on any other term or condition of this Franchise. Within thirty (30) days from and after the other party's receipt of written notice to so commence such negotiations, the parties shall, at a mutually agreeable time and place, commence such negotiations. The parties shall thereafter conduct such negotiations at reasonable times, in a reasonable manner, in good faith and with due regard to all pertinent facts and circumstances; provided, however, that (a) in the event the parties are unable, through negotiation, to reach mutual agreement upon terms and conditions of such amendment, then either party may, by written notice to the other, demand that the parties seek to arrive at such agreement through mediation or, if no such demand has previously been submitted, terminate this Franchise upon not less than ninety (90) days prior written notice to the other party; and (b) pending such negotiations, mediation and/or termination, and except as to any portion thereof which is in conflict or inconsistent with such change in federal or state law, the Franchise shall remain in full force and effect. For purposes of this Section, the term "mediation" shall mean mediation at the local offices of Judicial Arbitration and Mediation Services, Inc. ("JAMS"), or, if JAMS shall cease to exist or cease to have a local office, mediation at the local offices of a similar organization. The parties may agree on a jurist from the JAMS panel. If they are unable to agree, JAMS will provide a list of the three available panel members and each party may strike one. The remaining panel member will serve as the mediator.

18.2 PSE shall, in connection with any application for changes in its tariffs that would be in conflict or inconsistent with the provisions of this Franchise or would modify the rights or responsibilities of either party under this Franchise, notify the City in writing of the application promptly after it is filed with the Washington Utilities & Transportation Commission ("WUTC"). Further, PSE shall ensure that the City is notified (either directly or through the WUTC

proceeding) of the final adoption by the WUTC of changes in applicable PSE tariffs resulting from any such application of PSE.

Section 19. Severability.

19.1 If any section, sentence, clause or phrase of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 20. Ratification.

20.1 Any act of the City consistent with the authority granted by the City prior to the effective date of this Ordinance is hereby ratified and affirmed by the City.

Section 21. Effective Date.

21.1 This Ordinance shall be effective on June 14, 2006, having been: (i) introduced to the City Council not less than five days before its passage; (ii) first submitted to the City Attorney on May 24, 2006; (iii) published at least five days prior to the above-referenced effective date and as otherwise required by law; and (iv) passed at a regular meeting of the legislative body of the City of Auburn by a vote of at least five members of the City Council on June 5, 2006.

INTRODUCED: JUN 5 2006
PASSED: JUN 5 2006
APPROVED: JUN 5 2006

CITY OF AUBURN

PETER B. LEWIS
MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney

Published: June 9, 2006.

EXHIBIT A

CITY CLERKS OFFICE

HONORABLE MAYOR AND CITY COUNCIL
CITY OF AUBURN, WASHINGTON

In the matter of the application of Puget Sound Energy, Inc., a Washington corporation, for a franchise to construct, operate and maintain facilities in, upon, over under, along, across and through the franchise area of the City of Auburn , Washington	:	Franchise Ordinance No. 6018 ACCEPTANCE

WHEREAS, the City Council of the City of Auburn, Washington, has granted a franchise to Puget Sound Energy, Inc., a Washington corporation, its successors and assigns, by enacting Ordinance No. 6018, bearing the date of _____, 2006; and

WHEREAS, a copy of said Ordinance granting said franchise was received by the Puget Sound Energy, Inc. on June 14, 2006, from said City of Auburn, King and Pierce Counties, Washington.

NOW, THEREFORE, Puget Sound Energy, Inc., a Washington corporation, for itself, its successors and assigns, hereby accepts said Ordinance and all the terms and conditions thereof, and files this, its written acceptance, with the City of Auburn, King and Pierce Counties, Washington.

IN TESTIMONY WHEREOF said Puget Sound Energy, Inc. has caused this written Acceptance to be executed in its name by its undersigned Terry J. Oxley thereunto duly authorized on this 16 day of June, 2006.

ATTEST:

Jason Van Pelt

PUGET SOUND ENERGY, INC.

By: [signature]

Copy received for City of Auburn

on Jan 23, 2006

By: Daniel E Dawson
City Clerk

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5220

Date:
June 1, 2016

Department:
Administration

Attachments:
Resolution No. 5220
Exhibit A to Resolution No. 5220

Budget Impact:
$0

Administrative Recommendation:

City Council to adopt Resolution No. 5220.

Background Summary:

Per plat application number PLT07-0001, received by the City on January 26, 2007 the developer of the North Tapps Estates subdivision dedicated amongst other Tracts located in the development a fully developed park, Tract P, which was to be owned, reserved and maintained by the City of Auburn along with Tract C, which was to be owned, reserved and maintained as open space.

The relatively small size of these two tracts, .94 acres for park Tract P and .32 acres for open space Tract C make each of these Tracts more suitable for maintenance and ownership by the Homeowners Association rather than ownership and maintenance by the City as each of these two Tracts are primarily utilized by the homeowners living within the North Tapps Estates development. The Homeowners Association has been maintaining each of these two tracts since the plat's inception and now wishes to either take over ownership of these two Tracts or relinquish maintenance responsibilities back to the City.

City staff recommends that Council move to approve the surplusing of Tract C and Tract P located within the North Tapps Estates Homeowners Association and give the Mayor the authority to execute a document of conveyance transferring ownership of Tract C and Tract P to the North Tapps Estates Homeowners Association on the condition that the Homeowners Association continue to maintain the Tracts for their intended purpose.

Reviewed by Council Committees:

Councilmember: **Staff:** Hinman

RESOLUTION NO. 5 2 2 0

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DECLARING CERTAIN PROPERTIES AS SURPLUS AND AUTHORIZING THEIR CONVEYANCE FOR PARK AND OPEN SPACE PURPOSES TO THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION

WHEREAS, Application No. WSC01-0005 was submitted to the City of Auburn on April 16, 2001 requesting sewer availability certificates for property located in Pierce County; and

WHEREAS, the City adopted Ordinance No. 5578 on August 20, 2001 that provided for a "development agreement" (Petition for annexation, annexation agreement and declaration of covenant) for an area of approximately 84 acres to be developed in two phases consisting of residential and commercial development; and

WHEREAS, the development agreement contains the following condition, among other conditions:

> "Park property shall be dedicated and developed in accordance with the City of Auburn level of service standards, or the developer shall provide an equivalent value of investment in a recreational improvements, to be negotiated by the Parks and Recreation Director and approved by the Planning and Community Development Committee";

and

WHEREAS, the preliminary plat application was deemed "complete" and vested to Pierce County standards, and the preliminary plat was approved by the Pierce County Hearing Examiner on November 14, 2003, and

WHEREAS, the annexation of the approximately 84-acre property into the City of Auburn became effective August 15, 2005 (Ordinance No. 5932); and

WHEREAS, on January 26, 2007 the City received a final plat application for a portion of the approximately 84-acre property with a 193-lot single-family residential subdivision known as "North Tapps Estates" (Application No. PLT07-0001), and

WHEREAS, the City of Auburn development codes include provisions whereby, depending upon the number of buildable lots, developers would include in connection with their residential developments, dedication of properties to the City for park purposes, or where plats could be modified to provide the designation of tracts within the developments for neighborhood or community parks and under separate authority provide for park impact fees; and

WHEREAS, the City codes also provide that the City Council also may also by a specific plat decision, accept combinations of park land dedication and park fees; and

WHEREAS; the plat has been developed in accordance with the Pierce County zoning regulations and the City of Auburn standards for roads, utilities, and parks; and

WHEREAS, pursuant to such development codes, the developers of the Plat of North Tapps Estates located within the City of Auburn dedicated to the City of Auburn an unimproved approximately five-acre piece of property [located in the vicinity but not located within the Plat itself] for City parks purposes, and dedicated an improved recreation park– Tract P – located within the Plat (40,753 square feet), which was also dedicated to the City of Auburn for parks purposes, and

WHEREAS, certain park improvements to Tract P were completed or guaranteed by the developer as part of the final plat process; and

WHEREAS, for the last number of years, since 2007, the HOA has been maintaining the neighborhood park facilities of Tract P, notwithstanding its having been

dedicated to the City of Auburn for park purposes; and

WHEREAS, in addition to Tract P, Tract C (13,790 square feet) was identified in the Plat as being dedicated to the City of Auburn for Open Space purposes, and

WHEREAS, the HOA advised the City that it is interested in either having the City take over maintenance of Tract P or convey this Tract to the HOA, to be maintained as a neighborhood park; and

WHEREAS, the HOA is also interested in having Tract C conveyed to the HOA, to be maintained as open spaces; and

WHEREAS, the City of Auburn Parks, Arts and Recreation Department has determined that the park facilities of Tract P have not been maintained to meet the City of Auburn Park standards, and that Tract P would better benefit the community if it were a neighborhood park within the Plat, maintained by the HOA, and that, under the circumstances, the property should be conveyed to the HOA, and

WHEREAS, the City of Auburn Community Development and Public Works Department has determined that the purpose of the Open Space Tract C could be met if it was owned and maintained by the HOA, and that, under the circumstances, the property should be conveyed to the HOA.

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

Section 1 FINDINGS

The City Council hereby enters the below Findings.

A. The developers of North Tapps Estates met the requirements of contributing to City park facilities with the dedication of the 5 acre tract north of the Plat

and the inclusion within the Plat of Tract P

B In order to meet the neighborhood park component provided by Tract P, it is not necessary that this tract be a City owned and maintained Park facility

C It would be valuable for the City and for the North Tapps Estates community to have Tract P owned and maintained in perpetuity as a neighborhood park by the HOA, rather than by the City Parks, Arts and Recreation Department, and that the City should surplus Tract P for such purposes.

D The purpose for which Tract C was to be dedicated to the City as open space could be accomplished were Tract C owned and maintained in perpetuity by the HOA as open space.

E. Tract C and P are as depicted and described in the plat documents of the Plat of North Tapps Estates marked as Exhibit "A" attached hereto and incorporated herein by this reference.

F The conveyance of Tracts C and P to the HOA should include reversionary clauses stating that if these Tracts are not used for the park and open space purposes for which they would be conveyed to the HOA, or if the HOA ceases to exist or is otherwise unable to maintain said Tracts for open space and park purposes, the Tracts would revert to City ownership and control.

Section 2. AUTHORIZATION TO CONVEY TRACTS C & P TO HOA.

A. In consideration of the developers of the Plat of North Tapps Estates having dedicated to the City a 5-acre tract of property north of the plat for park purposes, and in further consideration of the Plat of North Tapps Estates HOA continuing to maintain, in perpetuity, Tract P for open space and neighborhood

recreational purposes, said Tract P is surplused and the Mayor is authorized to execute a document of conveyance transferring Tract P to the North Tapps Estates HOA on the condition that the HOA continue to maintain Tract P for open space and neighborhood recreational purposes, including its use as a future trailhead – access point for a planned future trail to be located on the Northwest Pipeline right-of-way adjacent to said Tract P

B In consideration of the Plat of North Tapps Estates HOA continuing to maintain, in perpetuity, Tract C for open space purposes, said Tracts C is surplused and the Mayor is authorized to execute a document of conveyance transferring Tract C to the North Tapps Estates HOA on the condition that the HOA continue to maintain Tracts C for open space purposes as defined herein.

C The conveyance of Tracts C and P by the City to the North Tapps Estates HOA shall include the reversionary clause whereby these Tracts would automatically revert to City ownership and control if they are not used for the park and open space purposes for which they were conveyed to the HOA, and the Tracts would also revert to City ownership and control if the HOA ceases to exist or is otherwise unable to maintain said Tracts for open space and park purposes.

D For the purposes hereof, "open space" shall mean any land or area which is retained for use as active or passive recreation areas, conservation and enhancement of natural or scenic resources, which enhances the value to abutting or neighboring properties, or which provides natural resource protection, and which is characterized by an essentially undeveloped state.

Section 3. ADMINISTRATIVE PROCEDURES.

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

Section 4 EFFECTIVE DATE.

This Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and Signed this _____ day of _____, 20___

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

NORTH TAPPS ESTATES

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON

NORTH

BASIS OF BEARING: PIERCE COUNTY HORIZONTAL CONTROL DATA. HELD THE EAST LINE OF THE N.E. 1/4, SEC. 5, N 03°25'44"E PER PIERCE COUNTY SECTION SUBDIVISION

600 0 600 1200 1800
GRAPHIC SCALE - FEET

REFERENCE MATERIALS

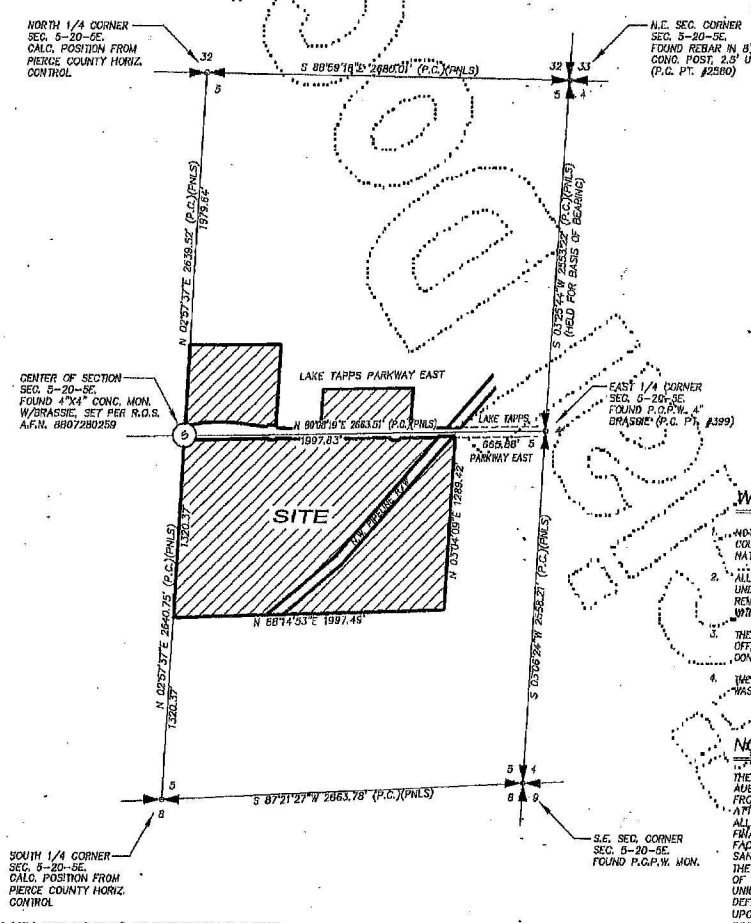
1. PIERCE COUNTY ASSESSOR MAP'S FOR SECTION 05-20-5E.
2. SUBDIVISION GUARANTEE PREPARED BY TICOR TITLE COMPANY OF TACOMA ON DECEMBER 13, 2006 UNDER ORDER NO. 3098724 AND ON MARCH 21, 2007.
3. PIERCE COUNTY PUBLIC WORKS DEPARTMENT SECTION FILE FOR SEC. 05-20-5E. AND G.L.O. NOTES AND PLAT FOR SEC. 05-20-5E.,
4. HEARINGS EXAMINER SUMMERY OF DECISION DATED NOVEMBER 14, 2005, PAGES 1 THRU 15, PARAGRAPH 1 THRU 44, INCLUSIVE, RECORDS OF THE OFFICE OF THE PIERCE COUNTY HEARINGS EXAMINER.
5. THE FOLLOWING DOCUMENTS ARE RECORDS OF THE PIERCE COUNTY AUDITOR'S OFFICE:

R.O.S. 3187
R.O.S. 8807280259
R.O.S. 200306115009
S.P. 9702140348

SHEET INDEX

SHEET 1 - SECTION SUBDIVISION, SURVEYOR CERTIFICATE.
SHEET 2 - PLAT DRAWING.
SHEET 3 - PLAT DRAWING.
SHEET 4 - PLAT DRAWING.
SHEET 5 - PLAT DRAWING.
SHEET 6 - PLAT DRAWING.
SHEET 7 - PLAT DRAWING.
SHEET 8 - GENERAL NOTES, DEPT. APPROVALS DEDICATION, SIGNATURES.
SHEET 9 - LEGAL DESCRIPTION, EASEMENT PROVISIONS, LINE TABLE, SIGNATURES.
SHEET 10 - CURVE TABLE.

SECTION SUBDIVISON
N.E. 1/4 & S.E. 1/4, SEC. 05-20-5E., W.M.



LEGEND

FOUND OR CALC. SUBDIVISIONAL CORNER POSITION, AS DESCRIBED.

(PNLS) BEARING AND DISTANCE, CALC. OR MEAS., BY PACIFIC N.W. LAND SURVEYOR'S, LLC.

SET PIERCE COUNTY STANDARD MONUMENT, UNLESS OTHERWISE NOTED.

SURVEYOR'S NOTES

1. SURVEY INSTRUMENT USED: NIKON DTM-521, TOTAL STATION. JUNIPER DATA COLLECTOR.
2. DATE VISITED SITE AND MONUMENTS: JANUARY, 2004.
3. THIS SURVEY MEETS OR EXCEEDS PRECISION REQUIREMENTS AS FORTH IN W.A.C. 332-130-090.
4. FIELD METHOD USED: FIELD TRAVERSE.
5. LIST OF RECORDED EASEMENT FOR SLOPE MAINTENANCE AND DRAINAGE:
   DRAINAGE EASEMENT, AFN 200501181151 & 200501181162
   SLOPE EASEMENT, AFN 200501181156, 200501181157, 200501181158, 200501181159 & 200501181160

WETLAND NOTES

1. NOTICE: THIS SITE LIES WITHIN A CRITICAL AREA, AS DEFINED WITHIN TITLE 18E PIERCE COUNTY CODE. RESTRICTIONS ON USE OR ALTERATION OF THE SITE MAY EXIST DUE TO NATURAL CONDITIONS OF THE SITE AND RESULTING REGULATIONS.
2. ALL WETLANDS AND BUFFER AREAS CURRENTLY EXISTING ON THE SITE SHALL REMAIN UNDISTURBED. THERE SHALL BE NO GRADING, CLEARING, OR OTHER KIND OF VEGETATION REMOVAL, FILLING, DUMPING, PATH CONSTRUCTION, OR CONSTRUCTION OF ANY KIND WITHIN THE UNDISTURBED WETLAND AND BUFFER TRACT.
3. THE WETLAND APPROVAL FOR PLAT WAS RECORDED AT THE PIERCE COUNTY AUDITOR'S OFFICE ON JULY 20, 2004, RECORDING NUMBER 200407200142. THIS APPROVAL CONTAINS CONDITIONS RESTRICTING CERTAIN USES WITHIN THE WETLAND AND BUFFER TRACT.
4. THE WETLAND BOUNDARY WAS DELINEATED BY HABITAT TECHNOLOGIES, IN JULY, 2003, AND WAS FIELD SURVEYED BY PACIFIC NORTHWEST LAND SURVEYOR'S, LLC IN AUGUST, 2006.

NOTE

THE OWNER/DEVELOPER, SHALL DEFEND, INDEMNIFY AND HOLD THE CITY OF AUBURN, ITS OFFICERS, OFFICIALS, EMPLOYEES AND VOLUNTEERS HARMLESS FROM ANY AND ALL CLAIM, INJURIES, DAMAGES, LOSSES OR SUITS INCLUDING ATTORNEY FEES, ARISING OUT OF OR IN CONNECTION WITH THE COMPLETION OF ALL REQUIRED PUBLIC FACILITY IMPROVEMENTS FOR THIS PLAT. THE CITY'S FINANCIAL OBLIGATION TO CONSTRUCT ANY DEFAULTED PRIVATE UTILITY FACILITIES AND PUBLIC INFRASTRUCTURE FOR STREETS, WATER, UTILITY, SANITARY SEWER UTILITY, OR STORM WATER UTILITY SYSTEMS IS LIMITED TO THE FACE VALUE OF THE BOND THE OWNER/DEVELOPER HAS POSTED IN LIEU OF THE REQUIRED PUBLIC IMPROVEMENTS. THE CITY RESERVES ITS UNILATERAL RIGHT TO ESTABLISH THE SCHEDULE FOR CONSTRUCTION OF DEFAULTED PLAT INFRASTRUCTURE. THIS STATEMENT IS LEGALLY BINDING UPON THE HEIRS, AND/OR ASSIGNS OF THE OWNER/DEVELOPER, SUBSEQUENT PROPERTY OWNERS AND THEIR HEIRS AND/OR ASSIGNS.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS BASED ON AN ACTUAL SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE BEARINGS AND DISTANCES ARE SHOWN CORRECTLY, THAT THE PERIMETER MONUMENTS HAVE BEEN SET WITH PIERCE COUNTY STANDARD MONUMENTS AND THE MONUMENTS ALONG 8TH STREET CT. E., 10TH STREET CT. E., 11TH STREET. E., 178TH AVE. E., 177TH AVE. E., 175TH AVE. E., 178TH AVE. CT. E., 179TH AVE. E., 180TH AVE. E. HAVE BEEN SET WITH A STANDARD SURFACE BRASSIE AND LOT FRONT AND REAR CORNERS HAVE BEEN SET WITH 5/8" REBAR AND YELLOW PLASTIC CAP STAMPED "LS 19628/LS 35476", THAT I HAVE COMPLIED WITH ALL STATE AND COUNTY REGULATIONS GOVERNING PLATTING AND THAT CONFORMS WITH THE APPROVED PRELIMINARY PLAT AND CONDITIONS OF APPROVAL.

4/16/07
DATE

DAVID D. SALMON, PLS 35476
PACIFIC NORTHWEST LAND SURVEYORS, LLC
2606 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

DAVID D. SALMON, STATE OF WASHINGTON, 35476, REGISTERED PROFESSIONAL LAND SURVEYOR, EXPIRES 09/31/07

AUDITOR'S CERTIFICATE

COUNTY AUDITOR PIERCE COUNTY WASHINGTON PAT McCARTHY

FILED FOR RECORD AT THE REQUEST OF THE CITY OF AUBURN THIS 3rd DAY OF May, 2007 AT 02 MINUTES PAST 11 A.M. AND RECORDED IN VOLUME 95 OF PLATS, PAGE 59 RECORDS OF PIERCE COUNTY, WASHINGTON.

COUNTY RECORDING NUMBER 200705035001

Pat McCarthy
PIERCE COUNTY AUDITOR

FEE: $184.50 #184.50

BY: Lori Patterson

JOB NO. 03-212-006
JOB NO. 03212FPLDWG

Pacific Northwest Land Surveyors, LLC
2606 East Main Avenue
Puyallup, Washington 98372
(253) 841-3953

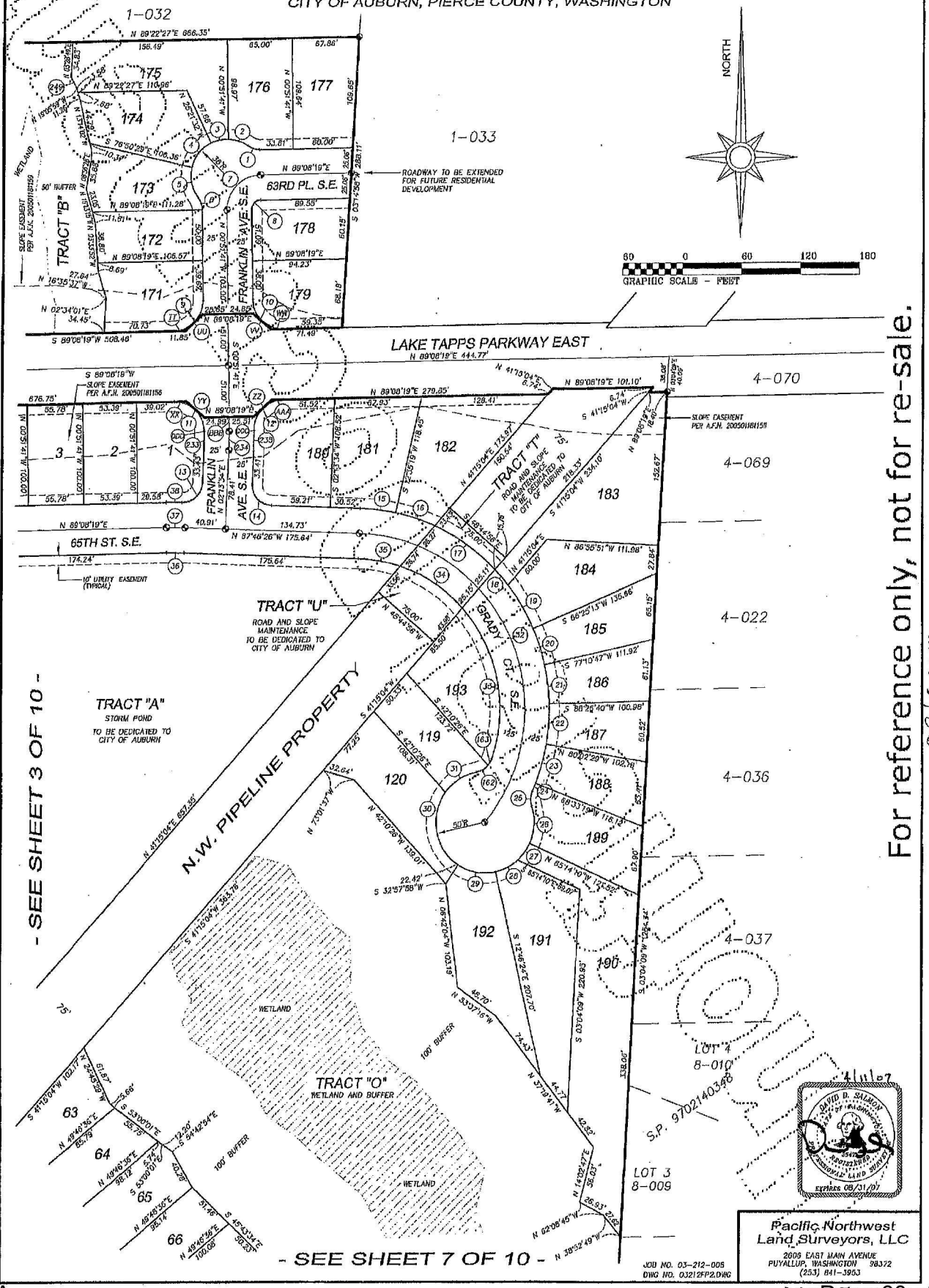
For reference only, not for re-sale.

ORIGINAL

NORTH TAPPS ESTATES

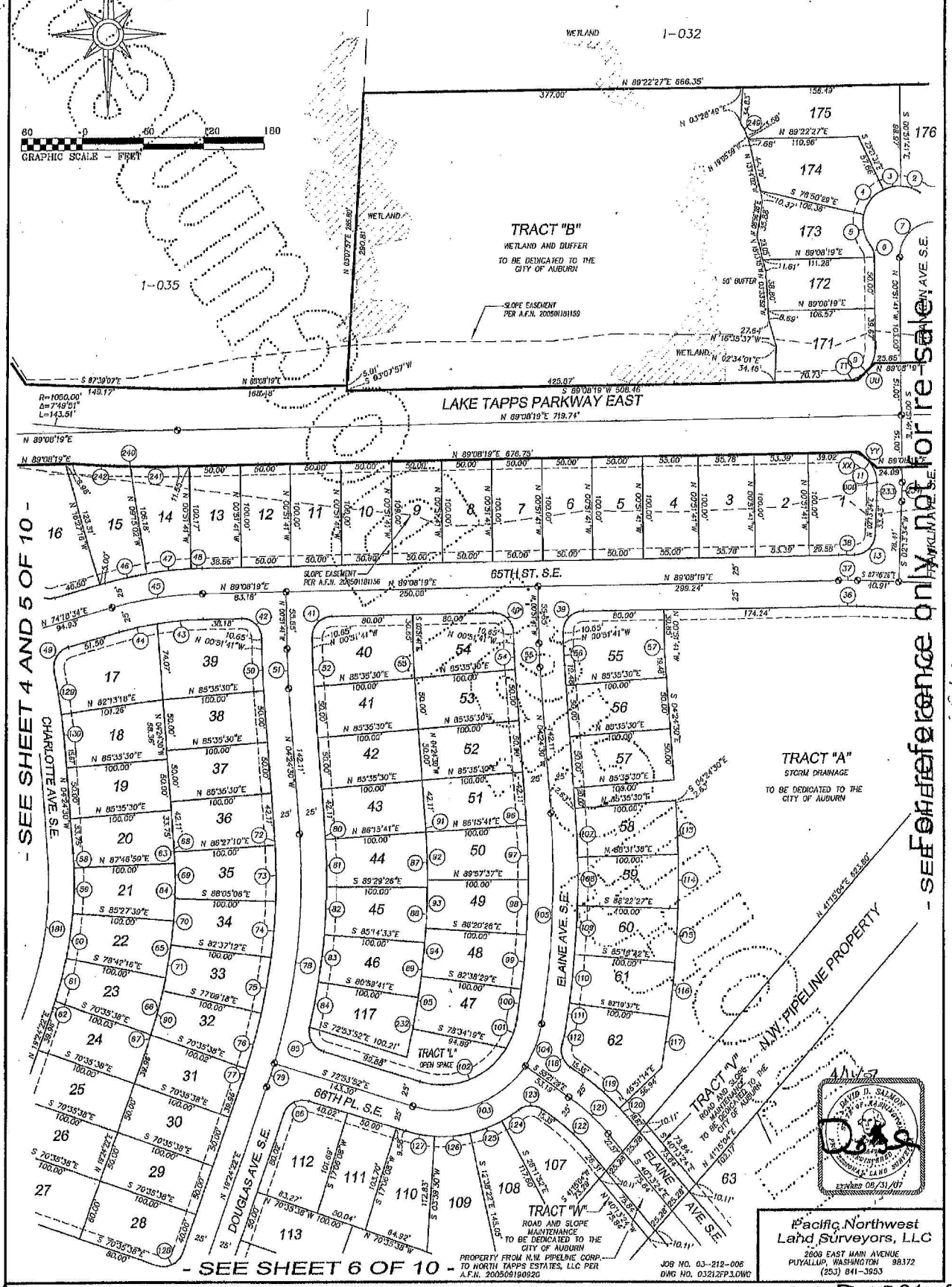
SHEET 2 OF 10

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON



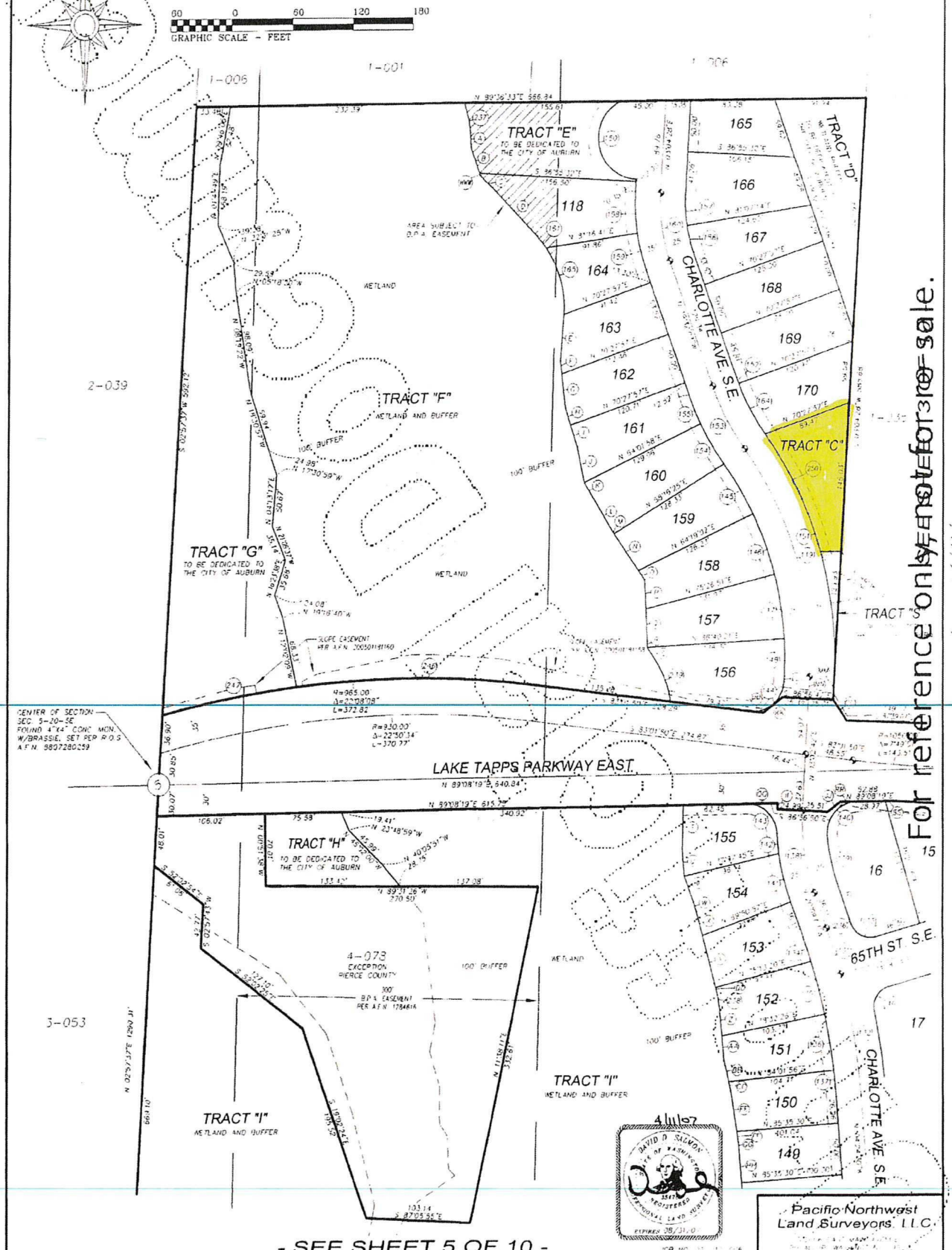
NORTH TAPPS ESTATES

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON



NORTH TAPPS ESTATES

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON



For reference only - not for sale.

- SEE SHEET 5 OF 10 -

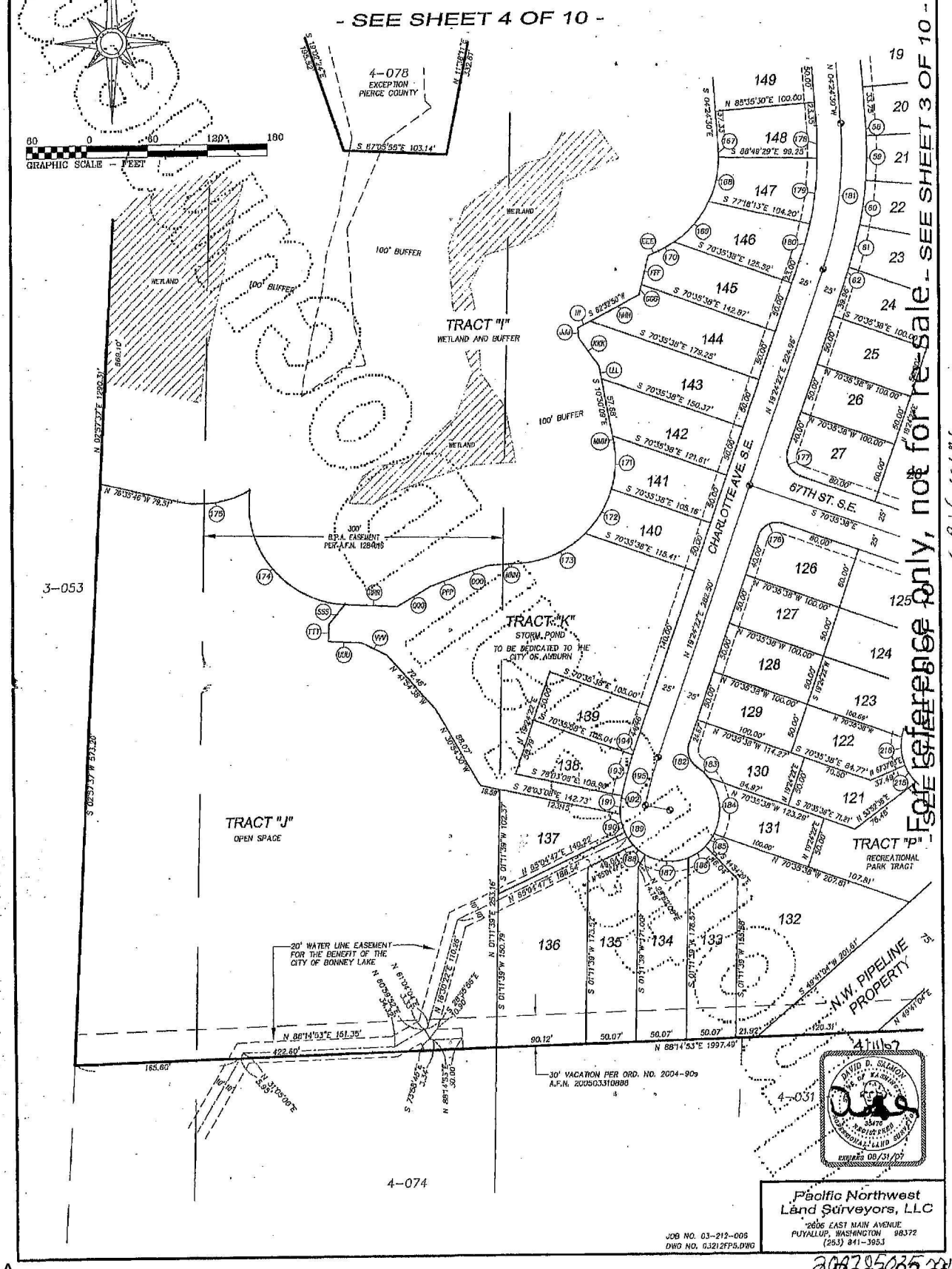
SHEET 5 OF 10

NORTH TAPPS ESTATES

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON

- SEE SHEET 4 OF 10 -

- SEE SHEET 3 OF 10 -



Pacific Northwest
Land Surveyors, LLC
2606 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

JOB NO. 03-212-006
DWG NO. 03212FP5.DWG

4/11/07

DAVID D. SALMON
STATE OF WASHINGTON
35476
REGISTERED
PROFESSIONAL LAND SURVEYOR
EXPIRES 08/31/07

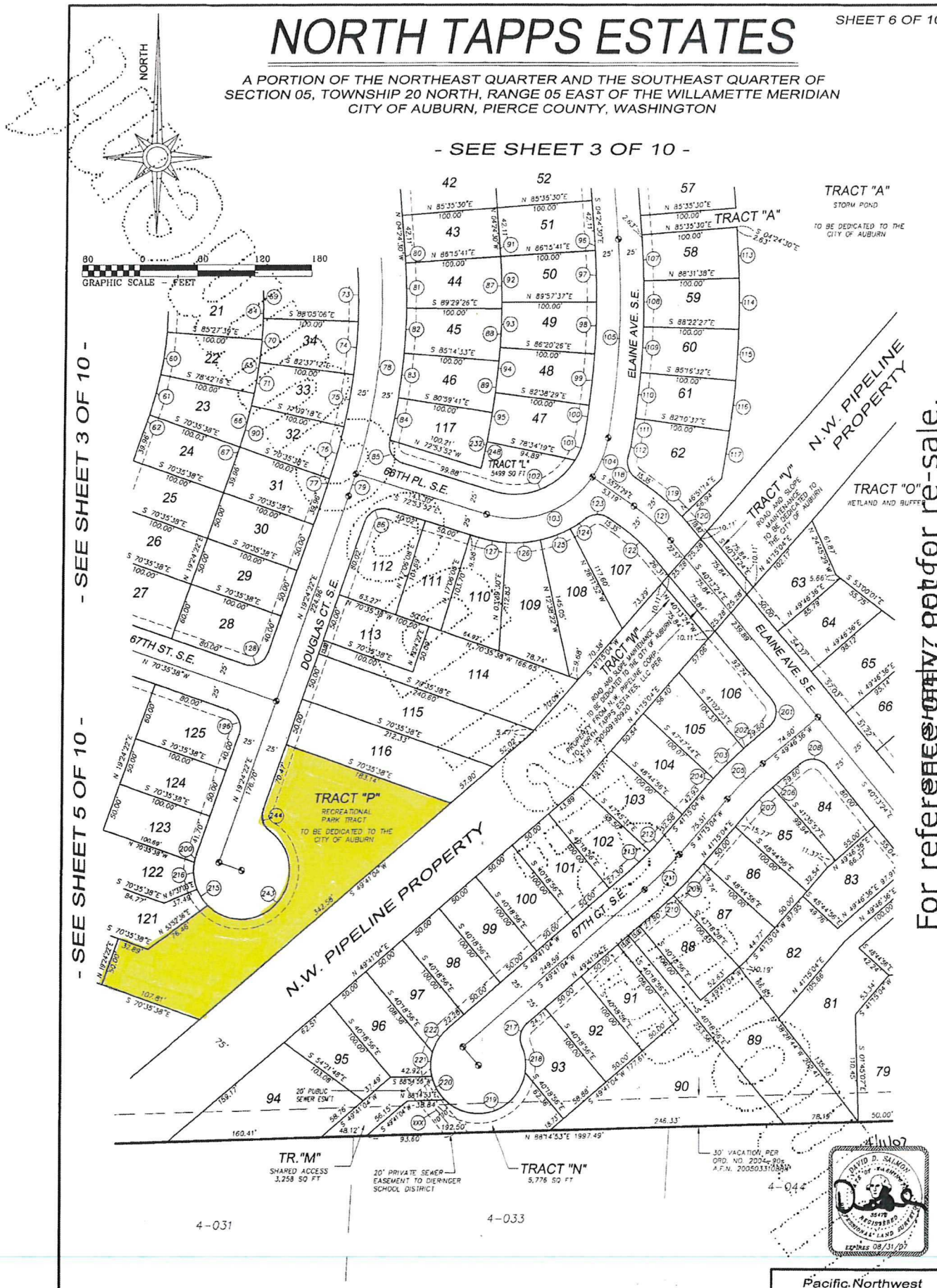
For reference only, not for sale.

ORIGINAL

NORTH TAPPS ESTATES

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON

- SEE SHEET 3 OF 10 -



- SEE SHEET 3 OF 10 -

- SEE SHEET 5 OF 10 -

For reference only, not for re-sale.

DAVID D. SALMON
STATE OF WASHINGTON
35478
REGISTERED PROFESSIONAL LAND SURVEYOR
EXPIRES 08/31/07

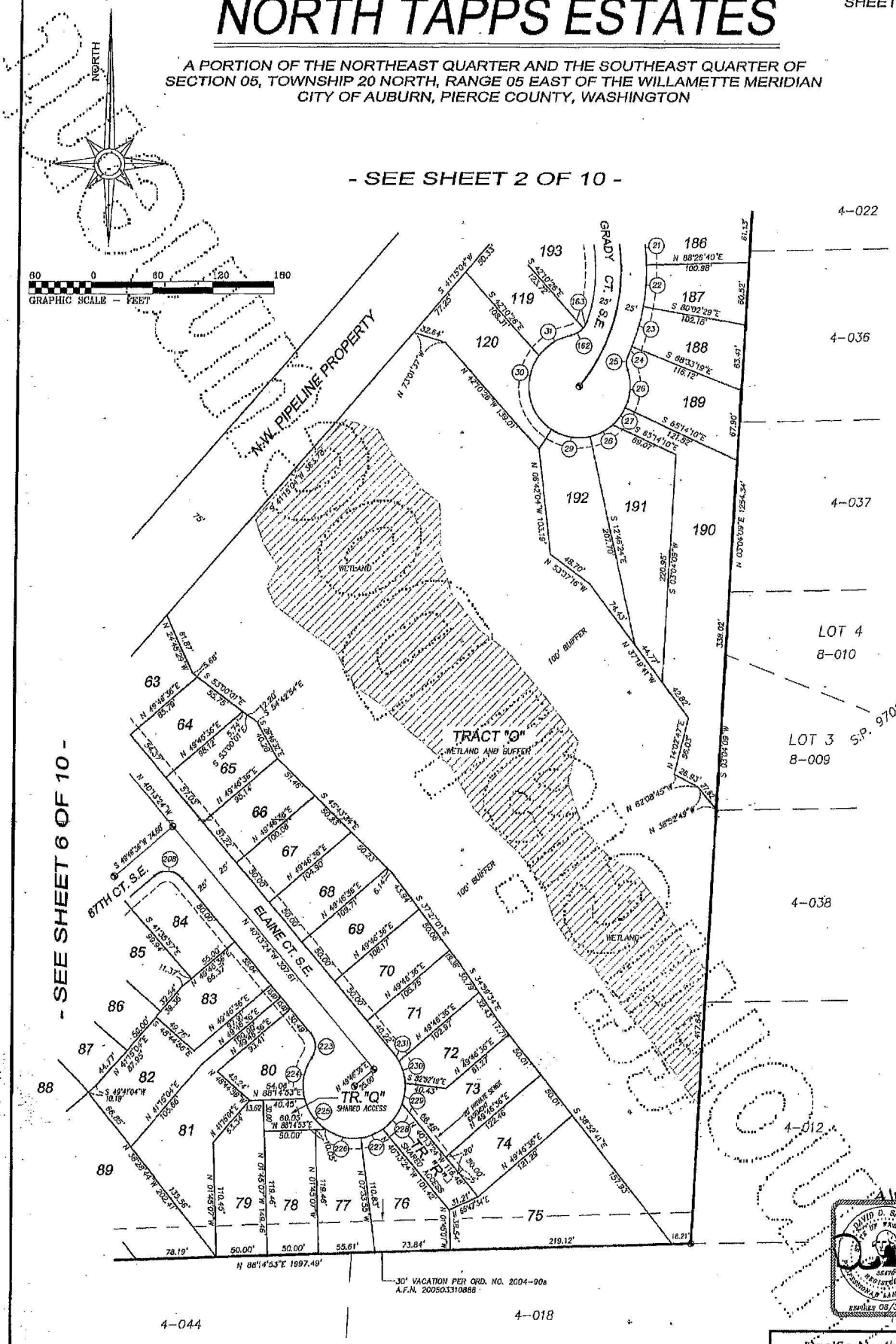
Pacific Northwest Land Surveyors, LLC
2606 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

JOB NO. 03-212-006
DWG NO. 03212FP6.DWG

NORTH TAPPS ESTATES

SHEET 7 OF 10

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON



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ORIGINAL

Pacific Northwest Land Surveyors, LLC
2608 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

JOB NO. 03-212-006
DWG NO. 03212FP7.DWG

NORTH TAPPS ESTATES

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON

DEDICATION

(WE), THE UNDERSIGNED OWNER(S) OF THE HEREIN DESCRIBED PROPERTY DEDICATE THESE LOTS TO THE PURCHASERS THEREOF. I (WE) DEDICATE THE ROADS HEREIN, AND THE EASEMENTS TO THE USE OF THE PUBLIC FOREVER AND HEREBY GRANT TO THE PUBLIC THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THESE LOTS WHEN ORIGINAL REASONABLE GRADING OF THE STREETS.

I (WE) DEDICATE TO CITY OF AUBURN, ITS OFFICERS, EMPLOYEES, AGENTS, SUCCESSORS, ASSIGNS, CONTRACTORS, FOR THE USE OF THE PUBLIC FOREVER, A PERPETUAL EASEMENT WITH A RIGHT OF IMMEDIATE ENTRY AND CONTINUED ACCESS FOR THE CONSTRUCTION, IMPROVEMENT, MAINTENANCE AND REPAIR OF SEWER PIPELINES, MANHOLES AND OTHER APPURTENANT SEWER STRUCTURES, DRYWELLS, OR UNDERGROUND DRAINAGE FACILITIES OVER, UNDER AND ACROSS THE EASEMENTS AND/OR PUBLIC ROADS SHOWN ON THE FACE OF THIS PLAT.

WE DEDICATE TO THE CITY OF BONNEY LAKE, DEPARTMENT OF PUBLIC WORKS, WATER DIVISION A PERPETUAL EASEMENT WITH A RIGHT OF ENTRY AND CONTINUED ACCESS FOR THE CONSTRUCTION MAINTENANCE AND REPAIR OF WATER MAINS AND OTHER APPURTENANCES, OVER, UNDER, AND ACROSS THE PUBLIC ROADS SHOWN ON THE FACE OF THIS PLAT AND THE 20 FOOT EASEMENT ACROSS TRACT "J" AND LOTS 136 & 137.

STATE OF WASHINGTON) BY NORTH TAPPS, LLC
SS
COUNTY OF PIERCE)

ON THIS 16TH DAY OF APRIL 2007, BEFORE ME PERSONALLY APPEARED HYUN JUM TO ME KNOWN TO BE THE MANAGING MEMBER AND EXECUTED THE FOREGOING INSTRUMENT AND AND, BEING IN THE LIMITED LIABILITY COMPANY KNOWN AS MANAGER OF NORTH TAPPS LLC AND THAT HE/SHE IS DULY AUTHORIZED TO SIGN THE SAME AND DULY ACKNOWLEDGED TO ME THAT HE/SHE EXECUTED THE SAME AS THE ACT AND DEED OF SAID LIMITED LIABILITY COMPANY FOR THE USES AND PURPOSES MENTIONED THEREIN.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT: TACOMA
PRINTED NAME: KATHLEEN R. MARCIER
COMMISSION EXPIRES: 7-30-08

*ADDITIONAL ACKNOWLEDGMENTS ON SHEET 9 OF 10

GENERAL NOTES

1. TRACT "A" (100,083 S.F.) IS RESERVED FOR PUBLIC STORM DRAINAGE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
2. TRACT "B" (118,581 S.F.) IS RESERVED FOR WETLAND AND BUFFER TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
3. TRACT "C" (15,790 S.F.) IS RESERVED FOR OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
4. TRACT "D" (10,368 S.F.) IS RESERVED FOR WETLAND AND BUFFER TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
5. TRACT "E" (12,116 S.F.) IS RESERVED FOR OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXBLE INTEREST.
6. TRACT "F" (178,460 S.F.) IS RESERVED FOR WETLAND AND BUFFER TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
7. TRACT "G" (42,714 S.F.) IS RESERVED PUMP STATION, FUTURE SEWER LINE AND OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
8. TRACT "H" (7,250 S.F.) IS RESERVED FOR PUBLIC STORM DRAINAGE AND OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
9. TRACT "I" (349,326 S.F.) IS RESERVED FOR WETLAND AND BUFFER. OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/193RD UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
10. TRACT "J" (186,633 S.F.) IS RESERVED FOR OPEN SPACE. OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/193RD UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
11. TRACT "K" (47,310 S.F.) IS RESERVED FOR PUBLIC STORM DRAINAGE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
12. TRACT "L" (3,504 S.F.) IS RESERVED FOR OPEN SPACE. OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/193RD UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
13. TRACT "M" (3,330 S.F.) IS RESERVED FOR SHARED ACCESS AND UTILITIES, LOTS 74, 95 & 96 WILL HAVE A 33 1/3 UNDIVIDED INTEREST FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
14. TRACT "N" (9,274 S.F.) IS RESERVED FOR OPEN SPACE. OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/193RD UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
15. TRACT "O" (25,181 S.F.) IS RESERVED FOR WETLAND AND BUFFER. OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/193RD UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
16. TRACT "P" (40,753 S.F.) IS RESERVED FOR PARK AND OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
17. TRACT "Q" (1,587 S.F.) IS RESERVED FOR SHARED ACCESS AND UTILITIES, LOTS 78 & 79 WILL HAVE A 1/2 UNDIVIDED INTEREST FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
18. TRACT "R" (3,318 S.F.) IS RESERVED FOR SHARED ACCESS AND UTILITIES, LOTS 74 & 75 WILL HAVE A 1/2 UNDIVIDED INTEREST FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
19. TRACT "S" (852 S.F.) IS RESERVED FOR FUTURE ACCESS AND UTILITIES TO TAX PARCEL NUMBER 05-20-05-1-035 (LAKELAND AREA 9), TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
20. TRACT "T" (1,299 S.F.) IS RESERVED FOR ACCESS, SLOPE MAINTENANCE AND UTILITIES TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
21. TRACT "U" (3,153 S.F.) IS RESERVED FOR ACCESS, SLOPE MAINTENANCE AND UTILITIES TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
22. TRACT "V" (758 S.F.) IS RESERVED FOR ACCESS, SLOPE MAINTENANCE AND UTILITIES TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
23. TRACT "W" (758 S.F.) IS RESERVED FOR ACCESS, SLOPE MAINTENANCE AND UTILITIES TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
24. PRIOR TO ISSUANCE OF BUILDING PERMITS ON LOTS 185 AND 186, A SITE SPECIFIC GEOTECHNICAL REPORT MUST BE SUBMITTED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT.
25. THE DEVELOPER/OWNER WILL PROVIDE A PLAN, TO BE APPROVED BY THE CITY OF AUBURN, TO PROVIDE FOR THE BYPASS PUMPING OF THE SEWAGE LIFT STATION UNTIL SUCH TIME AS THE LIFT STATION IMPROVEMENTS ARE COMPLETE AND ACCEPTED BY THE CITY ENGINEER. THIS BYPASS PUMPING PLAN MUST BE APPROVED PRIOR TO ANY APPLICATIONS FOR BUILDING PERMITS FOR THE NORTH TAPPS ESTATES PLAT. IN THE EVENT A BYPASS PUMPING PLAN CANNOT BE APPROVED BY THE CITY OF AUBURN, BUILDING PERMITS WILL NOT BE ACCEPTED UNTIL SUCH TIME AS THE SANITARY SEWER LIFT STATION IS COMPLETED AND ACCEPTED BY THE CITY OF AUBURN.

FINANCE DIRECTOR'S CERTIFICATE

I HEREBY CERTIFY THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS FOR WHICH THE PROPERTY SUBJECT TO THIS SUBDIVISION MAY BE LIABLE TO THE CITY AND THAT ALL SPECIAL ASSESSMENTS ON ANY PROPERTY HEREIN CONTAINED DEDICATED TO STREETS, ALLEYS OR FOR ANY OTHER PUBLIC USE HAVE BEEN PAID, SATISFIED OR DISCHARGED. THIS 2ND DAY OF MAY 2007

AUBURN DIRECTOR OF FINANCE — DATE 5/2/07

CITY ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT THIS FINAL PLAT IS IN CONFORMANCE WITH THE PRELIMINARY PLAT AND IMPROVEMENTS ISSUED PURSUANT TO A.C.C. 19.08.020 AND IS CONSISTENT WITH THE APPLICABLE CITY IMPROVEMENT STANDARDS AND REQUIREMENTS IN EFFECT ON THE DATE OF PRELIMINARY PLAT APPROVAL. THIS 2ND DAY OF MAY 2007

AUBURN CITY ENGINEER — DATE 5/2/07

PLANNING DIRECTOR'S CERTIFICATE

I HEREBY CERTIFY ON THIS 2ND DAY OF MAY 2007 THAT THIS FINAL PLAT IS IN SUBSTANTIAL CONFORMANCE WITH THE PRELIMINARY PLAT AND ANY CONDITIONS ATTACHED THERETO, WHICH PRELIMINARY PLAT WAS APPROVED BY REVISED RESOLUTION NUMBER 4090 OF THE AUBURN CITY COUNCIL ON THE DAY OF APRIL 16 2007

AUBURN PLANNING DIRECTOR — DATE 05.02.07

APPROVAL

EXAMINED AND APPROVED THIS 2ND DAY OF MAY 2007 PURSUANT TO CITY ORDINANCE NUMBER 6070 ACCEPTED BY THE AUBURN CITY COUNCIL THIS DAY OF APRIL 2007

MAYOR

ATTEST:

AUBURN CITY CLERK

PIERCE COUNTY ASSESSOR/TREASURER

I HEREBY CERTIFY THAT ALL STATE AND COUNTY TAXES HERETOFORE LEVIED AGAINST THE PROPERTY DESCRIBED HEREIN, ACCORDING TO THE BOOKS AND RECORDS IN MY OFFICE, HAVE BEEN FULLY PAID AND DISCHARGED.

EXAMINED AND APPROVED THIS 3RD DAY OF MAY 2007

ASSESSOR/TREASURER
PIERCE COUNTY, WASHINGTON — DATE 5-3-07

PROTECTIVE COVENANTS

SEE PROTECTIVE COVENANTS AS FILED UNDER AUDITOR'S FILE NO. ____
ON THIS ____ DAY OF ____ 19__ IN VOLUME ____ AT PAGE ____ RECORDS OF THE PIERCE COUNTY AUDITOR.

4/16/07

Pacific Northwest Land Surveyors, LLC

For reference only, not for re-sale.

SHEET 9 OF 10

NORTH TAPPS ESTATES

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON

LEGAL DESCRIPTION

PARCEL "A"

THE WEST HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 20 NORTH, RANGE 5 EAST OF THE W.M., IN PIERCE COUNTY, WASHINGTON;

EXCEPT THE NORTH 30 FEET THEREOF FOR COUNTY ROAD AS SET FORTH IN TREASURER'S DEED RECORDED UNDER RECORDING NUMBER 1327271.

EXCEPT THAT PORTION CONVEYED TO PIERCE COUNTY FOR LAKE TAPPS PARKWAY EAST AND STORM DRAINAGE POND NO. 1 BY DEEDS RECORDED UNDER RECORDING NUMBERS 200501181156 AND 200501181167.

EXCEPT THAT PORTION CONVEYED TO THE EL PASO NATURAL GAS COMPANY (KNOWN AS THE NORTHWEST PIPELINE CORPORATION OF SALT LAKE CITY, UTAH) UNDER AUDITOR'S NO. 2410280.

TOGETHER WITH THOSE PORTIONS OF SAID NATURAL GAS PIPELINE AS EXCEPTED ABOVE AS CONVEYED TO NORTH TAPPS ESTATES, LLC., (WHOSE TRUE NAME IS NORTH TAPPS, LLC, A WASHINGTON LIMITED LIABILITY COMPANY) BY WARRANTY DEED RECORDED UNDER AUDITOR'S NO. 200509190920.

PARCEL "B"

THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 20 NORTH, RANGE 5 EAST OF THE W.M., IN PIERCE COUNTY, WASHINGTON.

EXCEPT THE SOUTH 30 FEET THEREOF FOR COUNTY ROAD AS SET FORTH IN TREASURER'S DEED RECORDED UNDER RECORDING NUMBER 1327271.

EXCEPT THAT PORTION CONVEYED TO PIERCE COUNTY FOR LAKE TAPPS PARKWAY EAST, BY DEEDS RECORDED UNDER RECORDING NUMBERS 200501181157, 200501181158 AND 200501181160.

PARCEL "C"

THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND;
THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER, ALL IN SECTION 5, TOWNSHIP 20 NORTH, RANGE 5 EAST OF THE W.M., IN PIERCE COUNTY, WASHINGTON.

EXCEPT THE SOUTH 30 FEET FOR COUNTY ROAD AS SET FORTH IN TREASURER'S DEED RECORDED UNDER RECORDING NUMBER 1290561.

EXCEPT THAT PORTION CONVEYED TO PIERCE COUNTY FOR LAKE TAPPS PARKWAY EAST, SUMNER-TAPPS EXTENSION TO 182ND AVENUE EAST UNDER AUDITOR'S FILE NUMBER 200501181159.

LOT ADDRESSING

LOT 1 – 2821 65TH STREET S.E.
LOT 2 – 2817 65TH STREET S.E.
LOT 3 – 2813 65TH STREET S.E.
LOT 4 – 2809 65TH STREET S.E.
LOT 5 – 2805 65TH STREET S.E.
LOT 6 – 2801 65TH STREET S.E.
LOT 7 – 2731 65TH STREET S.E.
LOT 8 – 2725 65TH STREET S.E.
LOT 9 – 2721 65TH STREET S.E.
LOT 10 – 2715 65TH STREET S.E.
LOT 11 – 2709 65TH STREET S.E.
LOT 12 – 2705 65TH STREET S.E.
LOT 13 – 2635 65TH STREET S.E.
LOT 14 – 2631 65TH STREET S.E.
LOT 15 – 2627 65TH STREET S.E.
LOT 16 – 2623 65TH STREET S.E.
LOT 17 – 6502 CHARLOTTE AVE. S.E.
LOT 18 – 6506 CHARLOTTE AVE. S.E.
LOT 19 – 6510 CHARLOTTE AVE. S.E.
LOT 20 – 6514 CHARLOTTE AVE. S.E.
LOT 21 – 6518 CHARLOTTE AVE. S.E.
LOT 22 – 6602 CHARLOTTE AVE. S.E.
LOT 23 – 6606 CHARLOTTE AVE. S.E.
LOT 24 – 6610 CHARLOTTE AVE. S.E.
LOT 25 – 6614 CHARLOTTE AVE. S.E.
LOT 26 – 6618 CHARLOTTE AVE. S.E.
LOT 27 – 6622 CHARLOTTE AVE. S.E.
LOT 28 – 6701 DOUGLAS AVE. S.E.
LOT 29 – 6621 DOUGLAS AVE. S.E.
LOT 30 – 6617 DOUGLAS AVE. S.E.
LOT 31 – 6613 DOUGLAS AVE. S.E.
LOT 32 – 6609 DOUGLAS AVE. S.E.
LOT 33 – 6605 DOUGLAS AVE. S.E.
LOT 34 – 6601 DOUGLAS AVE. S.E.
LOT 35 – 6517 DOUGLAS AVE. S.E.
LOT 36 – 6513 DOUGLAS AVE. S.E.
LOT 37 – 6509 DOUGLAS AVE. S.E.
LOT 38 – 6505 DOUGLAS AVE. S.E.
LOT 39 – 6501 DOUGLAS AVE. S.E.
LOT 40 – 6502 DOUGLAS AVE. S.E.
LOT 41 – 6506 DOUGLAS AVE. S.E.
LOT 42 – 6510 DOUGLAS AVE. S.E.
LOT 43 – 6514 DOUGLAS AVE. S.E.
LOT 44 – 6518 DOUGLAS AVE. S.E.
LOT 45 – 6522 DOUGLAS AVE. S.E.
LOT 46 – 6604 DOUGLAS AVE. S.E.
LOT 47 – 6607 ELAINE AVE. S.E.
LOT 48 – 6603 ELAINE AVE. S.E.
LOT 49 – 6621 ELAINE AVE. S.E.
LOT 50 – 6517 ELAINE AVE. S.E.
LOT 51 – 6513 ELAINE AVE. S.E.
LOT 52 – 6509 ELAINE AVE. S.E.
LOT 53 – 6505 ELAINE AVE. S.E.
LOT 54 – 6501 ELAINE AVE. S.E.
LOT 55 – 6502 ELAINE AVE. S.E.
LOT 56 – 6506 ELAINE AVE. S.E.
LOT 57 – 6510 ELAINE AVE. S.E.
LOT 58 – 6514 ELAINE AVE. S.E.
LOT 59 – 6518 ELAINE AVE. S.E.
LOT 60 – 6602 ELAINE AVE. S.E.
LOT 61 – 6606 ELAINE AVE. S.E.
LOT 62 – 6610 ELAINE AVE. S.E.
LOT 63 – 6702 ELAINE AVE. S.E.
LOT 64 – 6706 ELAINE AVE. S.E.
LOT 65 – 6710 ELAINE AVE. S.E.
LOT 66 – 6714 ELAINE AVE. S.E.
LOT 67 – 6718 ELAINE AVE. S.E.
LOT 68 – 6722 ELAINE AVE. S.E.
LOT 69 – 6726 ELAINE AVE. S.E.
LOT 70 – 6730 ELAINE AVE. S.E.
LOT 71 – 6734 ELAINE AVE. S.E.
LOT 72 – 6738 ELAINE AVE. S.E.
LOT 73 – 6742 ELAINE AVE. S.E.
LOT 74 – 6746 ELAINE AVE. S.E.
LOT 75 – 6750 ELAINE AVE. S.E.
LOT 76 – 6743 ELAINE AVE. S.E.
LOT 77 – 6739 ELAINE AVE. S.E.
LOT 78 – 6735 ELAINE AVE. S.E.
LOT 79 – 6731 ELAINE AVE. S.E.
LOT 80 – 6727 ELAINE AVE. S.E.
LOT 81 – 6723 ELAINE AVE. S.E.
LOT 82 – 6721 ELAINE AVE. S.E.
LOT 83 – 6717 ELAINE AVE. S.E.
LOT 84 – 2820 67TH CT. S.E.
LOT 85 – 2816 67TH CT. S.E.
LOT 86 – 2812 67TH CT. S.E.
LOT 87 – 2808 67TH CT. S.E.
LOT 88 – 2804 67TH CT. S.E.
LOT 89 – 2802 67TH CT. S.E.
LOT 90 – 2726 67TH CT. S.E.
LOT 91 – 2722 67TH CT. S.E.
LOT 92 – 2718 67TH CT. S.E.
LOT 93 – 2714 67TH CT. S.E.
LOT 94 – 2701 67TH CT. S.E.
LOT 95 – 2705 67TH CT. S.E.
LOT 96 – 2709 67TH CT. S.E.
LOT 97 – 2711 67TH CT. S.E.
LOT 98 – 2715 67TH CT. S.E.
LOT 99 – 2719 67TH CT. S.E.
LOT 100 – 2723 67TH CT. S.E.
LOT 101 – 2727 67TH CT. S.E.
LOT 102 – 2805 67TH CT. S.E.
LOT 103 – 2809 67TH CT. S.E.
LOT 104 – 2813 67TH CT. S.E.
LOT 105 – 2817 67TH CT. S.E.
LOT 106 – 2821 67TH CT. S.E.
LOT 107 – 2726 66TH PL. S.E.
LOT 108 – 2722 66TH PL. S.E.
LOT 109 – 2718 66TH PL. S.E.
LOT 110 – 2714 66TH PL. S.E.
LOT 111 – 2710 66TH PL. S.E.
LOT 112 – 2706 66TH PL. S.E.
LOT 113 – 6702 DOUGLAS AVE. S.E.
LOT 114 – 6704 DOUGALS AVE. S.E.
LOT 115 – 6708 DOUGALS AVE. S.E.
LOT 116 – 6710 DOUGLAS AVE. S.E.
LOT 117 – 6608 DOUGLAS AVE. S.E.
LOT 118 – 6231 CHARLOTTE AVE. S.E.
LOT 119 – 6521 GRADY CT. S.E.
LOT 120 – 6525 GRADY CT. S.E.
LOT 121 – 6723 DOUGLAS CT. S.E.
LOT 122 – 6721 DOUGLAS CT. S.E.
LOT 123 – 6717 DOUGLAS CT. S.E.
LOT 124 – 6713 DOUGLAS CT. S.E.
LOT 125 – 6709 DOUGLAS CT. S.E.
LOT 126 – 6706 CHARLOTTE AVE. S.E.
LOT 127 – 6710 CHARLOTTE AVE. S.E.
LOT 128 – 6714 CHARLOTTE AVE. S.E.
LOT 129 – 6718 CHARLOTTE AVE. S.E.
LOT 130 – 6722 CHARLOTTE AVE. S.E.
LOT 131 – 6726 CHARLOTTE AVE. S.E.
LOT 132 – 6728 CHARLOTTE AVE. S.E.
LOT 133 – 6730 CHARLOTTE AVE. S.E.
LOT 134 – 6734 CHARLOTTE AVE. S.E.
LOT 135 – 6733 CHARLOTTE AVE. S.E.
LOT 136 – 6731 CHARLOTTE AVE. S.E.
LOT 137 – 6729 CHARLOTTE AVE. S.E.
LOT 138 – 6725 CHARLOTTE AVE. S.E.
LOT 139 – 6721 CHARLOTTE AVE. S.E.
LOT 140 – 6705 CHARLOTTE AVE. S.E.
LOT 141 – 6701 CHARLOTTE AVE. S.E.
LOT 142 – 6621 CHARLOTTE AVE. S.E.
LOT 143 – 6617 CHARLOTTE AVE. S.E.
LOT 144 – 6613 CHARLOTTE AVE. S.E.
LOT 145 – 6609 CHARLOTTE AVE. S.E.
LOT 146 – 6605 CHARLOTTE AVE. S.E.
LOT 147 – 6601 CHARLOTTE AVE. S.E.
LOT 148 – 6515 CHARLOTTE AVE. S.E.
LOT 149 – 6511 CHARLOTTE AVE. S.E.
LOT 150 – 6507 CHARLOTTE AVE. S.E.
LOT 151 – 6503 CHARLOTTE AVE. S.E.
LOT 152 – 6501 CHARLOTTE AVE. S.E.
LOT 153 – 6413 CHARLOTTE AVE. S.E.
LOT 154 – 6409 CHARLOTTE AVE. S.E.
LOT 155 – 6405 CHARLOTTE AVE. S.E.
LOT 156 – 6327 CHARLOTTE AVE. S.E.
LOT 157 – 6323 CHARLOTTE AVE. S.E.
LOT 158 – 6319 CHARLOTTE AVE. S.E.
LOT 159 – 6315 CHARLOTTE AVE. S.E.
LOT 160 – 6311 CHARLOTTE AVE. S.E.
LOT 161 – 6307 CHARLOTTE AVE. S.E.
LOT 162 – 6303 CHARLOTTE AVE. S.E.
LOT 163 – 6239 CHARLOTTE AVE. S.E.
LOT 165 – 6225 CHARLOTTE AVE. S.E.
LOT 166 – 6230 CHARLOTTE AVE. S.E.
LOT 167 – 6236 CHARLOTTE AVE. S.E.
LOT 168 – 6242 CHARLOTTE AVE. S.E.
LOT 169 – 6304 CHARLOTTE AVE. S.E.
LOT 170 – 6310 CHARLOTTE AVE. S.E.
LOT 171 – 6327 FRANKLIN AVE.
LOT 172 – 6323 FRANKLIN AVE.
LOT 173 – 6319 FRANKLIN AVE.
LOT 174 – 6315 FRANKLIN AVE.
LOT 175 – 6311 FRANKLIN AVE.
LOT 176 – 2901 63RD PL. S.E.
LOT 177 – 2905 63RD PL. S.E.
LOT 178 – 6322 FRANKLIN AVE.
LOT 179 – 6326 FRANKLIN AVE.
LOT 180 – 2901 65TH STREET S.E.
LOT 181 – 2905 65TH STREET S.E.
LOT 182 – 2909 65TH STREET S.E.
LOT 183 – 6502 GRADY CT. S.E.
LOT 184 – 6504 GRADY CT. S.E.
LOT 185 – 6508 GRADY CT. S.E.
LOT 186 – 6512 GRADY CT. S.E.
LOT 187 – 6518 GRADY CT. S.E.
LOT 188 – 6520 GRADY CT. S.E.
LOT 189 – 6524 GRADY CT. S.E.
LOT 190 – 6526 GRADY CT. S.E.
LOT 191 – 6530 GRADY CT. S.E.
LOT 192 – 6534 GRADY CT. S.E.
LOT 193 – 6517 GRADY CT. S.E.

ADDITIONAL ACKNOWLEDGMENTS

THE UNDERSIGNED HOLDER OF THE INDEPTEDNESS AND OBLIGATIONS SECURED BY THAT CERTAIN DEED OF TRUST DATED MAY 24, 2004 RECORDED AS INSTRUMENT NO. 200405250621 OF THE OFFICIAL RECORDS OF PIERCE COUNTY, WASHINGTON, CONSENTS TO THE RECORDATION OF THIS PLAT AND SUBORDINATES SAID DEED OF TRUST TO THIS PLAT AND THE DEDICATIONS MADE HEREON.

RBC Centura Bank

By: [signature] ~~RBC CENTURA BANK~~ Vice President

STATE OF ~~WASHINGTON~~ Idaho)
:SS
COUNTY OF Ada)

ON THIS 19th DAY OF April, 2007, BEFORE ME PERSONALLY APPEARED Matt C. Brown
APPEARED ______
TO ME KNOWN TO BE THE OFFICERS OF THE CORPORATION THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED SAID INSTRUMENT TO BE THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH STATED THAT he (HE/SHE WAS)(THEY WERE) AUTHORIZED TO EXECUTE SAID INSTRUMENT.

IN WITNESS WHEREOF, SAID CORPORATION HAS CAUSED THIS INSTRUMENT TO BE EXECUTED BY ITS PROPER OFFICERS THIS 19th DAY OF April, 2007.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

Terrylee Hargreaves

NOTARY PUBLIC IN AND FOR THE STATE OF ~~WASHINGTON~~ Idaho
RESIDING AT: Boise, Idaho
PRINTED NAME: Terrylee Hargreaves
COMMISSION EXPIRES: 4-18-08

TERRYLEE HARGREAVES
NOTARY PUBLIC
STATE OF IDAHO

[signature] V.P.
HOMESTREET BANK

STATE OF WASHINGTON)
:SS
COUNTY OF PIERCE)

ON THIS 23 DAY OF APR, 2007, BEFORE ME PERSONALLY APPEARED TIM PATRICK
APPEARED ______
TO ME KNOWN TO BE THE OFFICERS OF THE CORPORATION THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED SAID INSTRUMENT TO BE THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH STATED THAT he (HE/SHE WAS)(THEY WERE) AUTHORIZED TO EXECUTE SAID INSTRUMENT.

IN WITNESS WHEREOF, SAID CORPORATION HAS CAUSED THIS INSTRUMENT TO BE EXECUTED BY ITS PROPER OFFICERS THIS 23 DAY OF Apr, 2007.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

Elaine G Martin

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT: Seattle
PRINTED NAME: ELAINE G MARTIN
COMMISSION EXPIRES: 4-19-10

ELAINE G. MARTIN
NOTARY PUBLIC
4-19-10
STATE OF WASHINGTON

EASEMENT PROVISIONS

AN IRREVOCABLE PERMANENT SEWER EASEMENT IS HEREBY GRANTED TO THE CITY OF AUBURN, THE AREA OF WHICH SHALL BE AS SHOWN ON THE PLAT AND DESCRIBED THEREIN AS "SEWER EASEMENT" FOR THE PURPOSES OF INSTALLING, MAINTAINING, REPLACING, REPAIRING AND OPERATING SEWER MAINS AND APPURTENANCES FOR THIS SUBDIVISION AND OTHER PROPERTY TOGETHER WITH THE RIGHT TO ENTER UPON SAID EASEMENT AT ALL TIMES FOR THE PURPOSE STATED. 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 SEWER EASEMENT AREA, WITHOUT THE EXPRESS WRITTEN CONSENT OF THE CITY. NO EXCAVATION SHALL BE MADE WITHIN THREE (3) FEET OF SAID WATER OR SEWER SERVICE FACILITIES AND THE SURFACE LEVEL OF THE GROUND WITHIN THE EASEMENT AREA SHALL BE MAINTAINED AT THE ELEVATION AS CURRENTLY EXISTING. GRANTOR ADDITIONALLY GRANTS TO THE CITY, THE USE OF SUCH ADDITIONAL AREA IMMEDIATELY ADJACENT TO SAID EASEMENT AREA AS SHALL BE REQUIRED FOR THE CONSTRUCTION, RECONSTRUCTION, MAINTENANCE AND OPERATION OF SAID WATER OR SEWER FACILITIES. THE USE OF SUCH ADDITIONAL AREA SHALL BE HELD TO A REASONABLE MINIMUM AND IN THE CASE OF ANY DAMAGE OR DISRUPTION OF THE PREMISES, THE CITY SHALL RETURN THE PROPERTY TO A CONDITION AS REASONABLY COMPARABLE TO ITS CONDITION AS IT EXISTED IMMEDIATELY BEFORE ENTRY AND/OR WORK WAS MADE THEREON BY THE CITY OR ITS AGENTS. IN ADDITION TO THE OTHER RESTRICTIONS HEREIN, GRANTOR SHALL NOT CONVEY TO A THIRD PARTY ANY EASEMENT OR OTHER RIGHT OF USAGE IN THE PROPERTY THAT WOULD IMPAIR OR LIMIT THE CITY'S USE OF THE EASEMENT AREA.

LINE TABLE

Course	Bearing	Distance
A	S 03°11'22" E	14.23'
B	S 18°21'09" E	26.01'
C	S 45°07'16" E	21.62'
D	S 43°30'34" E	60.37'
E	S 04°05'36" W	45.54'
F	S 06°15'52" E	12.13'
G	S 06°15'52" E	33.59'
H	S 17°44'22" E	17.32'
I	S 17°44'22" E	22.11'
J	S 11°11'52" E	35.51'
K	S 31°28'28" E	21.28'
L	S 30°40'44" E	34.97'
M	S 34°03'40" E	2.44'
N	S 34°03'40" E	43.39'
O	S 34°03'40" E	11.21'
P	S 02°52'10" E	28.39'
Q	S 02°52'10" E	31.52'
R	S 00°16'16" W	6.07'
S	S 33°12'59" E	14.51'
T	S 01°45'41" W	42.56'
U	S 04°59'36" E	26.12'
V	S 20°26'54" E	26.37'
W	S 17°36'47" E	9.89'
X	S 14°46'40" E	23.95'
Y	S 14°46'40" E	61.91'
Z	S 05°38'41" E	28.73'
AA	S 05°38'41" E	24.28'
BB	S 12°14'24" E	20.82'
CC	S 12°14'24" E	9.15'
DD	S 14°46'40" E	2.61'
EE	S 08°40'30" E	39.82'
FF	S 08°40'30" E	10.23'
GG	S 06°32'30" E	7.44'
HH	S 04°24'30" E	32.36'
II	S 03°02'40" W	5.89'
JJ	N 52°21'41" E	15.51'
KK	N 52°22'58" E	24.50'

Course	Bearing	Distance
LL	S 03°02'42" W	6.00'
MM	S 03°04'23" W	20.95'
NN	S 03°02'42" W	20.94'
OO	S 34°40'10" E	24.42'
PP	S 83°01'50" E	13.00'
QQ	N 89°08'19" E	30.77'
RR	N 89°08'19" E	16.93'
SS	N 89°08'19" E	6.98'
TT	N 89°08'19" E	11.85'
UU	N 46°42'09" E	23.71'
VV	S 49°13'40" E	24.08'
WW	N 89°08'19" E	12.15'
XX	N 89°08'19" E	12.01'
YY	S 49°13'40" E	24.08'
ZZ	N 46°42'09" E	23.71'
AAA	N 89°08'19" E	11.99'
BBB	S 00°51'41" E	14.57'
CCC	S 00°54'05" E	0.52'
DDD	S 00°51'41" E	0.57'
EEE	S 87°07'19" W	10.65'
FFF	S 14°07'35" W	29.67'
GGG	S 14°07'35" W	10.22'
HHH	S 62°32'50" W	54.58'
III	S 62°32'50" W	14.07'
JJJ	S 02°31'28" E	9.07'
KKK	S 36°44'01" E	34.78'
LLL	S 10°30'09" E	13.20'
MMM	S 10°30'09" E	8.59'
NNN	S 88°56'05" W	33.83'
OOO	S 71°58'38" W	34.31'
PPP	S 70°16'01" W	27.25'
QQQ	S 60°35'34" W	38.55'
RRR	N 87°08'40" W	52.83'
SSS	S 39°13'59" W	24.82'
TTT	S 02°54'29" W	17.00'
UUU	S 87°05'40" E	32.00'
VVV	S 64°30'09" E	20.20'
WWW	S 18°21'09" E	2.56'
XXX	S 40°18'56" E	58.35'

4/16/07

DAVID D. SALMON
STATE OF WASHINGTON
38478
REGISTERED PROFESSIONAL LAND SURVEYOR
EXPIRES 08/31/07

JOB NO. 03-212-006
DWG NO. 03212FP9.DWG

Pacific Northwest
Land Surveyors, LLC
2606 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

For reference only, not for re-sale.

NORTH TAPPS ESTATES

A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON

For reference only, not for re-sale.

Curve	Radius	Tangent	Length	Delta	Degree	Chord	Chord Bear.
1	20.00'	6.60'	12.75'	36°31'39"	286°28'44"	12.54'	N 72°35'51" W
2	36.00'	10.71'	20.81'	33°07'16"	159°09'18"	20.52'	N 70°53'40" W
3	36.00'	9.13'	17.89'	28°28'08"	159°09'18"	17.70'	S 78°18'38" W
4	36.00'	17.14'	31.99'	50°55'03"	159°09'18"	30.95'	S 38°37'03" W
5	36.00'	17.00'	31.76'	50°32'51"	159°09'18"	30.74'	S 12°08'54" E
6	20.00'	6.60'	12.75'	36°31'39"	286°28'44"	12.54'	S 19°07'30" E
7	34.00'	34.00'	53.41'	90°00'00"	168°31'01"	48.08'	N 44°08'19" E
8	9.00'	9.00'	14.14'	90°00'00"	278°37'11"	12.73'	N 44°08'19" E
9	30.00'	30.00'	47.12'	90°00'00"	190°59'09"	42.43'	S 44°08'19" W
10	30.00'	30.00'	47.13'	90°00'15"	190°59'09"	42.43'	N 45°51'33" W
11	30.00'	30.00'	47.12'	90°00'00"	190°59'09"	42.42'	S 45°51'41" E
12	30.00'	30.04'	47.17'	90°04'48"	190°59'09"	42.46'	N 44°05'55" E
13	20.00'	19.79'	31.21'	89°24'24"	286°28'44"	28.14'	S 40°55'46" W
14	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	N 42°46'26" W
15	200.00'	18.14'	36.17'	10°21'45"	28°38'52"	36.12'	S 82°35'33" E
16	200.00'	20.95'	41.74'	11°57'30"	28°38'52"	41.67'	S 71°25'56" E
17	200.00'	38.38'	75.84'	21°43'41"	28°38'52"	75.39'	S 54°35'20" E
18	200.00'	10.11'	20.20'	5°47'14"	28°38'52"	20.19'	S 40°49'53" E
19	200.00'	25.19'	50.12'	14°21'29"	28°38'52"	49.99'	S 30°45'32" E
20	200.00'	18.83'	37.58'	10°45'34"	28°38'52"	37.50'	S 18°12'00" E
21	200.00'	19.72'	39.32'	11°15'53"	28°38'52"	39.26'	S 07°11'16" E
22	200.00'	20.16'	40.18'	11°30'51"	28°38'52"	40.12'	S 04°12'06" W
23	200.00'	20.11'	40.09'	11°29'10"	28°38'52"	40.03'	S 15°42'06" W
24	200.00'	4.26'	8.52'	2°26'30"	28°38'52"	8.52'	S 22°39'56" W
25	20.00'	7.80'	14.87'	42°35'28"	286°28'44"	14.53'	S 02°35'27" W
26	50.00'	19.93'	37.93'	43°28'07"	114°35'30"	37.03'	S 03°01'46" W
27	50.00'	10.44'	20.58'	23°34'41"	114°35'30"	20.43'	S 36°33'10" W
28	50.00'	12.88'	25.21'	28°53'04"	114°35'30"	24.94'	S 62°47'03" W
29	50.00'	21.09'	39.92'	45°44'22"	114°35'30"	38.86'	N 79°54'13" W
30	50.00'	52.99'	81.44'	93°19'24"	114°35'30"	72.73'	N 10°22'21" W
31	50.00'	20.11'	38.24'	43°49'46"	114°35'30"	37.32'	N 58°11'59" E
32	175.00'	353.82'	389.02'	127°21'59"	32°44'26"	313.72'	N 24°05'26" W
33	150.00'	88.64'	160.11'	61°09'33"	38°11'50"	152.62'	N 11°27'50" W
34	150.00'	39.13'	76.55'	29°14'23"	38°11'50"	75.72'	N 58°39'48" W
35	150.00'	21.74'	43.17'	16°29'26"	38°11'50"	43.02'	N 79°31'43" W
36	325.00'	8.76'	17.51'	3°05'15"	17°37'46"	17.51'	N 89°19'03" W
37	350.00'	9.43'	18.86'	3°05'15"	16°22'13"	18.86'	N 89°19'03" W
38	375.00'	8.16'	16.32'	2°29'36"	15°16'44"	16.32'	N 89°36'52" W
39	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	N 44°08'19" E
40	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	S 45°51'41" E
41	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	N 44°08'19" E
42	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	S 45°51'41" E
43	325.00'	22.59'	45.11'	7°57'13"	17°37'46"	45.08'	S 85°09'43" W
44	325.00'	19.52'	39.00'	6°52'32"	17°37'46"	38.98'	S 77°44'50" W
45	350.00'	45.55'	90.59'	14°49'45"	16°22'13"	90.33'	N 81°43'26" E
46	375.00'	21.10'	42.15'	6°26'24"	15°16'44"	42.13'	N 77°31'48" E
47	375.00'	21.81'	43.57'	6°39'24"	15°16'44"	43.54'	N 84°04'40" E
48	375.00'	5.67'	11.34'	1°43'57"	15°16'44"	11.34'	N 88°16'20" E
49	20.00'	18.65'	30.02'	85°59'58"	286°28'44"	27.28'	N 31°18'35" E
50	650.00'	20.13'	40.24'	3°32'49"	8°48'53"	40.23'	N 02°38'06" W
51	625.00'	19.35'	38.69'	3°32'49"	9°10'02"	38.69'	N 02°38'06" W
52	600.00'	18.58'	37.14'	3°32'49"	9°32'57"	37.14'	N 02°38'06" W
53	500.00'	15.48'	30.95'	3°32'49"	11°27'33"	30.95'	N 02°38'06" W
54	400.00'	12.39'	24.76'	3°32'49"	14°19'26"	24.76'	N 02°38'06" W
55	375.00'	11.61'	23.22'	3°32'49"	15°16'44"	23.21'	N 02°38'06" W
56	350.00'	10.84'	21.67'	3°32'49"	16°22'13"	21.66'	N 02°38'06" W
57	250.00'	7.74'	15.48'	3°32'49"	22°55'06"	15.47'	N 02°38'06" W
58	375.00'	7.17'	14.34'	2°11'29"	15°16'44"	14.34'	S 03°18'46" E
59	375.00'	22.14'	44.22'	6°45'23"	15°16'44"	44.19'	S 01°09'40" W
60	375.00'	22.14'	44.22'	6°45'23"	15°16'44"	44.19'	S 07°55'03" W
61	375.00'	21.54'	43.04'	6°34'33"	15°16'44"	43.01'	S 14°35'01" W
62	375.00'	5.02'	10.05'	1°32'05"	15°16'44"	10.05'	S 18°38'20" W
63	475.00'	9.08'	18.17'	2°11'29"	12°03'44"	18.17'	S 03°18'46" E
64	475.00'	28.04'	56.01'	6°45'23"	12°03'44"	55.98'	S 01°09'40" W
65	475.00'	28.04'	56.01'	6°45'23"	12°03'44"	55.98'	S 07°55'03" W
66	475.00'	28.63'	57.19'	6°53'56"	12°03'44"	57.16'	S 14°44'42" W
67	475.00'	5.02'	10.05'	1°12'42"	12°03'44"	10.04'	S 18°48'01" W
68	475.00'	3.57'	7.14'	0°51'40"	12°03'44"	7.14'	S 03°58'40" E
69	475.00'	22.66'	45.28'	5°27'43"	12°03'44"	45.26'	S 00°48'58" E
70	475.00'	22.67'	45.31'	5°27'54"	12°03'44"	45.29'	S 04°38'51" W
71	475.00'	22.67'	45.31'	5°27'54"	12°03'44"	45.29'	S 10°06'45" W
72	575.00'	4.32'	8.64'	0°51'40"	9°57'52"	8.64'	S 03°58'40" E
73	575.00'	27.43'	54.82'	5°27'43"	9°57'52"	54.79'	S 00°48'58" E
74	575.00'	27.44'	54.85'	5°27'54"	9°57'52"	54.82'	S 04°38'51" W
75	575.00'	27.44'	54.85'	5°27'54"	9°57'52"	54.82'	S 10°06'45" W
76	575.00'	27.92'	55.80'	5°33'37"	9°57'52"	55.78'	S 15°37'30" W
77	575.00'	5.02'	10.04'	1°00'03"	9°57'52"	10.04'	S 18°54'21" W
78	600.00'	113.97'	225.26'	21°30'38"	9°32'57"	223.94'	S 06°20'09" W
79	600.00'	12.06'	24.13'	2°18'14"	9°32'57"	24.12'	S 18°15'15" W
80	625.00'	3.65'	7.31'	0°40'11"	9°10'02"	7.31'	S 04°04'25" E
81	625.00'	23.18'	46.34'	4°14'53"	9°10'02"	46.33'	S 01°36'53" E
82	625.00'	23.18'	46.34'	4°14'53"	9°10'02"	46.33'	S 02°38'00" W
83	625.00'	23.18'	46.34'	4°14'53"	9°10'02"	46.33'	S 06°52'53" W
84	625.00'	22.35'	44.68'	4°05'46"	9°10'02"	44.67'	S 11°03'13" W
85	20.00'	18.65'	30.02'	85°59'58"	286°28'44"	27.28'	S 29°53'53" E
86	20.00'	19.21'	30.61'	87°41'46"	286°28'44"	27.71'	N 63°15'16" E
87	725.00'	26.89'	53.75'	4°14'53"	7°54'10"	53.74'	S 01°36'53" E
88	725.00'	26.89'	53.75'	4°14'53"	7°54'10"	53.74'	S 02°38'00" W
89	725.00'	26.89'	53.75'	4°14'53"	7°54'10"	53.74'	S 06°52'53" W
90	475.00'	22.19'	44.35'	05°20'59"	12°03'44"	44.33'	S 15°31'11" W
91	725.00'	4.24'	8.47'	0°40'11"	7°54'10"	8.47'	S 04°04'25" E
92	725.00'	23.41'	46.81'	3°41'57"	7°54'10"	46.80'	S 01°53'21" E
93	725.00'	23.41'	46.81'	3°41'57"	7°54'10"	46.80'	S 01°48'36" W
94	725.00'	23.41'	46.81'	3°41'57"	7°54'10"	46.80'	S 05°30'32" W
95	725.00'	25.76'	51.49'	4°04'10"	7°54'10"	51.48'	S 09°23'36" W
96	825.00'	4.82'	9.64'	0°40'11"	6°56'42"	9.64'	S 04°04'25" E
97	825.00'	26.64'	53.26'	3°41'57"	6°56'42"	53.25'	S 01°53'21" E
98	825.00'	26.64'	53.26'	3°41'57"	6°56'42"	53.25'	S 01°48'36" W
99	825.00'	26.64'	53.26'	3°41'57"	6°56'42"	53.25'	S 05°30'32" W
100	825.00'	14.99'	29.97'	2°04'53"	6°56'42"	29.97'	S 08°23'57" W
101	75.00'	14.77'	29.17'	22°17'13"	76°23'40"	28.99'	S 20°35'01" W
102	75.00'	57.94'	98.67'	75°22'31"	76°23'40"	91.70'	S 69°24'53" W
103	100.00'	73.27'	126.47'	72°27'37"	57°17'45"	118.21'	N 70°52'19" E
104	100.00'	22.35'	43.99'	25°12'07"	57°17'45"	43.63'	N 22°02'27" E
105	850.00'	103.23'	205.45'	13°50'54"	6°44'26"	204.95'	N 02°30'57" E
106	875.00'	1.32'	2.63'	0°10'20"	6°32'53"	2.63'	S 04°24'30" E
107	875.00'	22.42'	44.83'	2°56'08"	6°32'53"	44.83'	S 02°56'26" E
108	875.00'	23.67'	47.32'	3°05'55"	6°32'53"	47.31'	S 00°04'36" W
109	875.00'	23.67'	47.32'	3°05'55"	6°32'53"	47.31'	S 03°10'30" W
110	875.00'	23.67'	47.32'	3°05'55"	6°32'53"	47.31'	S 06°16'25" W
111	875.00'	12.35'	24.69'	1°37'01"	6°32'53"	24.69'	S 08°37'53" W
112	125.00'	7.78'	15.54'	7°07'19"	45°50'12"	15.53'	S 13°00'03" W
113	975.00'	24.98'	49.96'	2°56'08"	5°52'35"	49.95'	S 02°56'26" E
114	975.00'	26.37'	52.73'	3°05'55"	5°52'35"	52.72'	S 00°04'36" W
115	975.00'	26.37'	52.73'	3°05'55"	5°52'35"	52.72'	S 03°10'30" W
116	975.00'	26.37'	52.73'	3°05'55"	5°52'35"	52.72'	S 06°16'25" W
117	975.00'	24.89'	49.78'	2°55'30"	5°52'35"	49.77'	S 09°17'08" W
118	20.00'	14.51'	25.10'	71°55'12"	286°28'44"	23.49'	S 19°23'53" E
119	225.00'	24.07'	47.96'	12°12'44"	25°27'53"	47.87'	S 49°15'07" E
120	225.00'	5.74'	11.48'	2°55'22"	25°27'53"	11.48'	S 41°41'05" E
121	200.00'	26.57'	52.83'	15°08'05"	28°38'52"	52.68'	S 47°47'27" E
122	175.00'	23.25'	46.23'	15°08'05"	32°44'26"	46.09'	S 47°47'27" E
123	20.00'	14.51'	25.10'	71°55'12"	286°28'44"	23.49'	N 88°40'55" E
124	125.00'	9.93'	19.81'	9°04'49"	45°50'12"	19.79'	S 57°15'44" W
125	125.00'	17.08'	33.94'	15°33'29"	45°50'12"	33.84'	S 69°34'53" W

Curve	Radius	Tangent	Length	Delta	Degree	Chord	Chord Bear.
126	125.00'	17.90'	35.56'	16°17'52"	45°50'12"	35.44'	S 85°30'34" W
127	125.00'	14.73'	29.33'	13°26'38"	45°50'12"	29.26'	N 79°37'11" W
128	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	S 84°24'22" W
129	625.00'	21.34'	42.67'	3°54'42"	9°10'02"	42.66'	S 09°44'03" E
130	625.00'	18.39'	36.76'	3°22'12"	9°10'02"	36.75'	S 06°05'36" E
131	600.00'	23.37'	46.71'	4°27'37"	9°32'57"	46.70'	S 17°55'14" E
132	600.00'	59.26'	118.15'	11°16'56"	9°32'57"	117.96'	S 10°02'58" E
133	20.00'	18.65'	30.02'	85°59'58"	286°28'44"	27.28'	N 62°41'27" W
134	575.00'	12.36'	24.71'	2°27'43"	9°57'52"	24.71'	S 18°53'11" E
135	575.00'	26.46'	52.87'	5°16'07"	9°57'52"	52.85'	S 15°03'16" E
136	575.00'	27.54'	55.04'	5°29'04"	9°57'52"	55.02'	S 09°40'41" E
137	575.00'	12.68'	25.36'	2°31'38"	9°57'52"	25.36'	S 05°40'19" E
138	200.00'	41.05'	80.97'	23°11'45"	28°38'52"	80.42'	N 08°33'10" W
139	175.00'	24.28'	48.25'	15°47'49"	32°44'26"	48.10'	N 12°15'08" W
140	30.00'	31.89'	48.95'	93°29'33"	190°59'09"	43.70'	N 42°23'33" E
141	225.00'	24.24'	48.29'	12°17'47"	25°27'53"	48.20'	N 14°00'09" W
142	225.00'	9.84'	19.67'	5°00'29"	25°27'53"	19.66'	N 05°21'02" W
143	30.00'	28.98'	46.08'	88°00'53"	190°59'09"	41.69'	N 46°51'14" W
144	30.00'	32.13'	49.18'	93°55'28"	190°59'09"	43.85'	S 50°00'26" W
145	325.00'	28.44'	56.73'	10°00'02"	17°37'46"	56.65'	S 30°40'59" E
146	325.00'	31.67'	63.13'	11°07'49"	17°37'46"	63.04'	S 20°07'04" E
147	325.00'	31.94'	63.67'	11°13'31"	17°37'46"	63.57'	S 08°56'24" E
148	325.00'	18.09'	36.15'	6°22'21"	17°37'46"	36.13'	S 00°08'28" E
149	350.00'	123.01'	236.58'	38°43'42"	16°22'13"	232.10'	S 16°19'09" E
150	40.00'	150.00'	104.82'	150°08'16"	143°14'22"	77.30'	N 11°51'24" W
151	375.00'	131.80'	253.48'	38°43'42"	15°16'44"	248.68'	N 18°19'09" W
152	220.00'	3.10'	6.19'	1°36'46"	26°02'37"	6.19'	N 20°20'25" W
153	245.00'	34.76'	69.06'	16°08'57"	23°23'10"	68.83'	N 27°36'32" W
154	270.00'	22.95'	45.79'	9°42'58"	21°13'14"	45.73'	N 30°49'31" W
155	270.00'	15.17'	30.32'	6°25'59"	21°13'14"	30.30'	N 22°45'02" W
156	145.00'	13.52'	26.96'	10°39'17"	39°30'52"	26.93'	N 14°12'25" W
157	145.00'	15.18'	30.25'	11°57'16"	39°30'52"	30.20'	N 02°54'09" W
158	195.00'	20.15'	40.15'	11°47'48"	29°22'57"	40.08'	S 02°49'23" E
159	195.00'	18.45'	36.80'	10°48'44"	29°22'57"	36.74'	S 14°07'41" E
160	170.00'	33.98'	67.08'	22°36'32"	33°42'12"	66.65'	N 08°13'47" W
161	100.00'	7.28'	14.54'	8°19'51"	57°17'45"	14.53'	S 39°23'00" E
162	20.00'	7.24'	13.89'	39°47'15"	286°28'44"	13.61'	N 60°13'00" E
163	20.00'	3.74'	7.40'	21°12'26"	286°28'44"	7.36'	N 29°43'09" E
164	220.00'	28.06'	55.82'	14°32'12"	26°02'37"	55.67'	N 28°24'54" W
165	100.00'	35.72'	68.61'	39°18'40"	57°17'45"	67.27'	S 15°33'44" E
166	100.00'	72.03'	124.84'	71°31'50"	57°17'45"	116.89'	S 31°21'25" W
167	100.00'	4.00'	8.00'	4°34'59"	57°17'45"	8.00'	S 02°07'01" E
168	100.00'	23.14'	45.48'	26°03'32"	57°17'45"	45.09'	S 13°12'15" W
169	100.00'	27.30'	53.30'	30°32'10"	57°17'45"	52.67'	S 41°30'06" W
170	100.00'	9.06'	18.07'	10°21'08"	57°17'45"	18.04'	S 61°56'45" W
171	100.00'	23.74'	46.62'	26°42'42"	57°17'45"	46.20'	S 02°51'12" W
172	100.00'	26.39'	51.61'	29°34'16"	57°17'45"	51.04'	S 30°59'41" W
173	100.00'	37.54'	71.83'	41°09'16"	57°17'45"	70.29'	S 66°21'27" W
174	100.00'	109.76'	166.38'	95°19'40"	57°17'45"	147.84'	N 39°25'50" W
175	101.11'	39.13'	74.68'	42°19'10"	56°40'10"	72.99'	S 81°59'56" W
176	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	N 64°24'22" E
177	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	N 25°35'38" W
178	325.00'	15.85'	31.67'	5°35'01"	17°37'46"	31.66'	S 01°37'00" E
179	325.00'	32.79'	65.35'	11°31'16"	17°37'46"	65.24'	S 06°56'09" W
180	325.00'	19.05'	38.06'	6°42'36"	17°37'46"	38.04'	S 16°03'05" W
181	350.00'	73.80'	145.48'	23°48'53"	16°22'13"	144.43'	S 07°29'56" W
182	20.00'	15.64'	26.55'	76°04'03"	286°28'44"	24.65'	S 18°37'39" E
183	50.00'	7.75'	15.37'	17°36'41"	114°35'30"	15.31'	S 47°51'20" E
184	50.00'	33.06'	58.43'	66°57'12"	114°35'30"	55.16'	S 05°34'23" E
185	50.00'	7.56'	15.00'	17°11'19"	114°35'30"	14.94'	S 36°29'52" W
186	50.00'	10.41'	20.52'	23°31'02"	114°35'30"	20.36'	S 56°51'03" W
187	50.00'	23.99'	44.73'	51°15'32"	114°35'30"	43.25'	N 85°45'40" W
188	50.00'	7.81'	15.49'	17°45'13"	114°35'30"	15.43'	N 51°15'17" W
189	50.00'	7.68'	15.23'	17°27'27"	114°35'30"	15.18'	N 33°38'57" W
190	50.00'	9.33'	18.45'	21°08'24"	114°35'30"	18.34'	N 14°21'01" W
191	50.00'	6.68'	13.27'	15°12'31"	114°35'30"	13.23'	N 03°49'26" E
192	375.00'	2.45'	4.90'	0°44'55"	15°16'44"	4.90'	N 11°48'09" E
193	375.00'	20.91'	41.76'	6°22'58"	15°16'44"	41.75'	N 15°22'06" E
194	375.00'	2.77'	5.54'	0°50'47"	15°16'44"	5.54'	N 18°58'59" E
195	350.00'	24.41'	48.73'	7°58'41"	16°22'13"	48.70'	N 15°25'02" E
196	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	S 25°35'38" E
197	20.00'	14.91'	25.62'	73°23'54"	286°28'44"	23.90'	N 17°17'35" W
198	50.00'	37.27'	64.05'	73°23'55"	114°35'28"	59.76'	S 17°17'35" E
199	50.00'	54.83'	83.14'	95°16'32"	114°35'30"	73.89'	S 67°02'39" W
200	50.00'	4.18'	8.34'	9°33'14"	114°35'30"	8.33'	N 14°37'44" E
201	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	S 04°46'38" W
202	375.00'	2.67'	5.34'	0°48'59"	15°16'44"	5.34'	S 49°22'06" W
203	375.00'	22.13'	44.22'	6°45'21"	15°16'44"	44.19'	S 45°34'56" W
204	375.00'	3.12'	6.24'	0°57'12"	15°16'44"	6.24'	S 41°43'40" W
205	350.00'	26.09'	52.08'	8°31'32"	16°22'13"	52.03'	N 45°30'50" E
206	325.00'	3.90'	7.80'	1°22'33"	17°37'46"	7.80'	S 49°05'19" W
207	325.00'	20.30'	40.56'	7°08'59"	17°37'46"	40.53'	S 44°49'33" W
208	20.00'	20.00'	31.42'	90°00'00"	286°28'44"	28.28'	S 85°13'24" E
209	375.00'	17.82'	35.61'	5°26'28"	15°16'44"	35.60'	S 43°58'18" W
210	375.00'	9.79'	19.58'	2°59'32"	15°16'44"	19.58'	S 48°11'18" W
211	350.00'	25.80'	51.52'	8°26'00"	16°22'13"	51.47'	N 45°28'04" E
212	325.00'	9.16'	18.32'	3°13'46"	17°37'46"	18.32'	S 42°51'57" W
213	325.00'	14.77'	29.52'	5°12'14"	17°37'46"	29.51'	S 47°04'57" W
214	50.00'	78.69'	100.48'	115°08'15"	114°35'30"	84.40'	S 76°58'30" W
215	50.00'	10.21'	20.14'	23°04'26"	114°35'30"	20.00'	N 33°55'10" W
216	50.00'	14.45'	28.13'	32°14'04"	114°35'30"	27.76'	N 06°15'54" W
217	20.00'	14.91'	25.62'	73°23'54"	286°28'44"	23.90'	N 12°59'07" E
218	50.00'	14.44'	28.12'	32°13'37"	114°35'30"	27.75'	S 07°36'02" E
219	50.00'	98.86'	110.25'	126°20'27"	114°35'30"	89.24'	S 71°41'00" W
220	50.00'	14.35'	27.95'	32°01'55"	114°35'30"	27.59'	N 29°07'49" W
221	50.00'	12.99'	25.43'	29°08'08"	114°35'30"	25.15'	N 01°27'12" E
222	50.00'	15.13'	29.38'	33°39'47"	114°35'30"	28.96'	N 32°51'10" E
223	20.00'	14.91'	25.62'	73°23'54"	286°28'44"	23.90'	S 03°31'27" E
224	50.00'	21.79'	41.10'	47°05'32"	114°35'30"	39.95'	S 09°37'44" W
225	50.00'	19.19'	36.65'	42°00'08"	114°35'30"	35.84'	S 34°55'06" E
226	50.00'	19.02'	36.34'	41°38'45"	114°35'30"	35.55'	S 76°44'32" E
227	50.00'	11.97'	23.49'	26°55'08"	114°35'30"	23.28'	N 68°58'31" E
228	50.00'	16.12'	31.19'	35°44'21"	114°35'30"	30.69'	N 37°38'46" E
229	50.00'	10.21'	20.14'	23°04'28"	114°35'30"	20.00'	N 08°14'23" E
230	50.00'	11.38'	22.18'	25°38'55"	114°35'30"	22.20'	N 16°07'17" W
231	50.00'	4.94'	9.84'	11°16'39"	114°35'30"	9.83'	N 34°35'04" W
232	725.00'	29.43'	58.82'	4°38'56"	7°54'10"	58.81'	S 11°19'47" W
233	325.00'	8.76'	17.51'	3°05'15"	17°37'46"	17.51'	S 00°40'57" W
234	350.00'	9.43'	18.86'	3°05'15"	16°22'13"	18.86'	S 00°40'57" W
235	375.00'	10.11'	20.21'	3°05'15"	15°16'44"	20.20'	S 00°40'57" W
236	625.00'	2.51'	5.01'	0°27'34"	9°10'02"	5.01'	S 19°55'16" E
237	100.00'	15.13'	30.04'	17°12'45"	57°17'45"	29.93'	S 11°47'44" E
238	100.00'	7.99'	15.94'	9°07'59"	57°17'45"	15.92'	S 10°12'41" E
239	100.00'	22.30'	43.88'	25°08'46"	57°17'45"	43.54'	S 20°47'38" E
240	1085.00'	52.16'	104.24'	5°30'18"	5°16'51"	104.20'	S 88°08'32" E
241	1085.00'	23.67'	47.33'	2°29'57"	5°16'51"	47.32'	N 89°36'42" W
242	1085.00'	28.47'	56.92'	3°00'20"	5°16'51"	56.91'	N 86°51'34" W
243	50.00'	669.99'	164.53'	188°32'09"	114°35'30"	99.72'	N 40°16'32" E
244	20.00'	14.91'	25.62'	73°23'54"	286°28'44"	23.90'	N 17°17'35" W
245	50.00'	6.66'	13.24'	15°10'24"	114°35'30"	13.20'	S 26°41'10" E
246	965.00'	119.58'	237.95'	14°07'40"	5°56'15"	237.35'	N 89°54'20" E
247	965.00'	67.54'	134.87'	8°00'28"	5°56'15"	134.76'	N 78°50'16" E
248	725.00'	14.09'	28.17'	2°13'34"	7°54'10"	28.17'	S 12°32'28" W
249	50.00'	6.66'	13.24'	15°10'24"	114°35'30"	13.20'	S 26°41'10" E
250	375.00'	64.88'	128.49'	19°37'54"	15°16'44"	127.86'	S 25°52'03" E
251	375.00'	63.08'	124.99'	19°05'49"	15°16'44"	124.41'	S 06°30'12" E

4/11/07

DAVID D. SALMON
STATE OF WASHINGTON
36478
REGISTERED
PROFESSIONAL LAND SURVEYOR
EXPIRES 08/31/07

JOB NO. 03-212-006
DWG NO. 03212FP10.DWG

Pacific Northwest
Land Surveyors, LLC
2606 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5232

Date:
June 1, 2016

Department:
Administration

Attachments:
Resolution No. 5232

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5232.

Background Summary:

The City of Auburn and the Auburn Airport were recently approached by Douglas Miller, owner of SpanaFlight Corp., a flight training school based on Thun Field in Pierce County regarding leasing office space and tie-downs at the Auburn Airport. Mr. Miller and SpanaFlight believe that the lack of flight training services on the Auburn Airport has left a void in the local flight training market that they feel SpanaFlight can fill. The initial lease would commence roughly July 1 and run through December 31 giving SpanaFlight sufficient time to establish itself in the voided market.
The attached term sheet outlines the basis for which the initial lease would be based upon, including a slightly reduced rate for the building they would be occupying; included in the lease would be two aircraft tie-downs. At the end of the lease term, SpanaFlight and the City will look to either extend or draw up a new lease based on market rate terms as well as extended term lengths. The office space identified for lease by SpanaFlight is currently under lease with Century West. Century West is the engineering firm under contract with the City to provide engineering services at the airport, which is a non-aeronautical use. With Council approval of Resolution No. 5232 allowing for the Mayor to negotiate and execute a lease with SpanaFlight based on conformity with the attached term sheet, Century West would agree to an early termination of their lease for the office space they occupy on the airport. City staff believes that replacing the current non-aeronautical use tenant (Century West) with a new tenant intended for aeronautical use (SpanaFlight) will not only generate more revenue for the airport in the long term but in the short term as well, when factors such as additional storage / tie-downs and fuel sales are factored into the overall revenue stream.

Reviewed by Council Committees:

Councilmember: **Staff:** Snyder

Meeting Date: June 6, 2016 **Item Number:** RES.B

RESOLUTION NO. 5 2 3 2

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO NEGOTIATE AND EXECUTE, ON BEHALF OF THE CITY, AN AIRPORT PROPERTY LEASE WITH SPANAFLIGHT LLC

WHEREAS, the City of Auburn has property at the City's municipal airport that could be leased to private airport-related businesses that would provide economic development at the airport; and

WHEREAS, in order to be competitive in developing leases of such airport property, it would be appropriate to authorize the Mayor to negotiate and execute leases within the parameters of terms identified in advance; and

WHEREAS, the City has an opportunity to lease airport properties to a business - SpanaFlight LLC - where there is a business urgency that would justify authorizing the Mayor to negotiate and execute a lease for city airport property so long as the lease is in conformity with identified parameters.

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

Section 1. That the Mayor is hereby authorized to negotiate and execute a lease of City airport property with SpanaFlight LLC, provided that the lease shall be in substantial conformity with the term sheet attached hereto, marked as Exhibit "A" and incorporated herein by this reference.

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

Section 3. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and Signed this _____ day of _____, 2016

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

CITY OF AUBURN WASHINGTON

Nancy Backus, Mayor

25 West Main Street * Auburn WA 98001-4998 * www.auburnwa.gov * 253-931-3000

SpanaFlight Lease at the Auburn Airport

May 6, 2016
Attn: Douglas Miller
SpanaFlight

Term Sheet

Premises: 400 23rd St NE – Commonly referred to as "The 400 building" together with use of the parking lot located to the east of the building.

Two (2) tie-downs to be identified prior to lease commencement.

Rate: $490.00 per month

Monies paid upfront by Lessee shall be held as a credit to be applied towards Lessees Lease payment

Leasehold Tax: A State mandated Leasehold Tax in the amount of 12.84% shall be charged to the gross monthly rental payments.

Maintenance Responsibilities: Lessor shall be responsible for maintaining the foundations, adjacent sidewalks, exterior walls, windows, roof, gutters and downspouts unless damage is caused by negligence on behalf of the Lessee in which case Lessee shall be responsible for repair at their own expense and in a timely manner.

Lessee shall be responsible for all interior repairs and maintenance including, but not limited to: interior walls, floors, wiring, plumbing, heating and air conditioning equipment, unless damage is caused by negligence on behalf of Lessor.

Estimated Term: The term shall Commence July 1st 2016 and end December 31st 2016. Lease Commencement is subject to different variables outside of Lessor's control and is therefore an estimate only

Renewal: No later than November 1, 2016 Lessee must provide to Lessor in writing of its intent to enter into negotiations to extend the lease at agreeable terms to both Lessee and Lessor or vacate the premises upon expiration of the lease. If Lessee

wishes to extend the lease then Lessee shall provide with their written notification a profit and loss statement for review by Lessor If Lessee wishes to enter into negotiations to extend the lease, Lessor shall have 10 working days from receipt of the notice to either accept the request and begin negotiations or deny Lessee's request. If Lessor denies Lessee's request to extend the lease, Lessee agrees to vacate the premises peacefully by the end of the current term.

Utilities: Lessee shall be responsible for establishing direct accounts with the City of Auburn and any other public or private providers of utilities as appropriate. Such utilities shall include but not be limited to: power, water, sewer, storm, garbage, phone & internet.

Lease Contract: The City of Auburn and SpanaFlight shall take reasonable steps to insure that a formal Lease contract is executed between parties within 30 days of the execution of this Term Sheet. The formal Lease shall be in substantial conformity of the terms and conditions described within this Term Sheet.

Lessee, prior to execution of a formal Lease contract in substantial conformity of this Termsheet is currently leasing two tie-downs. Execution of this Lease shall void the contract for the two tie-downs currently in place and include them as part of this lease. Any upfront monies on account for prepayment at the execution of this lease shall be applied as a credit for this Lease.

Subject to: Successful recession of the current lease of premises between Century West and the City of Auburn.

Execution of a lease contract or any extensions thereof shall be subject to the approval of the Auburn City Council through resolution.

By signature shown below SpanaFlight LLC. is acknowledging and accepting of the business points outlined above. Upon execution of this document and submittal of all items applicable in Section 2-1 of the airport Minimum Operating Standards, a formal, binding lease agreement will be prepared by the City which shall be in substantial conformity of the agreed to terms above and sent to SpanaFlight LLC. for review and execution.

Approved:

Doug Miller, SpinnaFlight LLC.

05/09/2016
Date

AUBURN * MORE THAN YOU IMAGINED

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5233

Date:
June 1, 2016

Department:
Administration

Attachments:
Resolution No. 5233

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5233.

Background Summary:

Resolution 5233 declares a portion of City owned property at the Les Gove Community Campus as surplus and grants the Mayor authority to convey the property to the adjacent property owners. The survey completed for the Auburn Community and Teen Center project revealed that the current legal property boundary along the new parking lot area between 8th Street and 9th Street in front of the gymnasium, is approximately 3 feet west of the existing fence. For at least the last 20 years, this three foot strip of land has been presumed to be part of the adjacent properties (currently owned by Todd Hobert and James and Catherine Balzer) and has been maintained and utilized by the owners. This strip of land is deemed to be of no value to the overall functions and operations of the Les Gove Community Campus and to the City in general. Furthermore, not adjusting the boundary line to reflect the presumed line may have unintended consequences on each of the adjacent private properties, including setback issues. It is therefore recommended that the City Council declare as surplus the three foot strip of property legally described in Exhibit A and depicted in Exhibit B and grant the Mayor the authority to convey the property to the adjacent property owners. The property owners (Hobert and Balzer) have granted Temporary Construction Easements to the City related to the construction of the parking lot and new fence for the Community and Teen Center, which is considered by City Staff to be just compensation for the proposed surplus area that would be conveyed to the property owners (Hobert and Balzer).

Reviewed by Council Committees:

Councilmember:

Staff: Hinman

Meeting Date: June 6, 2016

Item Number: RES.C

RESOLUTION NO. 5 2 3 3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DECLARING CERTAIN REAL PROPERTY AS SURPLUS AND AUTHORIZING THE MAYOR TO CONVEY INTEREST IN CERTAIN REAL PROPERTY BETWEEN THE CITY OF AUBURN AND TODD HOBERT (FOR PARCEL A) AND JAMES AND CATHERINE BALZER (FOR PARCEL B)

WHEREAS, the City of Auburn owns real property in the 800 Block between 8th Street SE and 9th Street SE, within the City of Auburn, Washington, a portion of which is no longer needs for municipal purposes; and

WHEREAS, Todd Hobert and James and Catherine Balzer, are owners of property adjacent thereto – Todd Hobert at 810 8th Street SE [King County parcel No 1921059621], and James and Catherine Balzer at 809 9th Street SE [King County parcel No 1921059248] – and they desire to obtain a three foot strip of City property originally thought to be their own. The three foot portion of City property is not needed by the City; and

WHEREAS, it would be appropriate for the Mayor or designee to negotiate an agreement of conveyance thereof that is beneficial to both parties and that is acceptable to the City

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

Section 1. That the portion of City property, described in Exhibit "A" attached hereto and depicted on Exhibit "B" attached hereto, and incorporated herein, by this reference is declared to no longer be needed or required for municipal purposes, and is hereby declared to be surplus.

Section 2. The Mayor of the City of Auburn or designee is hereby authorized to convey real property in accordance with Boundary Line Adjustment (BLA16-0008) "Les Gove Park BLA" between the City of Auburn and the adjacent property owners, Todd Hobert and James and Catherine Balzer

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

Section 4. This resolution shall be in full force and effect upon passage and signatures hereon.

Dated and Signed this _____ day of _____, 2016.

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

EXHIBIT "A"

CONVEYANCE AREA LEGAL DESCRIPTION - PARCEL "A"

That portion of "Revised Parcel A" of City of Auburn Boundary Line Adjustment BLA08-0018 recorded under King County recording number 20090120900004 in Section 19, Township 21 North, Range 05 East of the Willamette Meridian, King County, Washington, said portion described as follows:

Commencing at the Northwest corner of the Northwest Quarter of the Northeast Quarter of said Section 19;

Thence South 89° 54' 54" East along the north line of said Section 250.0 feet to the most northerly northwest corner of said "Revised Parcel A" of City of Auburn Boundary Line Adjustment BLA08-0018 recorded under King County recording number 20090120900004;

Thence South 01°06'14" West along the west line of said "Revised Parcel A" a distance of 30.00 feet to the northeast corner of the lands described in deed recorded under King County recording number 20060728002916 and the true point of beginning;

Thence South 89° 54' 54" East 2.90 feet;

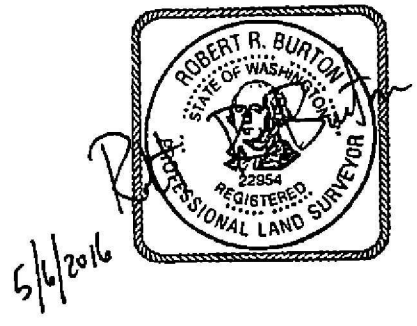
Thence South 01° 06' 14" West 102.00 feet;

Thence North 89° 54' 54" West 2.90 feet to the Southeast corner of said lands;

Thence North 01° 06' 14" East along the east line of said lands a distance of 102.00 feet to the point of beginning.

Containing an area of 296 square feet, more or less.

The basis of bearings for this description is identical with said Boundary Line Adjustment recorded under recording number 20090120900004, records of King County, Washington.



O:\SURVEY\PROJECTS\CP1412-Les Gove Park\2015 BLA\Exhibit A Transfer deed Parcel A.doc 5/06/2016

CONVEYANCE AREA LEGAL DESCRIPTION - PARCEL "B"

That portion of "Revised Parcel A" of City of Auburn Boundary Line Adjustment BLA08-0018 recorded under King County recording number 20090120900004 in Section 19, Township 21 North, Range 05 East of the Willamette Meridian, King County, Washington, said portion described as follows:

Commencing at the Northwest corner of the Northwest Quarter of the Northeast Quarter of said Section 19;

Thence South 89° 54' 54" East along the north line of said Section 250.0 feet to the most northerly northwest corner of said "Revised Parcel A" of City of Auburn Boundary Line Adjustment BLA08-0018 recorded under King County recording number 20090120900004;

Thence South 01°06'14" West along the west line of said "Revised Parcel A" a distance of 30.00 feet to the northeast corner of the lands described in deed recorded under King County recording number 20060728002916;

Thence continuing South 01° 06' 14" West along the east line of said lands a distance of 102.00 feet to the northeast corner of the lands described in deed recorded under King County recording number 8811151436 and the True point of Beginning;

Thence South 89°54' 54" East 2.90 feet;

Thence South 01° 06' 14" West 128.64 feet;

Thence North 89°54' 54" West 2.90 feet to the east line of said lands described is said deed recorded under recording number 8811151436;

Thence North 01° 06' 14" East along last said east line a distance of 128.64 feet to the point of beginning.

Containing an area of 373 square feet, more or less.

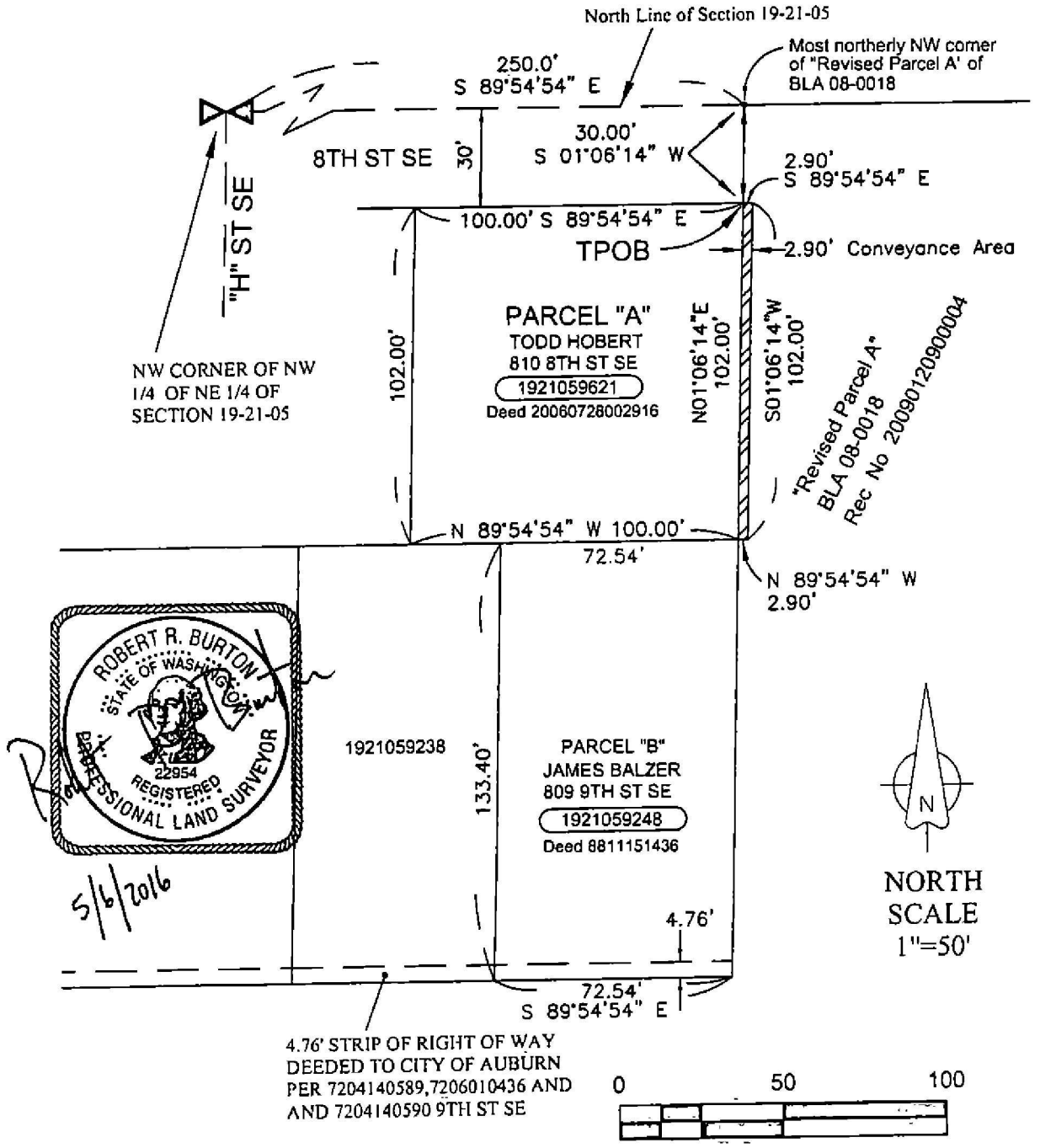
The basis of bearings for this description is identical with the Boundary Line Adjustment recorded under recording number 20090120900004, records of King County, Washington.

5/6/2016

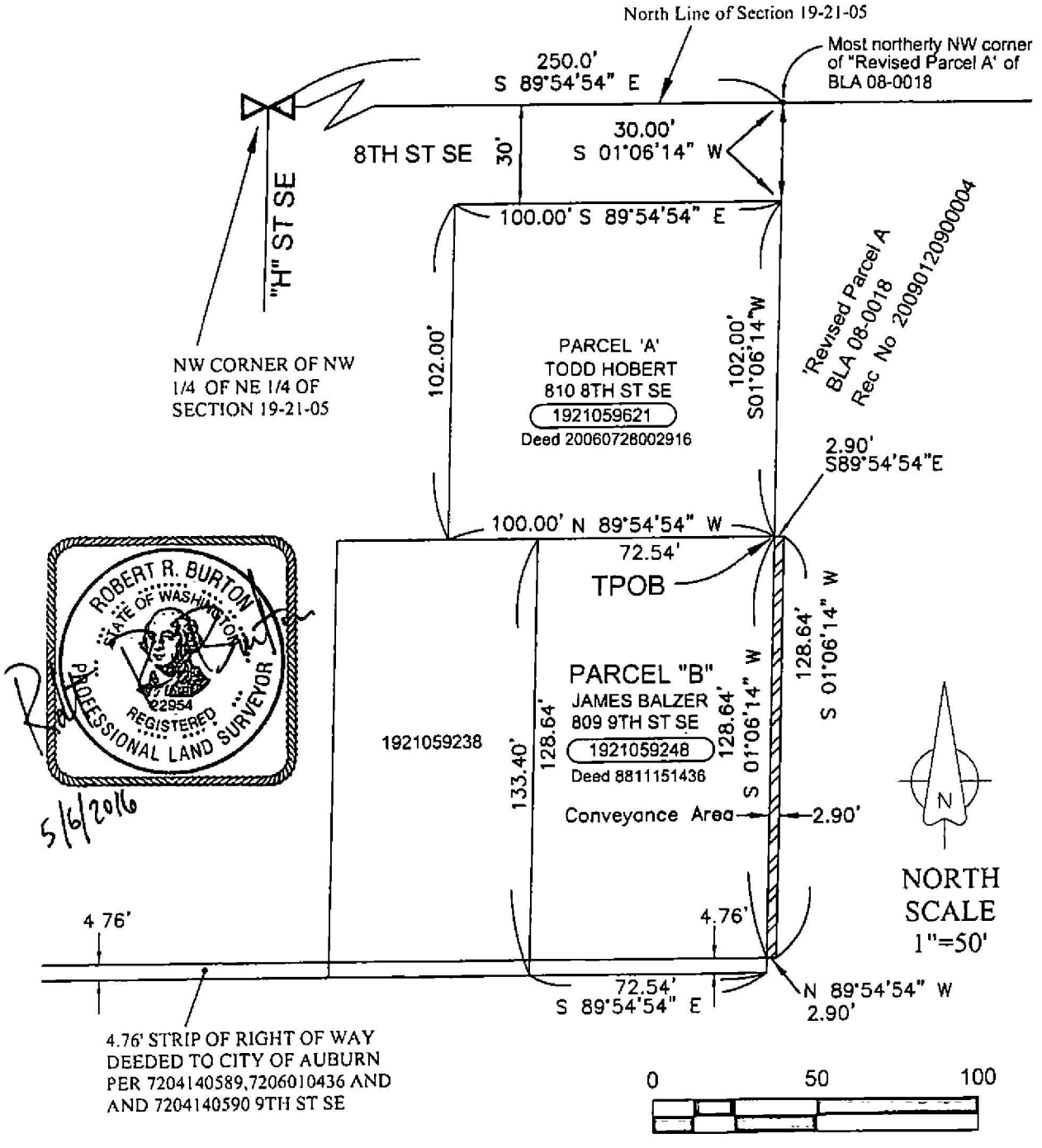
ROBERT R. BURTON
STATE OF WASHINGTON
22954
REGISTERED
PROFESSIONAL LAND SURVEYOR

O:\SURVEY\PROJECTS\CP1412-Les Gove Park\2015 BLA\Exhibit A Transfer deed Parcel B doc 5/06/2016

EXHIBIT "B"



Note: Exhibit map made to accompany Legal Description for Conveyanace Area



Note: Exhibit map made to accompany Legal Description for Conveyance Area

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5234

Date:
June 1, 2016

Department:
Information Services

Attachments:
Resolution No. 5234
RES 5234 Exhibit A

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5234.

Background Summary:

Resolution No. 5234 authorizes approval of an Annual GSA contract with Verizon to cover actualized equipment and cell phone usage.

Reviewed by Council Committees:

Councilmember:

Staff: Haugan

Meeting Date: June 6, 2016

Item Number: RES.D

RESOLUTION NO. 5 2 3 4

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO NEGOTIATE AND EXECUTE, ON BEHALF OF THE CITY, AN AGREEMENT WITH VERIZON WIRELESS FOR CONTRACT #GS-35F-0119P, RELATED TO THE GSA FEDERAL SUPPLY SCHEDULE

WHEREAS, the City of Auburn has previously entered into a contract with Verizon Wireless for services related to the GSA Federal Supply Schedule – Contract #GS-35F-0119P; and

WHEREAS, the City is willing and interested in entering into a contract for such services, again, and has received from Verizon Wireless a GSA-Federal Supply Schedule Purchase Order related thereto.

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

Section 1. That the Mayor is hereby authorized to negotiate and execute an Agreement with Verizon Wireless in substantial conformity with the GSA-Federal Supply Schedule Purchase Order for Contract #GS-35F-0119P attached hereto, marked as Exhibit "A" and incorporated herein by this reference.

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

Section 3. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and Signed this _____ day of _____, 2016

CITY OF AUBURN

_____

NANCY BACKUS, MAYOR

ATTEST

_____

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____

Daniel B Heid, City Attorney

verizon wireless

EXHIBIT "A"
CITY OF AUBURN

GSA-Federal Supply Schedule Purchase Order

Date:	June 1, 2016
Vendor:	Verizon Wireless
Address:	7600 Montpelier Road Laurel, MD 20723
Email:	VZWFederal.Implementations@VerizonWireless.com
Phone:	1.800.561.6227
FAX:	NA
Authorized By:	Signature of Authorized Official: _____ Printed or typed name: Nancy Backus_____ Printed or typed title: MAYOR_____
Contact Information:	Email address: invoices@auburnwa.gov Phone number: 253-288-3160 FAX number: 253-876-1920
Billing Information:	City of Auburn Inovation & Technology 25 West Main Street Auburn WA 98001
Payment Terms:	Net 30
Description of Goods/Services; Pricing:	Cellular service on the accounts listed below (or attached) totaling 350 units in accordance with the rate plans and terms and conditions now or in the future applicable to each of such lines pursuant to GSA Federal Supply Schedule Number GS-35F-0119P Rate Plan(s): various rate plans and features Equipment: open market
Term:	05 09 2016 for 12 months through 2017 (month) (day) (#) (year)
Funds Authorized:	Monthly Access Fees for service on 350 Lines (Estimated) $10,150.00 Equipment charge(s) on 350 Lines (Estimates) $0 00 Total Access and Equipment Fees on 350 lines (Estimate) $121,800 00 Plus applicable fees, taxes and charges
Contract #:	GSA Federal Supply Schedule Contract Number GS-35F-0119P
Equipment (Open Market):	None of the equipment listed are products listed on GSA Federal Supply Schedule Contract No. GS-35F-0119P All devices and or accessories are "Open Market" items.
Miscellaneous:	Specify Phones, Delivery, Etc. Nancy Backus has signing authority
Customer Acceptance:	Signature: _____ Date: _____

For Verizon Wireless internal use only: Approval: _____ Date: _____

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5236

Date:
June 1, 2016

Department:
CD & PW

Attachments:
Resolution No. 5236
Draft 2017-2022 Transportation Improvement Plan Section 1
Draft 2017-2022 Transportation Improvement Plan Section 2
Draft 2017-2022 Transportation Improvement Plan Appendix A

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5236.

Background Summary:

The purpose of this Resolution is for the City Council to set a time and date for a public hearing to amend the Six Year Transportation Improvement Program.

A preliminary draft was presented to City Council study session on May 23rd. The draft has been revised to incorporate comments received during the study session review. In addition, staff provided copies of the draft to the Transportation Advisory Board on March 24th and held a brief discussion.

The Six-Year Transportation Improvement Program (TIP) is required to be amended annually by RCW 35.77.010. The primary importance of the TIP is that, in most instances, projects must be included on the TIP to be eligible for state and federal grant programs. The TIP identifies secured or reasonably expected revenues and expenditures for each of the projects included in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in years 4, 5, and 6 can be partially or completely un-funded.

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 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 2017-2022 TIP

Deletions: The following projects were removed from the 2017-2022 TIP:
TIP 2: Auburn Way South Pedestrian Improvements (Dogwood to Fir) **Completed**
TIP 29: S 277th St Wetland Mitigation **Completed**
TIP 46: 104th & Green River Road Study **Completed**
TIP 47: Traffic Management Center Improvements **Completed**
TIP 48: A St SE & 6th St SE Safety & Access Improvements **Re-Prioritized**
TIP 55: W Main Street Multimodal Corridor & ITS Improvements **Completed**
TIP 58: Auburn Way South Corridor Improvements (Fir to Hemlock) **Completed**
TIP 59: Auburn Ave & 3RD St NE Ped & Access Improvements **Reprogrammed**
TIP 67: Traffic Signal Safety Improvements **Completed**
TIP 70: Auburn Way North Preservation **Completed**

Additions: The following projects are proposed to be added to the 2017-2022 TIP:
TIP 2: A St Traffic Signal Improvements
TIP 29: S 272nd/277th St Corridor Environmental Monitoring
TIP 46: Auburn Way North Preservation Phase 2
TIP 47: Auburn Way North Preservation Phase 3
TIP 48: A St SE Preservation
TIP 58: M St SE Storm Improvements
TIP 55: Auburn Way South Sidewalk Improvements
TIP 59: Regional Growth Center Access Improvements
TIP 67: BNSF/ A St SE Pedestrian Crossing Improvements
TIP 70: B ST NW Reconstruction

Other Modifications: The following projects are highlighted to point out significant changes in scope, cost, or funding status:
TIP 9: Auburn Way South Corridor Improvements (Hemlock to Academy)
TIP 23: Riverwalk Drive SE
TIP 32: Citywide Sidewalk Repairs and Improvements
TIP 33: Neighborhood Traffic Calming Program
TIP 50: ITS Dynamic Message Signs
TIP 51: Lake Tapps Parkway ITS Expansion
TIP 56: Evergreen Heights Safe Routes to School Improvements Phase 1

NEXT STEPS:
Staff will continue to develop the 2017-2022 TIP update in coordination with the City CFP planning process and budget development. Comments will be addressed and/or incorporated into the final draft. A second study session review of the TIP on June 13 can be accommodated in the schedule, if needed. The public hearing and final

adoption are scheduled for the June 20th Council meeting which meets the requirements of RCW 35.77.010.

Reviewed by Council Committees:

Councilmember:		**Staff:**	Snyder
Meeting Date:	June 6, 2016	**Item Number:**	RES.E

RESOLUTION NO. 5 2 3 6

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, SETTING THE TIME AND DATE FOR A PUBLIC HEARING BEFORE THE CITY COUNCIL ON THE 2017-2022 TRANSPORTATION IMPROVEMENT PLAN

WHEREAS, RCW 35 77 010 requires that the City of Auburn annually prepare and adopt a comprehensive transportation improvement program for each ensuing six calendar years to ensure that the City will have available advance plans as a guide in carrying out a coordinated street construction program, and

WHEREAS, RCW 35 77 010 requires the City Council to annually conduct a public hearing to review the work accomplished under each six-year Transportation Improvement Program, and to adopt a revised and extended comprehensive transportation improvement program.

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

Section 1. PURPOSE. The purpose of this Resolution is for the City Council to set a time and date for a public hearing on the 2017-2022 Transportation Improvement Plan, to review the work accomplished under the program, and to identify capital transportation system improvement projects, and relevant transportation studies.

Section 2. NOTICE OF HEARING. The Council hereby directs that a notice specifying the time and place of the public hearing shall be published one time in a newspaper of general circulation and the notice shall also be posted in three public places. Such public notice shall precede the public hearing by at least 10 days.

Section 3. DATE OF HEARING. Pursuant to the requirements of State law, a public hearing on said 2017-2022 Transportation Improvement Program will be held on the 20th day of June, 2016, at 7:00 p.m., or as soon thereafter as reasonably possible, in the Council Chambers of the Auburn City Hall at 25 West Main Street in Auburn, Washington, before the City Council. All persons interested in said 2017-2022 Transportation Improvement Program may attend and testify at said hearing.

Section 4. AUTHORITY. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 5. EFFECTIVE DATE. This resolution shall be in full force and effect upon passage and signatures hereon.

DATED and SIGNED this _____ day of June, 2016

CITY OF AUBURN

_____
NANCY BACKUS
MAYOR

ATTEST

_____
Danielle E. Daskam,
City Clerk

APPROVED AS TO FORM:

_____
Daniel B Heid,
City Attorney

Transportation Improvement Program

2017-2022

Adopted by Auburn City Council
June 20, 2016

City of Auburn
25 West Main Street
Auburn, WA 98001
(253)-931-3010
www.auburnwa.gov

Cover Photos: Left: XXXXX, Right: XXXX

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EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) is a 6-year plan for transportation improvements that support the City of Auburns 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 purpose of the TIP is to identify priority transportation projects and assure that the city has advanced plans as a guide in carrying out a coordinated transportation program. There are always more projects than available revenues. Therefore, a primary objective of the TIP is to integrate the two to produce a comprehensive, realistic program for the orderly development and maintenance of our street system. Projects are required to be included in the TIP in order to be eligible for state and federal grants. Grant funding for projects listed may not yet be secured.

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 2017-2022 TIP includes three projects of regional significance:

TIP Project Number	Project Title
TIP# 6	S 272nd/277th Street Corridor
TIP# 58	AWS Corridor Improvements (Fir to Hemlock)
TIP# 61	SR-18 to Auburn Way South (SR-164) Bypass

Methodology

Annual updates of the TIP begins with developing a revenue forecast to provide a reasonable estimate of funding available to accomplish the transportation improvement needs. Since the desire to construct transportation improvements typically exceeds the available forecast revenue, it is necessary to establish some method of prioritizing the needs.

Transportation needs are identified by examining the latest information concerning level of service, safety and accident 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 placed into one of the following categories;

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

Each project is identified as a Capacity or Non-capacity improvement and those that lay within the limits of a defined Arterial LOS Corridor per with 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 CPT as Group B Projects.

Detailed project costs and funding sources are identified and provided for each project listed in the proposed TIP. The prioritized list is then financially constrained in the first three years to reflect the financial projections to yield the six-year Transportation Improvement Program. After completing all reviews and compiling the document, staff makes final recommendations to the Planning and Community Development Committee and City Council for approval.

Projects & Financing Plan Summary

TIP#	Roadway Projects	2017	2018	2019	2020	2021	2022	Total
3	**Auburn Way Corridor (4th St NE to 4th St SE)**							
	Capital Costs	-	-	-	818,700	3,000,000	-	**3,818,700**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	110,000	600,000	-	**710,000**
	Unsecured Grant	-	-	-	708,700	2,400,000	-	**3,108,700**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
4	**I Street NE Corridor (45th St NE to S 277th St)**							
	Capital Costs	-	-	-	6,760,000	-	-	**6,760,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (Development)	-	-	-	6,760,000	-	-	**6,760,000**
5	**M Street Underpass (3rd St SE to 8th St SE)**							
	Capital Costs	130,080	129,500	128,920	128,350	128,000	127,500	**772,350**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Secured State Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	130,080	129,500	128,920	128,350	128,000	127,500	**772,350**
	Traffic Mitigation Fees	-	-	-	-	-	-	**-**
	PWTFL	-	-	-	-	-	-	**-**
	Other (Agencies)	-	-	-	-	-		**-**
6	**S 272nd/277th Street Corridor**							
	Capital Costs	200,000	-	-	-	-	-	**200,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Secured Fed & State Grants	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (Development)	-	-	-	-	-	-	**-**
	Other (105 Fund)	200,000	-	-	-	-	-	**200,000**
8	**A Street NW, Phase 2**							
	Capital Costs:	-	-	-	3,000,000	-	-	**3,000,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (Development)	-	-	-	3,000,000	-	-	**3,000,000**
9	**Auburn Way S (Hemlock to Academy)**							
	Capital Costs:	100,000	-	-	2,000,000	6,350,000	10,000,000	**18,450,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	1,720,000	4,580,000	8,650,000	**14,950,000**
	Traffic Impact Fees	50,000	-	-	140,000	385,000	675,000	**1,250,000**
	Other (MIT)	50,000	-	-	140,000	1,385,000	675,000	**2,250,000**
11	**M Street NE (E Main St to 4th St NE)**							
	Capital Costs	50,000	350,000	1,250,000	-	-	-	**1,650,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	280,000	1,000,000	-	-	-	**1,280,000**
	Traffic Impact Fees	50,000	70,000	250,000	-	-	-	**370,000**

TIP#	Roadway Projects	2017	2018	2019	2020	2021	2022	Total
12	**Grade-Separated Crossing of BNSF Railyard**							
	Capital Costs	-	-	-	-	-	1,125,000	**1,125,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	
	Other (Development)	-	-	-	-	-	1,125,000	**1,125,000**
15	**8th Street NE Widening (Pike St to R St NE)**							
	Capital Costs	-	-	450,000	1,000,000	-	-	**1,450,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	360,000	800,000	-	-	**1,160,000**
	Traffic Impact Fees	-	-	90,000	200,000	-	-	**290,000**
16	**49th Street NE (Auburn Way N to I St NE)**							
	Capital Costs	-	-	-	850,000	2,500,000	-	**3,350,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (Development)	-	-	-	850,000	2,500,000	-	**3,350,000**
25	**46th Place S Realignment**							
	Capital Costs	-	-	-	-	825,000	-	**825,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	575,000	-	**575,000**
	Traffic Impact Fees	-	-	-	-	250,000	-	**250,000**
	Other	-	-	-	-	-	-	**-**
33	**Neighborhood Traffic Calming Improvements**							
	Capital Costs	100,000	150,000	150,000	150,000	150,000	150,000	**850,000**
	Funding Sources:							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	REET 2	100,000	150,000	150,000	150,000	150,000	150,000	**850,000**
	Other	-	-	-	-	-	-	**-**
40	**124th Avenue SE Corridor Improvements (SE 312th to SE 318th)**							
	Capital Costs	-	-	400,000	1,100,000	2,500,000	-	**4,000,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	300,000	880,000	2,000,000	-	**3,180,000**
	Traffic Impact Fees	-	-	100,000	220,000	500,000	-	**820,000**
41	**R Street Bypass**							
	Capital Costs	-	-	-	-	-	650,000	**650,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	150,000	**150,000**
	Other (Development)	-	-	-	-	-	500,000	**500,000**
42	**SE 320th Street Corridor Improvements (116th Ave SE to 122nd Ave SE)**							
	Capital Costs	-	-	600,000	662,500	3,281,600	-	**4,544,100**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	480,000	530,000	2,953,440	-	**3,963,440**
	Traffic Impact Fees	-	-	120,000	132,500	328,160	-	**580,660**

TIP#	Roadway Projects	2017	2018	2019	2020	2021	2022	Total
43	**Auburn Way S (SR-164) Corridor Safety Improvements (Muckleshoot Plaza to Dogwood)**							
	Capital Costs	20,000	-	-	-	-	-	**20,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Secured Federal Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	20,000	-	-	-	-	-	**20,000**
	Other (WSDOT)	-	-	-	-	-	-	**-**
49	**W Valley Highway Improvements (15th Street NW to W Main Street)**							
	Capital Costs	-	-	100,000	600,000	3,000,000	-	**3,700,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	480,000	2,400,000	-	**2,880,000**
	Traffic Impact Fees	-	-	100,000	120,000	600,000	-	**820,000**
58	**M ST SE Storm Improvments**							
	Capital Costs	175,000	-	-	-	-	-	**175,000**
	Funding Sources:							
	Unrestricted Street Revenue	125,000	-	-	-	-	-	**125,000**
	Unsecured State Grant	-	-	-	-	-	-	**-**
	Other (Sidewalk Imp Funds)	-	-	-	-	-	-	**-**
	Other (105 Funds)	50,000	-	-	-	-	-	**50,000**
59	**Regional Growth Center Access Improvements**							
	Capital Costs	-	500,000	580,000	3,900,000	-	-	**4,980,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	400,000	464,000	3,120,000	-	-	**3,984,000**
	Traffic Impact Fees	-	100,000	116,000	780,000	-	-	**996,000**
	Other	-	-	-	-	-	-	-
60	**M Street SE Corridor (8th St SE to AWS)**							
	Capital Costs	-	-	-	1,925,000	4,750,000	-	**6,675,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	925,000	3,750,000	-	**4,675,000**
	Traffic Impact Fees	-	-	-	750,000	750,000	-	**1,500,000**
	Other (Development)	-	-	-	250,000	250,000	-	**500,000**
61	**Auburn Way S Bypass**							
	Capital Costs	-	-	-	-	5,000,000	10,000,000	**15,000,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (WSDOT)	-	-	-	-	1,500,000	3,500,000	**5,000,000**
	Other (Development)	-	-	-	-	3,500,000	6,500,000	**10,000,000**
62	**Auburn Way S Streetscape Improvements (SR-18 to M St SE)**							
	Capital Costs	-	-	-	1,950,000	2,800,000	-	**4,750,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	200,000	200,000	-	**400,000**
	Unsecured Grant	-	-	-	1,750,000	2,600,000	-	**4,350,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other	-	-	-	-	-	-	**-**
64	**Lea Hill Road Segment 1 (R St NE to 105th Pl SE)**							
	Capital Costs	100,000	-	-	2,450,000	10,000,000	-	**12,550,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	1,950,000	8,000,000	-	**9,950,000**
	Traffic Impact Fees	100,000	-	-	500,000	2,000,000	-	**2,600,000**

TIP#	Roadway Projects	2017	2018	2019	2020	2021	2022	Total
65	**Lea Hill Road Segment 2 (105th Pl SE to 112th Ave SE)**							
	Capital Costs	-	-	-	-	3,500,000	8,500,000	**12,000,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	2,900,000	7,100,000	**10,000,000**
	Traffic Impact Fees	-	-	-	-	600,000	1,400,000	**2,000,000**
66	**Lea Hill Road Segment 3 (112th Ave SE to 124th Ave SE)**							
	Capital Costs	-	-	-	-	-	1,000,000	**1,000,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	750,000	**750,000**
	Traffic Impact Fees	-	-	-	-	-	250,000	**250,000**
72	**W Valley Highway Improvements (SR-18 to 15th St SW)**							
	Capital Costs	-	100,000	500,000	2,500,000	-	-	**3,100,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	400,000	2,000,000	-	-	**2,400,000**
	Traffic Impact Fees	-	100,000	100,000	500,000	-	-	**700,000**
73	**Stewart Road, Lake Tapps Parkway Corridor**							
	Capital Costs	-	100,000	-	-	-	-	**100,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	66,000	-	-	-	-	**66,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Traffic Mitigation Fees	-	34,000	-	-	-	-	**34,000**
74	**R St SE Corridor Extension**							
	Capital Costs	-	-	-	-	2,000,000	8,000,000	**10,000,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (Development)	-	-	-	-	2,000,000	8,000,000	**10,000,000**
	Subtotal, Roadway Projects:							
	Capital Costs	**875,080**	**1,329,500**	**4,158,920**	**29,794,550**	**49,784,600**	**39,552,500**	**125,495,150**
	Funding Sources							
	Unrestricted Street Revenue	125,000	66,000	-	310,000	800,000	-	**1,301,000**
	Grants	-	680,000	3,004,000	14,863,700	32,158,440	16,500,000	**67,206,140**
	Traffic Impact Fees	350,080	399,500	1,004,920	3,470,850	5,541,160	2,602,500	**13,369,010**
	Traffic Mitigation Fees	-	34,000	-	-	-	-	**34,000**
	REET 2	100,000	150,000	150,000	150,000	150,000	150,000	**850,000**
	Other (WSDOT)	-	-	-	-	1,500,000	3,500,000	**5,000,000**
	Other (Development)	-	-	-	10,860,000	8,250,000	16,125,000	**35,235,000**
	Other (Muckleshoot Tribe)	50,000	-	-	140,000	1,385,000	675,000	**2,250,000**
	Other (Arterial Preserv. Fund)	250,000	-	-	-	-	-	**250,000**
	Total Funding	**875,080**	**1,329,500**	**4,158,920**	**29,794,550**	**49,784,600**	**39,552,500**	**125,495,150**

TIP#	Intersection, Signal & ITS Projects	2017	2018	2019	2020	2021	2022	Total
2	**A Street Traffic Signal Improvements**							
	Capital Costs	-	-	125,000	900,000	-	-	**1,025,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	125,000	250,000	-	-	375,000
	Unsecured Grant	-	-	-	650,000	-	-	**650,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (REET2)	-	-	-	-	-	-	**-**
14	**M Street SE & 12th Street SE Traffic Signal**							
	Capital Costs	-	-	-	625,000	-	-	**625,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	500,000	-	-	**500,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (Development)	-	-	-	125,000	-	-	**125,000**
17	**Harvey Road & 8th Street NE Intersection Improvements**							
	Capital Costs	85,383	85,200	84,800	84,400	84,400	84,200	**508,383**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	85,383	85,200	84,800	84,400	84,400	84,200	**508,383**
18	**M Street SE & 29th Street SE Intersection Improvements**							
	Capital Costs	-	-	-	400,000	-	-	**400,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	100,000	-	-	**100,000**
	Unsecured Grant	-	-	-	300,000	-	-	**300,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other	-	-	-	-	-	-	**-**
19	**Auburn Way N & 1st Street NE Signal Improvements**							
	Capital Costs	-	50,000	550,000	-	-	-	**600,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	50,000	125,000	-	-	-	**175,000**
	Unsecured Grant	-	-	425,000	-	-	-	**425,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
20	**R Street SE & 21st Street SE Intersection Improvements**							
	Capital Costs	-	-	-	800,000	-	-	**800,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	100,000	-	-	**100,000**
	Secured State Grant	-	-	-	700,000	-	-	**700,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Traffic Mitigation Fees	-	-	-	-	-	-	**-**
21	**Downtown Traffic Signal Upgrade**							
	Capital Costs	20,000	-	-	-	-	-	**20,000**
	Funding Sources:							
	Unrestricted Street Revenue	20,000	-	-	-	-	-	**20,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Traffic Mitigation Fees	-	-	-	-	-	-	**-**
34	**Traffic Signal Improvements**							
	Capital Costs	175,000	175,000	200,000	200,000	200,000	200,000	**1,150,000**
	Funding Sources:	.	.	.	.	.	.	
	Cap. Imp. Fund Balance	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	REET2	175,000	175,000	200,000	200,000	200,000	200,000	**1,150,000**

TIP#	Intersection, Signal & ITS Projects	2017	2018	2019	2020	2021	2022	Total
38	**C Street SW & 15th Street SW Intersection Improvments**							
	Capital Costs	-	-	-	200,000	1,000,000	-	**1,200,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	800,000	-	**800,000**
	Traffic Impact Fees	-	-	-	200,000	200,000	-	**400,000**
39	**124th Avenue SE & SE 320th Street Intersection Improvements**							
	Capital Costs	-	-	-	350,000	1,600,000	-	**1,950,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	175,000	150,000	-	**325,000**
	Unsecured Grant	-	-	-	-	1,200,000	-	**1,200,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (GRC)	-	-	-	175,000	250,000	-	**425,000**
45	**124th Avenue SE & SE 284th Street Intersection Safety Improvements**							
	Capital Costs	-	-	100,000	600,000	-	-	**700,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	450,000	-	-	**450,000**
	Traffic Impact Fees	-	-	100,000	150,000	-	-	**250,000**
50	**ITS Dynamic Message Signs**							
	Capital Costs	100,000	150,000	150,000	150,000	150,000	-	**700,000**
	Funding Sources:							
	Unrestricted Street Revenue	100,000	30,000	30,000	30,000	30,000	-	**220,000**
	Unsecured Grant	-	120,000	120,000	120,000	120,000	-	**480,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (MIT)	-	-	-	-	-	-	**-**
51	**Lake Tapps Parkway ITS Expansion**							
	Capital Costs	900,000	-	-	-	-	-	**900,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Secured Federal Grant	-	-	-	-	-	-	
	Unsecured Grant	711,000	-	-	-	-	-	**711,000**
	Traffic Impact Fees	189,000	-	-	-	-	-	**189,000**
52	**A Street SE & Lakeland Hills Way SE Intersection Safety & Capacity Improvements**							
	Capital Costs	25,000	-	-	-	-	-	**25,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	25,000	-	-	-	-	-	**25,000**
53	**Auburn Way S & 12th Street Intersection Improvements**							
	Capital Costs	150,000	-	-	-	-	-	**150,000**
	Funding Sources:							
	Unrestricted Street Revenue	150,000	-	-	-	-	-	**150,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**

TIP#	Intersection, Signal & ITS Projects	2017	2018	2019	2020	2021	2022	Total
63	**29th Street SE & R Street SE Intersection Improvements**							
	Capital Costs	-	-	100,000	1,800,000	-	-	**1,900,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	1,300,000	-	-	**1,300,000**
	Traffic Impact Fees	-	-	100,000	500,000	-	-	**600,000**
68	**37th Street SE & A Street SE Traffic Signal Safety Improvement**							
	Capital Costs	183,965	-	-	-	-	-	**183,965**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Secured Federal Grant	183,965	-	-	-	-	-	**183,965**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Arterial Preserv. Fund (105)	-	-	-	-	-	-	**-**
69	**22nd Street NE & I St NE Intersection**							
	Capital Costs	-	1,175,000	-	-	-	-	**1,175,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Secured State Grant	-	-	-	-	-	-	**-**
	Unsecured Grant	-	940,000	-	-	-	-	**940,000**
	Traffic Impact Fees	-	235,000	-	-	-	-	**235,000**
	Subtotal, Intersection, Signal & ITS Projects:							
	Capital Costs	**1,639,348**	**1,635,200**	**1,309,800**	**6,109,400**	**3,034,400**	**284,200**	**14,012,348**
	Funding Sources:							
	Unrestricted Street Revenue	270,000	80,000	280,000	655,000	180,000	-	**1,465,000**
	Grants	894,965	1,060,000	545,000	4,020,000	2,120,000	-	**8,639,965**
	Traffic Impact Fees	299,383	320,200	284,800	934,400	284,400	84,200	**2,207,383**
	Traffic Mitigation Fees	-	-	-	-	-	-	**-**
	REET 2	175,000	175,000	200,000	200,000	200,000	200,000	**1,150,000**
	Arterial Preserv. Fund (105)	-	-	-	-	-	-	**-**
	Other (Development)	-	-	-	125,000	-	-	**125,000**
	Other (Green River College)	-	-	-	175,000	250,000	-	**425,000**
	Other (MIT)	-	-	-	-	-	-	**-**
	Total Funding	**1,639,348**	**1,635,200**	**1,309,800**	**6,109,400**	**3,034,400**	**284,200**	**14,012,348**

TIP:	Non-Motorized & Transit Projects	2017	2018	2019	2020	2021	2022	Total
10	**F Street SE Non-Motorized Improvements**							
	Capital Costs	40,000	2,502,000	-	-	-	-	**2,542,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	150,000	-	-	-	-	**150,000**
	Secured Grant	40,000	-	-	-	-	-	**40,000**
	Traffic Impact Fees	-	190,000	-	-	-	-	**190,000**
	Unsecured Grant	-	2,162,000	-	-	-	-	**2,162,000**
23	**Riverwalk Drive SE Non-Motorized Improvements**							
	Capital Costs	-	250,000	1,500,000	-	-	-	**1,750,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	125,000	125,000	-	-	-	**250,000**
	Unsecured Grant	-	-	1,250,000	-	-	-	**1,250,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (MIT)	-	125,000	125,000	-	-	-	**250,000**
24	**Academy Drive Multi-Use Trail**							
	Capital Costs	-	-	-	425,000	425,000	-	**850,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	42,500	42,500	-	**85,000**
	Unsecured Grant	-	-	-	382,500	382,500	-	**765,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
26	**METRO Shuttle: Lakeland Hills Shuttle**							
	Capital Costs	260,000	260,000	280,000	280,000	280,000	280,000	**1,640,000**
	Funding Sources:							
	Unrestricted Street Revenue	260,000	260,000	280,000	280,000	280,000	280,000	**1,640,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
30	**Citywide Pedestrian Accessibility and Safety Program**							
	Capital Costs	50,000	50,000	50,000	50,000	50,000	50,000	**300,000**
	Funding Sources:							
	Unrestricted Street Revenue	50,000	50,000	50,000	50,000	50,000	50,000	**300,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
31	**Citywide Arterial Bicycle and Safety Improvements**							
	Capital Costs	-	100,000	-	100,000	-	-	**200,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	100,000	-	100,000	-	-	**200,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
32	**Citywide ADA & Sidewalk Improvements Program**							
	Capital Costs	200,000	200,000	200,000	200,000	200,000	200,000	**1,200,000**
	Funding Sources:							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	REET2	200,000	200,000	200,000	200,000	200,000	200,000	**1,200,000**

TIP:	Non-Motorized & Transit Projects	2017	2018	2019	2020	2021	2022	Total
44	**Downtown Transit Center Access Improvements**							
	Capital Costs	-	-	250,000	-	-	-	**250,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	50,000	-	-	-	**50,000**
	Unsecured Grant	-	-	200,000	-	-	-	**200,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
55	**Auburn Way South Sidewalk Improvements**							
	Capital Costs	-	260,000	1,190,000	-	-	-	**1,450,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	52,000	238,000	-	-	-	**290,000**
	Unsecured Grant	-	208,000	952,000	-	-	-	**1,160,000**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
	Other (MIT)	-	-	-	-	-	-	**-**
56	**Evergreen Heights Safe Routes to School Improvements**							
	Capital Costs	300,000	410,000	2,270,000	-	-	-	**2,980,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	200,000	300,000	1,420,000	-	-	-	**1,920,000**
	Traffic Impact Fees	50,000	57,000	400,033	-	-	-	**507,033**
	Other (Auburn Sch. District)	50,000	53,000	327,443	-	-	-	**430,443**
	Other (Development)	-	-	122,524	-	-	-	**122,524**
67	**BNSF/A St SE Peedestrian Crossing Improvements**							
	Capital Costs	-	-	-	-	650,000	4,900,000	**5,550,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	400,000	3,500,000	**3,900,000**
	Traffic Impact Fees	-	-	-	-	250,000	1,400,000	**1,650,000**
	Other ()	-	-	-	-	-	-	**-**
	Subtotal, Non-Motorized & Transit Projects:							
	Capital Costs	**850,000**	**4,032,000**	**5,740,000**	**1,055,000**	**1,605,000**	**5,430,000**	**18,712,000**
	Funding Sources							
	Unrestricted Street Revenue	310,000	737,000	743,000	472,500	372,500	330,000	**2,965,000**
	Grants	240,000	2,670,000	3,822,000	382,500	782,500	3,500,000	**11,397,000**
	Traffic Impact Fees	50,000	247,000	400,033	-	250,000	1,400,000	**2,347,033**
	Other (Auburn School District)	50,000	53,000	327,443	-	-	-	**430,443**
	Other (Development)	-	-	122,524	-	-	-	**122,524**
	Other (MIT)	-	125,000	125,000	-	-	-	**250,000**
	Cap. Imp. Fund Balance	-	-	-	-	-	-	**-**
	REET 2	200,000	200,000	200,000	200,000	200,000	200,000	**1,200,000**
	Total Funding	**850,000**	**4,032,000**	**5,740,000**	**1,055,000**	**1,605,000**	**5,430,000**	**18,712,000**

TIP#	Pre. Eng. and Misc. Projects	2017	2018	2019	2020	2021	2022	Total
1	**A Street NW, Phase 1**							
	Capital Costs	25,000	25,000	25,000	25,000	25,000	25,000	**150,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Secured Fed & State Grants	-	-	-	-	-	-	**-**
	Traffic Impact Fees	25,000	25,000	25,000	25,000	25,000	25,000	**150,000**
13	**Mohawks Plastics Site Mitigation Project**							
	Capital Costs	20,000	-	-	-	-	-	**20,000**
	Funding Sources:							
	Unrestricted Cap. Imp. Funds	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	20,000	-	-	-	-	-	**20,000**
27	**A Street SE Safety Improvements Study**							
	Capital Costs	5,000	-	-	-	-	-	**5,000**
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	**5,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	-	-	-	-	-	**-**
29	**S 272nd/277th Street St Corridor Environemental Monitoring**							
	Capital Costs	-	20,000	20,000	20,000	20,000	20,000	**100,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	**-**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Traffic Impact Fees	-	20,000	20,000	20,000	20,000	20,000	**100,000**
54	**Kersey Way SE Corridor Study**							
	Capital Costs	20,000	-	-	-	1,000,000	-	**1,020,000**
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	200,000	-	**200,000**
	Unsecured Grant	-	-	-	-	800,000	-	**800,000**
	Traffic Mitigation Fees	20,000	-	-	-	-	-	**20,000**
	Subtotal, Pre. Eng. and Misc. Projects:							
	Capital Costs	**70,000**	**45,000**	**45,000**	**45,000**	**1,045,000**	**45,000**	**1,295,000**
	Funding Sources							
	Unrestricted Street Revenue	5,000	-	-	-	200,000	-	**205,000**
	Grants	-	-	-	-	800,000	-	**800,000**
	Traffic Impact Fees	45,000	45,000	45,000	45,000	45,000	45,000	**270,000**
	Traffic Mitigation Fees	20,000	-	-	-	-	-	**20,000**
	Total Funding	**70,000**	**45,000**	**45,000**	**45,000**	**1,045,000**	**45,000**	**1,295,000**

TIP#	Roadway Preservation Projects	2017	2018	2019	2020	2021	2022	Total
7	**15th Street SW Reconstruction**							
	Capital Costs	-	-	-	-	375,000	3,000,000	**3,375,000**
	Funding Sources:							
	Arterial Preservation Fund	-	-	-	-	75,000	500,000	**575,000**
	Unsecured Grant	-	-	-	-	300,000	2,500,000	**2,800,000**
	Other	-	-	-	-	-	-	**-**
22	**Lake Tapps Parkway Preservation (City Limit to Lakeland Hills Way)**							
	Capital Costs	828,470	-	-	-	-	-	**828,470**
	Funding Sources:							
	Arterial Preservation Fund	176,370	-	-	-	-	-	**176,370**
	Secured Grant	652,100	-	-	-	-	-	**652,100**
	Other	-	-	-	-	-	-	**-**
28	**Biannual Bridge Structure Preservation**							
	Capital Costs	-	50,000	-	50,000	-	50,000	**150,000**
	Funding Sources:							
	Arterial Preservation Fund	-	50,000	-	50,000	-	50,000	**150,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Other	-	-	-	-	-	-	**-**
35	**Annual Arterial Preservation Program**							
	Capital Costs	500,000	900,000	836,720	1,017,560	1,800,000	1,800,000	**6,854,280**
	Funding Sources:							
	Arterial Preservation Fund	500,000	900,000	836,720	1,017,560	1,800,000	1,800,000	**6,854,280**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Other	-	-	-	-	-	-	**-**
36	**Annual Arterial Crack Seal Program**							
	Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	**600,000**
	Funding Sources:							
	Arterial Preservation Fund	100,000	100,000	100,000	100,000	100,000	100,000	**600,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Other	-	-	-	-	-	-	**-**
37	**Local Streets Improvement Program**							
	Capital Costs	2,550,000	2,550,000	1,750,000	1,750,000	1,750,000	1,750,000	**12,100,000**
	Funding Sources:							
	Local St Preservation Fund	500,000	500,000	-	-	-	-	**1,000,000**
	Transfer In (Utilities)	150,000	150,000	150,000	150,000	150,000	150,000	**900,000**
	Sales Tax on Construction	1,900,000	1,900,000	1,600,000	1,600,000	1,600,000	1,600,000	**10,200,000**
46	**Auburn Way North Preservation Phase 2**							
	Capital Costs	120,000	1,508,000	-	-	-	-	**1,628,000**
	Funding Sources:							
	Arterial Preservation Fund	120,000	618,280	-	-	-	-	**738,280**
	Unsecured Grant	-	889,720	-	-	-	-	**889,720**
	Other	-	-	-	-	-	-	**-**
47	**Auburn Way north Preservation Phase 3**							
	Capital Costs	-	222,440	1,727,840	-	-	-	**1,950,280**
	Funding Sources:							
	Arterial Preservation Fund	-	111,220	863,920	-	-	-	**975,140**
	Unsecured Grant	-	111,220	863,920	-	-	-	**975,140**
	Other	-	-	-	-	-	-	**-**

TIP#	Roadway Preservation Projects	2017	2018	2019	2020	2021	2022	Total
48	**A St SE Preservation**							
	Capital Costs	-	-	198,720	1,564,880	-	-	**1,763,600**
	Funding Sources:							
	Arterial Preservation Fund	-	-	99,360	782,440	-	-	**881,800**
	Unsecured Grant	-	-	99,360	782,440	-	-	**881,800**
	Other	-	-	-	-	-	-	**-**
57	**Arterial Bridge Deck Rehabilitation**							
	Capital Costs	-	100,000	100,000	100,000	100,000	100,000	**500,000**
	Funding Sources:							
	Arterial Preservation Fund	-	100,000	100,000	100,000	100,000	100,000	**500,000**
	Unsecured Grant	-	-	-	-	-	-	**-**
	Other	-	-	-	-	-	-	**-**
70	**B ST NW Reconstruction**							
	Capital Costs	1,470,000	-	-	-	-	-	**1,470,000**
	Funding Sources:							
	Arterial Preservation Fund	1,470,000	-	-	-	-	-	**1,470,000**
	Secured Grant	-	-	-	-	-	-	**-**
	Other	-	-	-	-	-	-	**-**
71	**15th Street NE/NW Preservation (SR-167 to NE 8th Street)**							
	Capital Costs	1,500,000	-	-	-	-	-	**1,500,000**
	Funding Sources:							
	Arterial Preservation Fund	750,000	-	-	-	-	-	**750,000**
	Secured Grant	750,000	-	-	-	-	-	**750,000**
	Other	-	-	-	-	-	-	**-**
	Subtotal, Preservation Projects:							
	Capital Costs	**7,068,470**	**5,430,440**	**4,713,280**	**4,582,440**	**4,125,000**	**6,800,000**	**32,719,630**
	Funding Sources							
	Arterial Preservation Fund	3,116,370	1,879,500	2,000,000	2,050,000	2,075,000	2,550,000	**13,670,870**
	Grants	1,402,100	1,000,940	963,280	782,440	300,000	2,500,000	**6,948,760**
	Local St Preservation Fund	2,550,000	2,550,000	1,750,000	1,750,000	1,750,000	1,750,000	**12,100,000**
	Total Funding	**7,068,470**	**5,430,440**	**4,713,280**	**4,582,440**	**4,125,000**	**6,800,000**	**32,719,630**

Financial Constraint & Fund Balance Summary

PROJECT FINANCING SUMMARY:	2017	2018	2019	2020	2021	2022	Total
CAPITAL COSTS							
Roadway Projects	875,080	1,329,500	4,158,920	29,794,550	49,784,600	39,552,500	**125,495,150**
Int., Signal & ITS Projects	1,639,348	1,635,200	1,309,800	6,109,400	3,034,400	284,200	**14,012,348**
Non-Motorized Projects	850,000	4,032,000	5,740,000	1,055,000	1,605,000	5,430,000	**18,712,000**
Prel. Eng. and Misc. Projects	70,000	45,000	45,000	45,000	1,045,000	45,000	**1,295,000**
Preservation Projects	7,068,470	5,430,440	4,713,280	4,582,440	4,125,000	6,800,000	**32,719,630**
Total Costs	**10,502,898**	**12,472,140**	**15,967,000**	**41,586,390**	**59,594,000**	**52,111,700**	**192,234,128**
FUNDING SOURCES:							
Unrestricted Street Revenue	710,000	883,000	1,023,000	1,437,500	1,552,500	330,000	**5,936,000**
Grants	2,537,065	5,410,940	8,334,280	20,048,640	36,160,940	22,500,000	**94,991,865**
Traffic Impact Fees	744,463	1,011,700	1,734,753	4,450,250	6,120,560	4,131,700	**18,193,426**
Traffic Mitigation Fees	20,000	34,000	-	-	-	-	**54,000**
Local Street Pres. Fund 103	2,550,000	2,550,000	1,750,000	1,750,000	1,750,000	1,750,000	**12,100,000**
Arterial Preservation Fund 105	3,366,370	1,879,500	2,000,000	2,050,000	2,075,000	2,550,000	**13,920,870**
Cap. Imp. Fund Balance	-	-	-	-	-	-	**-**
REET2	475,000	525,000	550,000	550,000	550,000	550,000	**3,200,000**
Other (WSDOT)	-	-	-	-	1,500,000	3,500,000	**5,000,000**
Other (Development)	-	-	122,524	10,985,000	8,250,000	16,125,000	**35,482,524**
Other (Auburn School District)	50,000	53,000	327,443	-	-	-	**430,443**
Other (Muckleshoot Tribe)	50,000	125,000	125,000	140,000	1,385,000	675,000	**2,500,000**
Other (Green River College)	-	-	-	175,000	250,000	-	**425,000**
Total Funding	**10,502,898**	**12,472,140**	**15,967,000**	**41,586,390**	**59,594,000**	**52,111,700**	**192,234,128**

Financial Constraint & Fund Balance Summary

	2017	2018	2019	2020	2021	2022
Unrestricted Street Revenue 102						
Beginning Fund Balance	1,340,000	1,205,000	897,000	454,000	(403,500)	(1,371,000)
Forecast Annual Revenue	575,000	575,000	580,000	580,000	585,000	585,000
Project Expenses	710,000	883,000	1,023,000	1,437,500	1,552,500	330,000
End of Year Fund Balance	1,205,000	897,000	454,000	(403,500)	(1,371,000)	(1,116,000)
Traffic Impact Fees						
Beginning Fund Balance	1,400,000	1,555,537	1,443,837	659,084	(2,841,166)	(7,961,726)
Forecast Annual Revenue	900,000	900,000	950,000	950,000	1,000,000	1,000,000
Project Expenses	744,463	1,011,700	1,734,753	4,450,250	6,120,560	4,131,700
End of Year Fund Balance	1,555,537	1,443,837	659,084	(2,841,166)	(7,961,726)	(11,093,426)
Traffic Mitigation Fees						
Beginning Fund Balance	84,000	64,000	30,000	30,000	30,000	30,000
Forecast Annual Revenue	-	-	-	-	-	-
Project Expenses	20,000	34,000	-	-	-	-
End of Year Fund Balance	64,000	30,000	30,000	30,000	30,000	30,000
Local Street Preservation Fund 103						
Beginning Fund Balance	1,300,000	800,000	300,000	300,000	300,000	300,000
Forecast Annual Revenue	2,050,000	2,050,000	1,750,000	1,750,000	1,750,000	1,750,000
Project Expenses	2,550,000	2,550,000	1,750,000	1,750,000	1,750,000	1,750,000
End of Year Fund Balance	800,000	300,000	300,000	300,000	300,000	300,000
Arterial Preservation Fund 105						
Beginning Fund Balance	1,540,000	73,630	94,130	94,130	44,130	69,130
Forecast Annual Revenue	1,900,000	1,900,000	2,000,000	2,000,000	2,100,000	2,100,000
Project Expenses	3,366,370	1,879,500	2,000,000	2,050,000	2,075,000	2,550,000
End of Year Fund Balance	73,630	94,130	94,130	44,130	69,130	(380,870)
Grants						
Secured Grants	1,442,100	-	-	-	-	-
Unsecured Grants	1,094,965	5,410,940	8,334,280	20,048,640	36,160,940	22,500,000

AUBURN

MORE THAN YOU IMAGINED

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 3

Project Title: **Auburn Way Corridor (4th St NE to 4th St SE)** **STIP# AUB-N/A**
Project No: **c409a0**
Project Type: **Non-Capacity**
Project Manager: **TBD** **LOS Corridor ID# 2, 3**

Description:
This project is based on a pre-design study to improve pedestrian accessibility, appearance, and link the downtown area along Auburn Way S between 4th Street NE and 4th Street SE. The project may include some pavement repairs. However, an overlay was completed as part of the City's Arterial Pavement Preservation Program in 2007. Although this was considered a temporary fix, the scope has been modified to account for the pavement work. The project is approximately 0.5 miles long.

Progress Summary:
The pavement portion has been minimized due to the work completed in 2007 under the Arterial Pavement Preservation Program.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	78,251	-	-	-	-	110,000	600,000	-	-	788,251
Unsecured Grant	-	-	-	-	-	708,700	2,400,000	-	-	3,108,700
REET	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other Sources	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**78,251**	**-**	**-**	**-**	**-**	**818,700**	**3,000,000**	**-**	**-**	**3,896,951**
Capital Expenditures:										
Design	78,251	-	-	-	-	618,700	-	-	-	696,951
Right of Way	-	-	-	-	-	200,000	-	-	-	200,000
Construction	-	-	-	-	-	-	3,000,000	-	-	3,000,000
Total Expenditures:	**78,251**	**-**	**-**	**-**	**-**	**818,700**	**3,000,000**	**-**	**-**	**3,896,951**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 4

Project Title: **I Street NE Corridor (45th St NE to S 277th St)** **STIP# AUB-N/A**
Project No: **c415a0**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 21**

Description:
The final alignment of the I Street Corridor is being analyzed as part of the Northeast Auburn Special Area Plan Environmental Impact Study. A portion of the ROW and construction will be developer funded. The cross section will likely be a 5-lane arterial per the city's Comprehensive Plan.

Progress Summary:
This project is development driven. Prior expenditures were for design and construction of culvert crossing.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $25,200.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	3,892	-	-	-	-	-	-	-	-	3,892
Other Sources (Development)	-	-	-	-	-	6,760,000	-	-	-	6,760,000
Other (Port of Seattle)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**3,892**	**-**	**-**	**-**	**-**	**6,760,000**	**-**	**-**	**-**	**6,763,892**
Capital Expenditures:										
Design	3,892	-	-	-	-	460,000	-	-	-	463,892
Right of Way	-	-	-	-	-	1,020,000	-	-	-	1,020,000
Construction	-	-	-	-	-	5,280,000	-	-	-	5,280,000
Total Expenditures:	**3,892**	**-**	**-**	**-**	**-**	**6,760,000**	**-**	**-**	**-**	**6,763,892**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 5

Project Title: **M Street Underpass (3rd St SE to 8th St SE)** **STIP# AUB-N/A**
Project No: **c201a0**
Project Type: **Capacity**
Project Manager: **Ryan Vondrak** **LOS Corridor ID# 6**

Description:
Construction of a grade separated railroad crossing of M Street SE at the BNSF Stampede Pass tracks.

Progress Summary:
100% Design Drawings and right of way acquisition were completed in 2011. Construction started in early 2012 and was completed in 2014. Project is now in PWTFL debt repayment. Other Agencies are King County Metro Sewer, Port of Seattle, Port of Tacoma, and BNSF Railway

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $21,827.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Secured Grants (Fed,State)	9,731,904	-	-	-	-	-	-	-	-	9,731,904
REET2	1,140,000	-	-	-	-	-	-	-	-	1,140,000
Traffic Impact Fees (Construction)	4,309,782	-	-	-	-	-	-	-	-	4,309,782
Traffic Impact Fees (Debt Service)	279,423	130,654	130,080	129,500	128,920	128,350	128,000	127,500	2,244,500	3,426,927
Traffic Mitigation Fees	660,000	-	-	-	-	-	-	-	-	660,000
PWTFL (30 years)	3,284,857	-	-	-	-	-	-	-	-	3,284,857
Other (Agencies)	3,090,514	-	-	-	-	-	-	-	-	3,090,514
	22,217,057	**130,654**	**130,080**	**129,500**	**128,920**	**128,350**	**128,000**	**127,500**	**2,244,500**	**22,359,127**
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	279,423	130,654	130,080	129,500	128,920	128,350	128,000	127,500	2,244,500	3,426,927
	22,217,057	**130,654**	**130,080**	**129,500**	**128,920**	**128,350**	**128,000**	**127,500**	**2,244,500**	**22,359,127**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 6

Project Title: **S 272nd/277th St Corridor Capacity & Non-Motorized Trail Improvements** **STIP# AUB-42**
Project No: **c222a0**
Project Type: **Capacity**
Project Manager: **Ryan Vondrak** **LOS Corridor ID# 15**

Description:
This project includes preliminary engineering, design, right of way acquisition and construction of major widening on S 277th Street, including the addition of three lanes, one westbound and two eastbound, a Class 1 trail, and storm improvements. The project extends from Auburn Way North to L Street NE, approximately 0.9 miles.

Progress Summary:
Federal design and ROW grant was secured in 2012 through PSRC and state construction grant was secured in 2013 through TIB. Design consultant was selected in 2013. Envirionmental permitting and design are in process. Staff is coordinating with the City of Kent and King County to complete annexation of the roadway into the City of Auburn. Auburn and Robertson Properties Group executed a project participating agreement in 2013. RPG is contributing funds and dedicating all necessary roadway frontage to the City.

Future Impact on Operating Budget:
The annual maintenance costs for this project is estimated to be $27,250.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	390,336	17,906	-	-	-	-	-	-	-	408,242
Secured Federal Grant	960,009	60,691	-	-	-	-	-	-	-	1,020,700
Secured State Grant		4,000,000	-	-	-	-	-	-	-	4,000,000
Traffic Impact Fees	3,719	931,800	-	-	-	-	-	-	-	935,519
Other (RPG)	1,300,000	1,000,000	-	-	-	-	-	-	-	2,300,000
Other (105 Fund)	-	-	200,000	-	-	-	-	-	-	200,000
Total Funding Sources:	**2,654,064**	**6,010,397**	**200,000**	**-**	**-**	**-**	**-**	**-**	**-**	**8,864,461**
Capital Expenditures:										
Pre-Design	10,448	-	-	-	-	-	-	-	-	10,448
Design	1,343,616	61,000	-	-	-	-	-	-	-	1,404,616
Right of Way	1,300,000	36,870	-	-	-	-	-	-	-	1,336,870
Construction	-	5,912,527	200,000	-	-	-	-	-	-	6,112,527
Total Expenditures:	**2,654,064**	**6,010,397**	**200,000**	**-**	**-**	**-**	**-**	**-**	**-**	**8,864,461**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 8

Project Title: **A Street NW, Phase 2 (W Main St to 3rd St NW)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 18**

Description:
Construct a multi-lane arterial from W Main St to 3rd St NW. This project will improve the connection between A St NW, Phase 1 to the Sound Transit Station and Central Business District. Also this project will create a new connection between A St SW and A ST SE ro relieve major congestion and improve circulation. This project could be partially or fully funded by development and/or Soundtransits parking garage/access improvements. The project is approximately 0.2 miles long.

Progress Summary:
The parking garage constructed by the Auburn Regional Medical Center completed a portion of this project in 2009.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (Developer)	150,000	-	-	-	-	3,000,000	-	-	-	3,150,000
Total Funding Sources:	**150,000**	**-**	**-**	**-**	**-**	**3,000,000**	**-**	**-**	**-**	**3,150,000**
Capital Expenditures:										
Design	-	-	-	-	-	250,000	-	-	-	250,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	150,000	-	-	-	-	2,750,000	-	-	-	2,900,000
Total Expenditures:	**150,000**	**-**	**-**	**-**	**-**	**3,000,000**	**-**	**-**	**-**	**3,150,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 9

Project Title: **Auburn Way S Improvements (Hemlock St SE to Academy Dr SE)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 4**

MODIFIED

Description:
Widen Auburn Way S between Hemlock St SE and Academy Dr SE to accomodate two general purpose lanes in each direction, center turn lanes, access management medians, U-turns, curb, gutter, sidewalk, illumination, transit stop improvements, new traffic signals, Intelligent Transportation Systems, streetscape and storm improvements. The project length is approximately two miles.

Progress Summary:
Conceptual corridor plan will be coordinated with the MIT and WSDOT in 2016. This project is planned as a partnership between the City of Auburn and the MIT. Pre-design effort will produce a project construction cost estimate. Major grant funding is expected to come from future federal competitions. This project will extend corridor improvements along Auburn Way S completed under previous projects.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $25,000.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Federal Grant	-	-	-	-	-	1,720,000	4,580,000	8,650,000	16,435,000	31,385,000
Traffic Impact Fees	-	100,000	50,000	-	-	140,000	385,000	675,000	1,282,500	2,632,500
Other (MIT)	-	100,000	50,000	-	-	140,000	1,385,000	675,000	1,282,500	3,632,500
Total Funding Sources:	**-**	**200,000**	**100,000**	**-**	**-**	**2,000,000**	**6,350,000**	**10,000,000**	**19,000,000**	**37,650,000**
Capital Expenditures:										
Pre-Design	-	200,000	100,000	-	-	-	-	-	-	300,000
Design	-	-	-	-	-	2,000,000	3,000,000	-	-	5,000,000
Right of Way	-	-	-	-	-	-	3,350,000	-	-	3,350,000
Construction	-	-	-	-	-	-	-	10,000,000	19,000,000	29,000,000
Total Expenditures:	**-**	**200,000**	**100,000**	**-**	**-**	**2,000,000**	**6,350,000**	**10,000,000**	**19,000,000**	**37,650,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 11

Project Title: **M Street NE (E Main St to 4th St NE)** **STIP# AUB-N/A**
Project No: **asbd12**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 5**

Description:
This project will construct a complete four-lane street section on M St NE between south of E Main St and 4th St NE.

Progress Summary:
Pre-design is planned to be completed during 2017 to refine project scope, alignment, and cost.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $1,500.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured State Grant	-	-	-	280,000	1,000,000	-	-	-	-	1,280,000
Traffic Impact Fees	-	-	50,000	70,000	250,000	-	-	-	-	370,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**50,000**	**350,000**	**1,250,000**	**-**	**-**	**-**	**-**	**1,650,000**
Capital Expenditures:										
Pre-Design	-	-	50,000	-	-	-	-	-	-	50,000
Design	-	-	-	350,000	-	-	-	-	-	350,000
Right of Way	-	-	-	-	100,000	-	-	-	-	100,000
Construction	-	-	-	-	1,150,000	-	-	-		1,150,000
Total Expenditures:	**-**	**-**	**50,000**	**350,000**	**1,250,000**	**-**	**-**	**-**	**-**	**1,650,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 12

Project Title: **Grade-Separated Crossing of BNSF Railyard** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# N/A**

Description:
This project will grade-separate the crossing of the BNSF Railyard, either from SR-18 to 6th Street SE or from 15th Street SW to A Street SE. The first alternative would realign the SR-18 eastbound ramp, grade separate the main north/south line and the Stampede Pass line, and connect to 6th Street SE. The second alternative would provide a new corridor from 15th Street SW to A Street SE in the vicinity of 12th Street SE and 17th Street SE, either via an overpass or underpass of the BNSF Railyard. This new east/west connection will improve access and circulation associated with the potential redevelopment of the BNSF yard as an intermodal freight facility.

Progress Summary:

Future Impact on Operating Budget:
TBD

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	1,125,000	31,000,000	32,125,000
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,125,000**	**31,000,000**	**32,125,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	-	1,125,000	2,500,000	3,625,000
Right of Way	-	-	-	-	-	-	-	-	4,000,000	4,000,000
Construction	-	-	-	-	-			-	24,500,000	24,500,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,125,000**	**31,000,000**	**32,125,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 15

Project Title: **8th Street NE Widening (Pike St NE to R St NE)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 19**

Description:
Widen 8th Street NE to extend the five-lane cross-section which currently exists to the west of Pike St NE to R St NE by providing an additional travel lane along the south side of the roadway. This is a planning level cost estimate.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $600.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	360,000	800,000	-	-	-	1,160,000
Traffic Impact Fees	-	-	-	-	90,000	200,000	-	-	-	290,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**450,000**	**1,000,000**	**-**	**-**	**-**	**1,450,000**
Capital Expenditures:										
Design	-	-	-	-	200,000	-	-	-	-	200,000
Right of Way	-	-	-	-	250,000	-	-	-	-	250,000
Construction	-	-	-	-	-	1,000,000		-	-	1,000,000
Total Expenditures:	**-**	**-**	**-**	**-**	**450,000**	**1,000,000**	**-**	**-**	**-**	**1,450,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 16

Project Title: **49th Street NE (Auburn Way N to I St NE)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 29**

Description:
Construct a new east/west corridor from Auburn Way N to I St NE. The existing 49th Street corridor extends B St NW to the west. This project also includes a traffic signal at the intersection of Auburn Way North and 49th Street. This roadway was evaluated and recommended in the NE Special Planning Area. It is anticipated that this will be constructed by future development. It is approximately 0.75 miles long.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $27,050.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	850,000	2,500,000	-	-	3,350,000
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**850,000**	**2,500,000**	**-**	**-**	**3,350,000**
Capital Expenditures:										
Design	-	-	-	-	-	250,000	-	-	-	250,000
Right of Way	-	-	-	-	-	600,000	-	-	-	600,000
Construction	-	-	-	-	-		2,500,000	-	-	2,500,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**850,000**	**2,500,000**	**-**	**-**	**3,350,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 25

Project Title: **46th Place S Realignment** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# N/A**

Description:
The project will realign 46th Place S to the south of S 321st Street. The realignment will move the 46th Place S intersection with S 321st Street approximately 350 feet to the east of the current location. This will create two T-intersections (44th Avenue S and 46th Place S) in place of the existing four-leg intersection. The existing 46th Place S will be dead-ended to the south of S 321st Street. The project will improve safety and traffic operations at the intersections.

Progress Summary:
Right-of-way for the realigned roadway will be dedicated as part of an adjacent development project.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $1,750.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	575,000	-	-	575,000
Traffic Impact Fees	-	-	-	-	-	-	250,000	-	-	250,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**825,000**	**-**	**-**	**825,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	125,000	-	-	125,000
Right of Way	-	-	-	-	-	-	25,000	-	-	25,000
Construction	-	-	-	-	-	-	675,000	-	-	675,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**825,000**	**-**	**-**	**825,000**

Six Year Transportation Improvement Plan

CAPITAL IMPROVEMENT FUND (328)

TIP# 33

Project Title: **Neighborhood Traffic Safety Program** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Non-Capacity**
Project Manager: **TBD** **LOS Corridor ID# N/A**

MODIFIED

Description:
This project will implement neighborhood traffic calming strategies including street lighting, speed cushions, signage, speed radar signs, mini roundabouts, chicanes, traffic circles, and other approved traffic calming devices. Projects will be selected annually based on neighborhood meetings, public surveys, and engineering studies.

Progress Summary:

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	194,000	100,000	150,000	150,000	150,000	150,000	150,000	-	1,044,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**194,000**	**100,000**	**150,000**	**150,000**	**150,000**	**150,000**	**150,000**	**-**	**1,044,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	194,000	100,000	150,000	150,000	150,000	150,000	150,000	-	1,044,000
Total Expenditures:	**-**	**194,000**	**100,000**	**150,000**	**150,000**	**150,000**	**150,000**	**150,000**	**-**	**1,044,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 40

Project Title: **124th Ave SE Corridor Improvements (SE 312th to SE 318th)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 23**

Description:
This project will fund the design, right-of-way acquisition, and construction of a four-lane section with bicycle and pedestrian facilities on 124th Ave SE between SE 318th St and SE 312th St, and improvements to the signalized intersection of SE 312th St and 124th Ave SE (including adding bike lanes, dual westbound left-turn lanes, dual southbound through-lanes, a northbound right-turn pocket, ITS improvements, and pedestrian safety improvements).

Progress Summary:
Phase 1 improvements between SE 318th and SE 316th were completed by Green River College in 2012.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $3,500.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	300,000	880,000	2,000,000	-	-	3,180,000
Traffic Impact Fees	-	-	-	-	100,000	220,000	500,000	-	-	820,000
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

ARTERIAL STREET FUND (102)

TIP# 41

Project Title: **R Street Bypass (M Street SE to SR-18)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# N/A**

Description:
This project will complete the design and construction of the Bypass Rd, an arterial connection between M Street and Auburn Black Diamond Road, paralleling the rail line. The project will provide an arterial connection from the newly constructed M Street Underpass to the Auburn Black Diamond Road interchange with SR-18 to keep both vehicular and freight traffic out of residential neighborhoods along R Street SE north of the Stampede Pass line. The arterial connection may also provide opportunities for partnering with the Muckleshoot Indian Tribe as they redevelop the Miles Pit area and as more definitive plans are developed for a potential new WSDOT interchange on SR-18 in the vicinity of the project.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $2,500.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	150,000	-	150,000
Other (Development)	-	-	-	-	-	-	-	500,000	5,700,000	6,200,000
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**650,000**	**5,700,000**	**6,350,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	-	650,000	-	650,000
Right of Way	-	-	-	-	-	-	-	-	1,800,000	1,800,000
Construction	-	-	-	-	-	-	-	-	3,900,000	3,900,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**650,000**	**5,700,000**	**6,350,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 42

Project Title: **SE 320th Street Corridor Improvements (116th Ave SE to 122nd Ave SE)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity, Safety**
Project Manager: **TBD** **LOS Corridor ID# 25**

Description:
SE 320th St is a primary route serving Green River College and adjacent neighborhoods. There are very high volumes of pedestrians, bicyclists, and transit utilizing the corridor. This project will fund the design, right-of-way acquisition, and construction of non-motorized roadway and safety improvements including a roundabout at 116th Ave SE, adding bicycle lanes, sidewalks, and streetlighting between 122nd Ave SE and 116th Ave SE. Project length is approximately .45 miles.

Progress Summary:
GRCC completed the design and construction for the segment between 124th Ave SE and 122nd Ave SE in 2013. Corridor pre-design is scheduled to start in 2016. Construction schedule is pending securing full funding.

Future Impact on Operating Budget:
This project is not expected to have a significant impact on operating budgets.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	100,000	-	-	-	-	-	-	-	100,000
Unsecured Grant	-	-	-	-	480,000	530,000	2,953,440	-	-	3,963,440
Traffic Impact Fees	-	-	-	-	120,000	132,500	328,160	-	-	580,660
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**100,000**	**-**	**-**	**600,000**	**662,500**	**3,281,600**	**-**	**-**	**4,644,100**
Capital Expenditures:										
Pre-Design	-	100,000	-	-	-	-	-	-	-	100,000
Design	-	-	-	-	600,000	250,000	-	-	-	850,000
Right of Way	-	-	-	-	-	412,500	-	-	-	412,500
Construction	-	-	-	-	-	-	3,281,600	-	-	3,281,600
Total Expenditures:	**-**	**100,000**	**-**	**-**	**600,000**	**662,500**	**3,281,600**	**-**	**-**	**4,644,100**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 43

Project Title: **Auburn Way S (SR-164) Corridor Safety Improvements (Muckleshoot Plaza to Dogwood)** **STIP# AUB-44**
Project No: **cp1218**
Project Type: **Capacity**
Project Manager: **Matt Larson** **LOS Corridor ID# 4**

Description:
This project will improve access management, including u-turns, upgrade transit stops and street lighting, widen to accomodate turn-lanes and pedestrian and bicycle facilities, upgrade pavement markings, install pedestrian signals and audible pedestrian push buttons, and upgrade traffic signals to change the phasing and to improve the visibility of the signal heads.

Progress Summary:
Grant funding was awarded in 2012. Design began in 2012 and construction is scheduled for 2016.

Future Impact on Operating Budget:
This project is expected to have a neglible impact on operating budgets.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	2,910	-	-	-	-	-	-	-	-	2,910
Secured Grants	311,568	2,021,540	-	-	-	-	-	-	-	2,333,108
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	54,455	250,000	20,000	-	-	-	-	-	-	324,455
Other (WSDOT)	-	306,674	-	-	-	-	-	-	-	306,674
Total Funding Sources:	**368,933**	**2,578,214**	**20,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,967,147**
Capital Expenditures:										
Design	368,933	250,000	-	-	-	-	-	-	-	618,933
Right of Way	-	100,000	-	-	-	-	-	-	-	100,000
Construction	-	2,228,214	20,000	-	-	-	-	-	-	2,248,214
Total Expenditures:	**368,933**	**2,578,214**	**20,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,967,147**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 49

Project Title: **W Valley Highway Improvements (15th Street NW to W Main Street)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 35**

Description:
This project scope includes pavement rehabilitation and re-channelization, roadway widening, bicycle lanes, pedestrian facilities, roadway lighting, required storm system improvements, and Intelligent Transportation System Improvements.

Progress Summary:
Survey, base mapping and pre-design are planned to be completed in 2018 to complete preliminary plans and refine project cost-estimate.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	480,000	2,400,000	-	-	2,880,000
Traffic Impact Fees	-	-	-	-	100,000	120,000	600,000	-	-	820,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**100,000**	**600,000**	**3,000,000**	**-**	**-**	**3,700,000**
Capital Expenditures:										
Design	-	-	-	-	100,000	600,000	-	-	-	700,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	3,000,000	-	-	3,000,000
Total Expenditures:	**-**	**-**	**-**	**-**	**100,000**	**600,000**	**3,000,000**	**-**	**-**	**3,700,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102), ARTERIAL PRESERVATION FUND (105)

TIP# 58

Project Title: **M St SE Storm Improvements** **STIP# n/a**
Project No: **CP1511**
Project Type: **Non-Capacity, Preservation, Non-Motorized**
Project Manager: **Matt Larson** **LOS Corridor ID# 11**

Description:
In partnership with city utility project this project will complete pavement, sidewalk, and street lighting improvements on M St SE between 3rd St SE and E Main St.

NEW

Progress Summary:
Project design was completed in 2016 and construction is scheduled to begin in 2016.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	125,000	-	-	-	-	-	-	125,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Other (Sidewalk Imp. Funds)	-	150,000	-	-	-	-	-	-	-	150,000
Other (Arterial Pres. Fund)	-	150,000	50,000	-	-	-	-	-	-	200,000
Total Funding Sources:	**-**	**300,000**	**175,000**	**-**	**-**	**-**	**-**	**-**	**-**	**475,000**
Capital Expenditures:										
Pre-Design	-	-	-	-	-	-	-	-	-	-
Design	-	30,000	-	-	-	-	-	-	-	30,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	270,000	175,000	-	-	-	-	-	-	445,000
Total Expenditures:	**-**	**300,000**	**175,000**	**-**	**-**	**-**	**-**	**-**	**-**	**475,000**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 59

Project Title: **Auburn Regional Growth Center Access Improvements** **STIP# AUB-xx**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 10**

Description: The project would improve the 3rd Street NW/NE/4th Street NE corridor through downtown Auburn. The project elements include the realignment of side street approaches, associated traffic signal upgrades, at the signalized intersections along the corridor, and illumination, ADA, and pavement rehabilitation along the corridor. The improvements will improve traffic operations at the intersection with A Street NW by removing the need to operate the north/south approaches with split phase due to the existing offset, will add a northbound left-turn movement at the intersection with Auburn Avenue, and realign the intersection of 4th St NE with Auburn Way north to eliminate another split phase operation signal improving circulation and access.

Progress Summary:
Federal Grant funding application for design and ROW phases was submitted in 2016.

NEW

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		2016 YE	Budget			Forecast Project Costs				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Federal Grant	-	-	-	400,000	464,000	3,120,000	-	-	-	3,984,000
Traffic Impact Fees	-	-	-	100,000	116,000	780,000	-	-	-	996,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**500,000**	**580,000**	**3,900,000**	**-**	**-**	**-**	**4,980,000**
Capital Expenditures:										
Design	-	-	-	500,000	330,000	-	-	-	-	830,000
Right of Way	-	-	-	-	250,000	-	-	-	-	250,000
Construction	-	-	-	-	-	3,900,000	-	-	-	3,900,000
Total Expenditures:	**-**	**-**	**-**	**500,000**	**580,000**	**3,900,000**	**-**	**-**	**-**	**4,980,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 60

Project Title: **M Street SE Corridor (8th St SE to AWS)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 6**

Description:
Widen M Street SE into a multi-lane arterial between 8th St SE and AWS. This project will improve mobility and is tied to corridor development. It is consistent with the Comprehensive Plan and contributes to the completion of a north/south arterial corridor.

Progress Summary:

Future Impact on Operating Budget:
This annual maintenance cost for this project is estimated to be $8,000.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	925,000	3,750,000	-	-	4,675,000
Traffic Impact Fees	-	-	-	-	-	750,000	750,000	-	-	1,500,000
Other (Development)	-	-	-	-	-	250,000	250,000	-	-	500,000
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**1,925,000**	**4,750,000**	**-**	**-**	**6,675,000**
Capital Expenditures:										
Design	-	-	-	-	-	650,000	-	-	-	650,000
Right of Way	-	-	-	-	-	1,275,000	-	-	-	1,275,000
Construction	-	-	-	-	-	-	4,750,000	-	-	4,750,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**1,925,000**	**4,750,000**	**-**	**-**	**6,675,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 61

Project Title: **SR-18 to Auburn Way South (SR-164) Bypass** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# N/A**

Description:
This project will permit and construct a new interchange at SR-18 and over a mile of new classified roadway connecting the new interchange to Auburn Way South (SR-164). This project will create a new road connecting SR-18 and SR-164 to bypass Auburns urban center serving the Muckleshoot Reservation and regional traffic to the Enumclaw area.

Progress Summary:
This project was originally analyzed by WSDOT's Auburn Way South (SR-164) Route Development Plan. The State Leglature allocated $15 Million for the new eastbound SR-18 offramp serving this bypass road in 2017-2019. The Muckleshoot Indian Tribe is anticipated to donate the property necessary to accomodate the offramp and connecting road to Auburn Way South. The route of the new roadway will be determined after completion of a feasibility study.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $37,500.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (WSDOT)	-	-	-	-	-	-	1,500,000	3,500,000	10,000,000	15,000,000
Other (Development)	-	-	-	-	-	-	3,500,000	6,500,000	15,000,000	25,000,000
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**	**10,000,000**	**25,000,000**	**40,000,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	5,000,000	-	-	5,000,000
Right of Way	-	-	-	-	-	-	-	10,000,000	-	10,000,000
Construction	-	-	-	-	-	-	-	-	25,000,000	25,000,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**	**10,000,000**	**25,000,000**	**40,000,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 62

Project Title: **Auburn Way S Streetscape Improvements (SR-18 to M St SE)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Miscellaneous**
Project Manager: **TBD** **LOS Corridor ID# 3**

Description:
This project will revitalize and beautify Auburn Way S from the SR-18 interchange to the intersection with M Street SE. Proposed improvements include: enhancement of crosswalks and pedestrian linkages; new and repaired sidewalks; curb and gutter; pedestrian ramps; new landscaped medians; street trees; new lighting; pedestrian benches; trash receptacles; recycling containers and other appropriate amenities.

Progress Summary:

Future Impact on Operating Budget:

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	200,000	200,000	-	-	400,000
Unsecured Grant	-	-	-	-	-	1,750,000	2,600,000	-	-	4,350,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**1,950,000**	**2,800,000**	**-**	**-**	**4,750,000**
Capital Expenditures:										
Design	-	-	-	-	-	500,000	-	-	-	500,000
Right of Way	-	-	-	-	-	1,450,000	-	-	-	1,450,000
Construction	-	-	-	-	-	-	2,800,000	-	-	2,800,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**1,950,000**	**2,800,000**	**-**	**-**	**4,750,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 64

Project Title: **Lea Hill Rd Segment 1 (R St NE to 105th Pl SE)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 19**

Description:
Widen the existing roadway to provide a four-lane cross section with pedestrian and bicycle facilities. The project includes widening the Green River Bridge.

Progress Summary:
Three parcels along the future roadway alignment were procured in 2014. Corridor pre-design effort is planned to begin in late 2016.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $18,300.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-		-	-	-	-	-
Unsecured Grant	-	-	-	-	-	1,950,000	8,000,000	-	-	9,950,000
Traffic Impact Fees	430,000	150,000	100,000	-	-	500,000	2,000,000	-	-	3,180,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**430,000**	**150,000**	**100,000**	**-**	**-**	**2,450,000**	**10,000,000**	**-**	**-**	**13,130,000**
Capital Expenditures:										
Design	-	150,000	100,000	-	-	1,950,000	-	-	-	2,200,000
Right of Way	430,000	-	-	-	-	500,000	-	-	-	930,000
Construction	-	-	-	-	-	-	10,000,000	-	-	10,000,000
Total Expenditures:	**430,000**	**150,000**	**100,000**	**-**	**-**	**2,450,000**	**10,000,000**	**-**	**-**	**13,130,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 65

Project Title: **Lea Hill Rd Segment 2 (105th Pl SE to 112th Ave SE)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 19**

Description:
Project includes widening the existing roadway to provide a four-lane cross-section including pedestrian and bicycle facilities.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $24,100.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	2,900,000	7,100,000	-	10,000,000
Traffic Impact Fees	-	-	-	-	-	-	600,000	1,400,000	-	2,000,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**3,500,000**	**8,500,000**	**-**	**12,000,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	2,000,000	-	-	2,000,000
Right of Way	-	-	-	-	-	-	1,500,000	-	-	1,500,000
Construction	-	-	-	-	-	-	-	8,500,000	-	8,500,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**3,500,000**	**8,500,000**	**-**	**12,000,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 66

Project Title: **Lea Hill Rd Segment 3 (112th Ave SE to 124th Ave SE)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 19**

Description:
Project includes widening the existing roadway to provide a four-lane cross-section including pedestrian and bicycle facilities.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $20,300.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	750,000	2,500,000	3,250,000
Traffic Impact Fees	-	-	-	-	-	-	-	250,000	500,000	750,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,000,000**	**3,000,000**	**4,000,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	-	500,000	-	500,000
Right of Way	-	-	-	-	-	-	-	500,000	-	500,000
Construction	-	-	-	-	-	-	-	-	3,000,000	3,000,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,000,000**	**3,000,000**	**4,000,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 72

Project Title: **W Valley Highway Improvements (SR-18 to 15th St SW)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 35**

Description:
This project scope includes pavement rehabilitation and re-channelization, pedestrian and bicycle facility improvements, improved roadway lighting, required storm system improvements, intersection signal replacement at 15th St SW, and Intelligent Transportation System Improvements.

Progress Summary:
Survey, base mapping and pre-design are planned to be completed in 2016 to complete preliminary plans and refine project cost-estimate.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	400,000	2,000,000	-	-	-	2,400,000
Traffic Impact Fees	-	-	-	100,000	100,000	500,000	-	-	-	700,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**100,000**	**500,000**	**2,500,000**	**-**	**-**	**-**	**3,100,000**
Capital Expenditures:										
Design	-	-	-	100,000	500,000	-	-	-	-	600,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	2,500,000	-	-	-	2,500,000
Total Expenditures:	**-**	**-**	**-**	**100,000**	**500,000**	**2,500,000**	**-**	**-**	**-**	**3,100,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 72

Project Title: **W Valley Highway Improvements (SR-18 to 15th St SW)** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 35**

Description:
This project scope includes pavement rehabilitation and re-channelization, pedestrian and bicycle facility improvements, improved roadway lighting, required storm system improvements, intersection signal replacement at 15th St SW, and Intelligent Transportation System Improvements.

Progress Summary:
Survey, base mapping and pre-design are planned to be completed in 2016 to complete preliminary plans and refine project cost-estimate.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	400,000	2,000,000	-	-	-	2,400,000
Traffic Impact Fees	-	-	-	100,000	100,000	500,000	-	-	-	700,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**100,000**	**500,000**	**2,500,000**	**-**	**-**	**-**	**3,100,000**
Capital Expenditures:										
Design	-	-	-	100,000	500,000	-	-	-	-	600,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	2,500,000	-	-	-	2,500,000
Total Expenditures:	**-**	**-**	**-**	**100,000**	**500,000**	**2,500,000**	**-**	**-**	**-**	**3,100,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP # 74

Project Title: **R St SE Corridor Extension** **STIP# AUB-XX**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# XX**

Description:
This project will construct a new segment of R St SE approximately .7 miles long between 17th St SE and the future bypass road connecting M St SE and Auburn Black Diamond road.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $25,000.

Activity:		2016 YE	Budget			Forecast Project Cost				Total Project
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	-	2,000,000	8,000,000	-	10,000,000
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**2,000,000**	**8,000,000**	**-**	**10,000,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	2,000,000	-	-	2,000,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	8,000,000	-	8,000,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**2,000,000**	**8,000,000**	**-**	**10,000,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 2

Project Title: **A St Traffic Signal Improvements**
Project No: **cpxxxx**
Project Type: **Non-Capacity**
Project Manager: **TBD**

NEW

STIP# AUB-N/A

LOS Corridor ID# 2

Description:
This project will replace two A St traffic signals at E Main Street and 2nd St SE. These are two of the oldest signals in the City that have both exceeded their serviceable life span. New signal improvements will match the City's new decorative downtown standard, meet ADA accessiblity requirements, and include battery backup power supplies.

Progress Summary:
Design is scheduled to be completed in 2019. Preliminary underground improvements have been completed at each intersection in advance of the project. Portions of this project is being completed by adjacent development.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	125,000	250,000	-	-	-	375,000
Grants (Fed,State,Local)	-	-	-	-	-	650,000	-	-	-	650,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (REET2 in 328)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**125,000**	**900,000**	**-**	**-**	**-**	**1,025,000**
Capital Expenditures:										
Design	-	-	-	-	125,000	-	-	-	-	125,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	900,000		-	-	900,000
Total Expenditures:	**-**	**-**	**-**	**-**	**125,000**	**900,000**	**-**	**-**	**-**	**1,025,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 14

Project Title: **M Street SE & 12th Street SE Traffic Signal** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 6**

Description:
This project includes the design, right of way acquisistion and construction of a new traffic signal.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $6,600.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	500,000	-	-	-	500,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	125,000	-	-	-	125,000
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**625,000**	**-**	**-**	**-**	**625,000**
Capital Expenditures:										
Design	-	-	-	-	-	75,000	-	-	-	75,000
Right of Way	-	-	-	-	-	50,000	-	-	-	50,000
Construction	-	-	-	-	-	500,000	-	-	-	500,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**625,000**	**-**	**-**	**-**	**625,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 17

Project Title: **Harvey Rd NE & 8th St NE Intersection Improvements** **STIP# AUB-N/A**
Project No: **cp0611**
Project Type: **Capacity**
Project Manager: **None** **LOS Corridor ID# 5,19**

Description:
Add one eastbound through/right turn-lane on 8th St NE to the west of Harvey Rd. Modify traffic signals and traffic channelization to accommodate the new lane. The additional lane will reduce traffic delays and queuing at the intersection of Harvey Rd and 8th St NE in all directions. This project will reconstruct 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 will address the existing poor pavement condition and fill in any gaps in the sidewalk network.

Progress Summary:
Project was completed in 2010. Ongoing budget is for PWTFL debt payments.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees (Debt Service)	521,510	85,600	85,383	85,200	84,800	84,400	84,400	84,200	489,400	1,604,893
Traffic Impact Fees	204,500	-	-	-	-	-	-	-	-	204,500
PWTF	1,527,300	-	-	-	-	-	-	-	-	1,527,300
Total Funding Sources:	**1,731,800**	**85,600**	**85,383**	**85,200**	**84,800**	**84,400**	**84,400**	**84,200**	**489,400**	**1,809,393**
Capital Expenditures:										
Design	327,500	-	-	-	-	-	-	-	-	327,500
Right of Way	200,400	-	-	-	-	-	-	-	-	200,400
Construction	1,203,900	-	-	-	-			-	-	1,203,900
Long Term Debt: PWTF	521,510	85,600	85,383	85,200	84,800	84,400	84,400	84,200	489,400	1,604,893
Total Expenditures:	**1,731,800**	**85,600**	**85,383**	**85,200**	**84,800**	**84,400**	**84,400**	**84,200**	**489,400**	**1,809,393**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 18

Project Title: **M Street SE & 29th Street SE Intersection Safety Improvements** **STIP# AUB-N/A**
Project No: **CPXXXX**
Project Type: **Non-Capacity, Safety**
Project Manager: **TBD** **LOS Corridor ID# 27**

Description:
This project includes the design and construction of a new traffic signal.

Progress Summary:
M St SE & 29th St SE is currently an all-way stop controlled intersection, experiences significant congestion in the peak traffic hours, and has a documented high collision history. Design is scheduled to be initiated in 2016. Construction will be completed when project is fully funded.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $5,000.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	50,000	-	-	-	100,000	-	-	-	150,000
Unsecured Grant	-	-	-	-	-	300,000	-	-	-	300,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**50,000**	**-**	**-**	**-**	**400,000**	**-**	**-**	**-**	**450,000**
Capital Expenditures:										
Design	-	50,000	-	-	-	-	-	-	-	50,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	400,000		-	-	400,000
Total Expenditures:	**-**	**50,000**	**-**	**-**	**-**	**400,000**	**-**	**-**	**-**	**450,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 19

Project Title: **Auburn Way N & 1st Street NE Signal Improvements** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Non-Capacity**
Project Manager: **TBD** **LOS Corridor ID# 2**

Description:
This project will construct a new traffic signal with controller cabinet and battery backup along with necessary intersection improvements.

Progress Summary:
Design is scheduled to be completed in 2018.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	50,000	125,000	-	-	-	-	175,000
Grants (Fed,State,Local)	-	-	-	-	425,000	-	-	-	-	425,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (REET2 in 328)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**50,000**	**550,000**	**-**	**-**	**-**	**-**	**600,000**
Capital Expenditures:										
Design	-	-	-	50,000	-	-	-	-	-	50,000
Right of Way	-	-	-	-	50,000	-	-	-	-	50,000
Construction	-	-	-	-	500,000			-	-	500,000
Total Expenditures:	**-**	**-**	**-**	**50,000**	**550,000**	**-**	**-**	**-**	**-**	**600,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 20

Project Title: **R Street SE & 21st Street SE Intersection Safety Improvements** **STIP# AUB-N/A**
Project No: **CPXXXX**
Project Type: **Non-Capacity, Safety**
Project Manager: **TBD** **LOS Corridor ID# 16**

Description:
This project includes the design and construction of intersection safety improvements.

Progress Summary:
R St SE & 21st St SE is currently a two-way stop controlled intersection, experiences significant congestion in the peak traffic hours, and has a documented high collision history. Analysis to determine appropriate intersection control and design is scheduled to be completed in 2016. Construction will be completed when project is fully funded. Interim improvements are being constructed in 2016 to improve the pedestrian crossing in partenrhsip with the Muckleshoot Indian Tribe.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $5,000.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	75,000	-	-	-	100,000	-	-	-	175,000
Unsecured Grant	-	-	-	-	-	700,000	-	-	-	700,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Traffic Mitigation Funds	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**75,000**	**-**	**-**	**-**	**800,000**	**-**	**-**	**-**	**875,000**
Capital Expenditures:										
Design	-	75,000	-	-	-	-	-	-	-	75,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	800,000		-	-	800,000
Total Expenditures:	**-**	**75,000**	**-**	**-**	**-**	**800,000**	**-**	**-**	**-**	**875,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 21

Project Title: **W Main St & C St Traffic Signal Upgrade** **STIP# AUB-N/A**
Project No: **cp1406**
Project Type: **Non-Capacity**
Project Manager: **Luis Barba** **LOS Corridor ID# 11**

Description:
Reconstruct the existing traffic signal at C St NW and W Main St. The new C St NW signal would provide protected left-turn phasing for C St, and would provide additional safety related to the railroad pre-emption.

Progress Summary:
Design started in 2014 and construction is expected to start in 2016. This project scope was modified in 2016 to construct only the new traffic signal at C St and W Main St. The traffic signal at Auburn Ave and E Main St is included in TIP#2 and will be designed and constructed after the completion of the Main Street Urban Design Concept has been completed and approved.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	320,000	20,000		-	-	-	-	-	340,000
Grants (Fed,State,Local)	-	-	-			-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Traffic Mitigation Fees	26,856	123,144	-	-		-	-	-	-	150,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**26,856**	**443,144**	**20,000**	**-**	**-**	**-**	**-**	**-**	**-**	**490,000**
Capital Expenditures:										
Design	26,856	20,000	-	-	-	-	-	-	-	46,856
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	423,144	20,000	-	-		-	-	-	443,144
Total Expenditures:	**26,856**	**443,144**	**20,000**	**-**	**-**	**-**	**-**	**-**	**-**	**490,000**

Six Year Transportation Improvement Plan

CAPITAL IMPROVEMENT FUND (328)

TIP# 34

Project Title: **Traffic Signal Improvements** **STIP# AUB-N/A**
Project No: **Various**
Project Type: **Non-Capacity (Annual)**
Project Manager: **Scott Nutter** **LOS Corridor ID# N/A**

Description:
This project funds end of life capital replacement for traffic signal and Intelligent Transportation System equipment including cabinets, video detection cameras, field network devices, traffic cameras, battery backup components, and other related equipment. This project also funds minor safety improvements, operations improvements, and Accessible Pedestrian Signal Improvements based on the criteria adopted in the City's Public Right-of-Way Accessibility Transition Plan.

Progress Summary:
Project continues to complete various intersection improvements.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	175,000	175,000	175,000	200,000	200,000	200,000	200,000	-	1,325,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**175,000**	**175,000**	**175,000**	**200,000**	**200,000**	**200,000**	**200,000**	**-**	**1,325,000**
Capital Expenditures:										
Design	-	25,000	25,000	25,000	25,000	25,000	25,000	25,000	-	175,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	150,000	150,000	150,000	175,000	175,000	175,000	175,000	-	1,150,000
Total Expenditures:	**-**	**175,000**	**175,000**	**175,000**	**200,000**	**200,000**	**200,000**	**200,000**	**-**	**1,325,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP # 38

Project Title: **C Street SW & 15th Street SW Intersection Improvements** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 12, 13**

Description:
This project will install a southbound right-turn pocket, re-channelize the intersection to provide two southbound through lanes, and replace the existing spanwire traffic signal with a new traffic signal.

Progress Summary:
Design is planned to begin in 2020. Construction will be sheduled once full funding is secured.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $2,500.

Activity:		2016 YE	Budget			Forecast Project Cost				Total Project
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	800,000	-	-	800,000
Traffic Impact Fees	-	-	-	-	-	200,000	200,000	-	-	400,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**200,000**	**1,000,000**	**-**	**-**	**1,200,000**
Capital Expenditures:										
Design	-	-	-	-	-	200,000	-	-	-	200,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	1,000,000	-	-	1,000,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**200,000**	**1,000,000**	**-**	**-**	**1,200,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 39

Project Title: **124th Avenue SE & SE 320th Street Intersection Improvements** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 23, 25**

Description:
This project will fund the design, right-of-way acquisition, and construction of improvements to the intersection of SE 320th St and 124th Ave SE. The intersection is located at the main entrance to Green River College and will require additional on-site improvements to be constructed.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $2,500.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	175,000	150,000	-	-	325,000
Unsecured Grant	-	-	-	-	-	-	1,200,000	-	-	1,200,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (GRC)	-	-	-	-	-	175,000	250,000	-	-	425,000
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**350,000**	**1,600,000**	**-**	**-**	**1,950,000**
Capital Expenditures:										
Design	-	-	-	-	-	350,000	-	-	-	350,000
Right of Way	-	-	-	-	-	-	100,000	-	-	100,000
Construction	-	-	-	-	-	-	1,500,000	-	-	1,500,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**350,000**	**1,600,000**	**-**	**-**	**1,950,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 45

Project Title: **124th Avenue SE & SE 284th Street Intersection Safety Improvements** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity, Safety**
Project Manager: **TBD** **LOS Corridor ID# 23, 40, 41**

Description:
This project will complete the design phase for intersection safety and capacity improvements.

Progress Summary:

Future Impact on Operating Budget:
TBD

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	450,000	-	-	-	450,000
Traffic Impact Fees	-	-	-	-	100,000	150,000	-	-	-	250,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**100,000**	**600,000**	**-**	**-**	**-**	**700,000**
Capital Expenditures:										
Design	-	-	-	-	100,000	-	-	-	-	100,000
Right of Way	-	-	-	-	-	50,000	-	-	-	50,000
Construction	-	-	-	-	-	550,000	-	-	-	550,000
Total Expenditures:	**-**	**-**	**-**	**-**	**100,000**	**600,000**	**-**	**-**	**-**	**700,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 50

Project Title: **ITS Dynamic Message Signs**
Project No: **cpxxxx**
Project Type: **Non-Capacity (ITS)**
Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

MODIFIED

Description:
This project funds the design and construction of Dynamic Message Signs at various locations throughout the City. Dynamic message signs are an important ITS tool for providing information to roadway users. Priority locations for sign placement are based on the Comprehensive Transportation Plans ITS map and include Auburn Way N, Auburn Way S, W Valley Highway, E Valley Highway, Lake Tapps Parkway, and Lea Hill Rd.

Progress Summary:
The first phase of this project is scheduled to begin in 2016 or sooner if grant funding becomes available.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $5,000.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	100,000	30,000	30,000	30,000	30,000	-	-	220,000
Unsecured Grant	-	-	-	120,000	120,000	120,000	120,000	-	-	480,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
REET2 (328 Fund)	-	100,000	-	-	-	-	-	-	-	100,000
Other (MIT)	-	50,000	-	-	-	-	-	-	-	50,000
Total Funding Sources:	**-**	**150,000**	**100,000**	**150,000**	**150,000**	**150,000**	**150,000**	**-**	**-**	**850,000**
Capital Expenditures:										
Design	-	15,000	10,000	15,000	15,000	15,000	15,000	-	-	85,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	135,000	90,000	135,000	135,000	135,000	135,000	-	-	765,000
Total Expenditures:	**-**	**150,000**	**100,000**	**150,000**	**150,000**	**150,000**	**150,000**	**-**	**-**	**850,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 51

Project Title: **Lake Tapps Parkway ITS Expansion**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 17

MODIFIED

Description:
The project funds the design, coordination, permitting, and construction of new ITS infrastructure along Lake Tapps Parkway from Lakeland Hills Way to East Valley Highway, and along East Valley Highway to Lakeland Hills Way. The proposed ITS infrastructure includes conduit, fiber, VMS signage, cameras, network communication upgrades, and weather stations along the route.

Progress Summary:
Federal Grant application was submitted to PSRC in May 2014. Project was awarded design funds in 2016. Construction funding grant application was submitted in 2016.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $5,000.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Secured Federal Grant	-	82,950	-	-	-	-	-	-	-	82,950
Unsecured Federal Grant			711,000							
Traffic Impact Fees	-	22,050	189,000	-	-	-	-	-	-	211,050
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**105,000**	**900,000**	**-**	**-**	**-**	**-**	**-**	**-**	**294,000**
Capital Expenditures:										
Design	-	105,000	900,000	-	-	-	-	-	-	1,005,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	**-**	**105,000**	**900,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,005,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 52

Project Title: **A Street SE & Lakeland Hills Way SE Intersection Safety & Capacity Improvements** **STIP# AUB-N/A**
Project No: **CPXXX**
Project Type: **Capacity, Safety**
Project Manager: **TBD** **LOS Corridor ID# 10, 34**

Description:
This project will study traffic operations, safety, and prepare a preliminary design for intersection improvements.

Progress Summary:
Analysis, preliminary design, and construction cost estimate will be initiated in 2016. Future phases will be programmed as funding becomes available.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	50,000	25,000	-	-	-	-	-	-	75,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**50,000**	**25,000**	**-**	**-**	**-**	**-**	**-**	**-**	**75,000**
Capital Expenditures:										
Design	-	50,000	25,000	-	-	-	-	-	-	75,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	**-**	**50,000**	**25,000**	**-**	**-**	**-**	**-**	**-**	**-**	**75,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 53

Project Title: **Auburn Way S & 12th Street SE Intersection Improvements** **STIP# AUB-N/A**
Project No: **cp1114**
Project Type: **Capacity, Safety**
Project Manager: **TBD** **LOS Corridor ID# 3**

Description:
The project will design multi-modal intersection improvements at the AWS/12th Street SE intersection. The improvements will include pedestrian access improvements, channelization improvements to add bicycle lanes, new traffic signal, and ITS upgrades.

Progress Summary:
Design is scheduled to be completed in 2016. Portions of these improvements will be coordinated with WSDOT's planned paving project for 2017.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	50,000	150,000	-	-	-	-	-	-	200,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**50,000**	**150,000**	**-**	**-**	**-**	**-**	**-**	**-**	**200,000**
Capital Expenditures:										
Design	-	50,000	150,000	-	-	-	-	-	-	200,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	**-**	**50,000**	**150,000**	**-**	**-**	**-**	**-**	**-**	**-**	**200,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 63

Project Title: **29th Street SE & R Street SE Intersection Improvements** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 16, 27**

Description:
This project funds the design, right-of-way acquisition and construction of intersection capacity and safety improvements at the 29th St SE/R St SE intersection.

Progress Summary:

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-		-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	1,300,000	-	-	-	1,300,000
Traffic Impact Fees	-	-	-	-	100,000	500,000	-	-	-	600,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**100,000**	**1,800,000**	**-**	**-**	**-**	**1,900,000**
Capital Expenditures:										
Design	-	-	-	-	100,000	350,000	-	-	-	450,000
Right of Way	-	-	-	-	-	450,000	-	-	-	450,000
Construction	-	-	-	-	-	1,000,000	-	-	-	1,000,000
Total Expenditures:	**-**	**-**	**-**	**-**	**100,000**	**1,800,000**	**-**	**-**	**-**	**1,900,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102), ARTERIAL PRESERVATION FUND (105)

TIP# 68

Project Title: **A Street SE & 37th Street SE Intersection Improvements** **STIP# AUB-53**
Project No: **CP1502**
Project Type: **Non-Capacity, Safety**
Project Manager: **Luis Barba** **LOS Corridor ID# 10**

Description:
Widen the intersection for a u-turn, install an interconnected traffic signal, overlay the intersection, and upgrade curb ramps.

Progress Summary:
Federal Grant was awarded in 2014. Arterial Preservation Fund 105 will participate in this project to overlay portions of A St SE. Budget for 2016 includes 10% local match; there is a potential of receiving 100% grant funding for the construction phase if project is advertised by September 30,2017.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $2,500.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	1,933	53,067	-	-	-	-	-	-	-	55,000
Secured Federal Grant	8,295	600,000	183,965	-	-	-	-	-	-	792,260
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Arterial Preserv. Funds (105)	-	87,240	-	-	-	-	-	-	-	87,240
Total Funding Sources:	**10,228**	**740,307**	**183,965**	**-**	**-**	**-**	**-**	**-**	**-**	**934,500**
Capital Expenditures:										
Pre-Design	9,873	-	-	-	-	-	-	-	-	9,873
Design	355	135,272	-	-	-	-	-	-	-	135,627
Right of Way	-	66,400	-	-	-	-	-	-	-	66,400
Construction	-	538,635	183,965	-	-	-	-	-	-	722,600
Total Expenditures:	**10,228**	**740,307**	**183,965**	**-**	**-**	**-**	**-**	**-**	**-**	**934,500**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 69

Project Title: **22nd Street NE & I Street NE intersection** **STIP# AUB-xx**
Project No: **CP1513**
Project Type: **Capacity (Safety)**
Project Manager: **TBD** **LOS Corridor ID# 21**

Description:
This project will design a modern roundabout at the 22nd Street NE and I Street NE intersection in place of the existing all-way stop-control. The proposed design will improve bicycle and pedestrian safety and ADA accessibility.

Progress Summary:
State grant was awarded for design in 2015. Construction phase is dependant on securing future grants or other local funding.

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	25,000	-	-	-	-	-	-	-	25,000
Secured State Grant	1,712	198,288	-	-	-	-	-	-	-	200,000
Unsecured Grant	-	-	-	940,000	-	-	-	-	-	940,000
Traffic Impact Fees	2,872	52,128	-	235,000	-	-	-	-	-	290,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**4,584**	**275,416**	**-**	**1,175,000**	**-**	**-**	**-**	**-**	**-**	**1,455,000**
Capital Expenditures:										
Pre-Design	4,584	-	-	-	-	-	-	-	-	4,584
Design	-	275,416	-	-	-	-	-	-	-	275,416
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	1,175,000	-	-	-	-	-	1,175,000
Total Expenditures:	**4,584**	**275,416**	**-**	**1,175,000**	**-**	**-**	**-**	**-**	**-**	**1,455,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 10

Project Title: **F Street SE Non-Motorized Improvements (Downtown to Les Gove)** **STIP# AUB-49**
Project No: **cp1416**
Project Type: **Capacity, Non-Motorized**
Project Manager: **Seth Wickstrom** **LOS Corridor ID# N/A**

Description:
The F St SE project includes pavement rehabilitation, installation of curbs, gutters, bike lanes, sidewalks, ADA improvements, utility undergrounding, LED street lighting, new two way center left turn-lane, crash attenuation at the supports for the BNSF railroad bridge, initiation of Auburn Staff Bikeshare pilot program, wayfinding signage and a "Bicycle Boulevard" designation of roadway connections between Auburn City Hall and the Les Gove Park Campus. This project improves mobility and safety along the corridor and will complete a gap in the non-motorized network between Auburn's Downtown and the Les Gove Community Campus. The major infrastructure improvements are approximately 0.3 miles long and the "Bicycle Boulevard" improvements are just over a mile long.

Progress Summary:
Preliminary design and survey work was completed in 2009. Federal Grant was secured in 2014 for design and ROW phases. Design phase was initiated in 2015. Construction grant funding was applied for in 2016.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $4,100.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	40,000	-	150,000	-	-	-	-	-	190,000
Secured Federal Grant	141,070	338,930	40,000	-	-	-	-	-	-	520,000
Traffic Impact Fees	24,935	105,065	-	190,000	-	-	-	-	-	320,000
Unsecured Federal Grant	-	-	-	2,162,000	-	-	-	-	-	2,162,000
Total Funding Sources:	**166,005**	**483,995**	**40,000**	**2,502,000**	**-**	**-**	**-**	**-**	**-**	**3,192,000**
Capital Expenditures:										
Design	166,005	433,995	40,000	-	-	-	-	-	-	640,000
Right of Way	-	50,000	-	-	-	-	-	-	-	50,000
Construction	-	-	-	2,502,000	-			-		2,502,000
Total Expenditures:	**166,005**	**483,995**	**40,000**	**2,502,000**	**-**	**-**	**-**	**-**	**-**	**3,192,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP # 23

Project Title: **Riverwalk Drive SE Non-Motorized Improvements** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Non-Motorized**
Project Manager: **TBD** **LOS Corridor ID# 27**

MODIFIED

Description:
This project is planned as a partnerhsip between the City of Auburn and the Muckleshoot Indian Tribe to improve pedestrian safety by constructing sidewalks, street lighting, and related storm improvements on Riverwalk Drive SE between Auburn Way S and Howard Road SE. This project will close a major gap in sidewalk system and ties into the proposed improvements on Auburn Way South.

Progress Summary:
Design is anticipated to begin in 2018. Construction will be completed when funds are available.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $10,000.

Activity:		2016 YE	Budget			Forecast Project Cost				Total Project
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Cost**
Unrestricted Street Revenue	-	-	-	125,000	125,000	-	-	-	-	250,000
Unsecured Grant	-	-	-	-	1,250,000	-	-	-	-	1,250,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (MIT)	-	-	-	125,000	125,000	-	-	-	-	250,000
Total Funding Sources:	**-**	**-**	**-**	**250,000**	**1,500,000**	**-**	**-**	**-**	**-**	**1,750,000**
Capital Expenditures:										
Design	-	-	-	250,000	-	-	-	-	-	250,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	1,500,000	-	-	-	-	1,500,000
Total Expenditures:	**-**	**-**	**-**	**250,000**	**1,500,000**	**-**	**-**	**-**	**-**	**1,750,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 24

Project Title: **Academy Drive Multi-Use Trail** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Class 1 Trail (Capacity)**
Project Manager: **TBD** **LOS Corridor ID# N/A**

Description:
This project will use existing Acadamy Dr right-of-way to create a multi-use trail between the Green River Rd and Auburn Way S.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be $25,000.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	42,500	42,500	-	-	85,000
Unsecured Grant	-	-	-	-	-	382,500	382,500	-	-	765,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**425,000**	**425,000**	**-**	**-**	**850,000**
Capital Expenditures:										
Design	-	-	-	-	-	100,000	-	-	-	100,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	325,000	425,000	-	-	750,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**425,000**	**425,000**	**-**	**-**	**850,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 26

Project Title: **METRO Shuttle: Lakeland Hills Shuttle** **STIP# AUB-N/A**
Project No: **NA**
Project Type: **Other**
Project Manager: **Joe Welsh** **LOS Corridor ID# N/A**

Description:
Operating costs associated with the Commuter Shuttle (PT497) from the Lakeland Hills neighborhood to Auburn Station and King County Metro Transit's Route 910.

Progress Summary:
The Lakeland Hills route began in 2009, the community shuttle in 2010. Lakeland Hills Sounder Shuttle is a partnership route with KC Metro and Pierce transit currently authorized through March 2016. Route 910 is a KC Metro Transit Now Partnership Program.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	240,000	260,000	260,000	280,000	280,000	280,000	280,000	-	1,880,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET	-	-	-	-	-	-	-	-	-	-
Other (Agencies)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**240,000**	**260,000**	**260,000**	**280,000**	**280,000**	**280,000**	**280,000**	**-**	**1,880,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Transit Service	-	240,000	260,000	260,000	280,000	280,000	280,000	280,000	-	1,880,000
Total Expenditures:	**-**	**240,000**	**260,000**	**260,000**	**280,000**	**280,000**	**280,000**	**280,000**	**-**	**1,880,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 30

Project Title: **Citywide Pedestrian Accessibility and Safety Program** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Non-Capacity (Annual)**
Project Manager: **Pablo Para** **LOS Corridor ID# N/A**

Description:
This is an annual program to fund small pedestrian improvement projects at locations throughout the City. Projects are prioritized annually based on pedestrian demands, existing deficiencies, and citizen requests.

Progress Summary:

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	75,000	50,000	50,000	50,000	50,000	50,000	50,000	-	375,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**75,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**-**	**375,000**
Capital Expenditures:										
Design	-	10,000	5,000	5,000	5,000	5,000	5,000	5,000	-	40,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	65,000	45,000	45,000	45,000	45,000	45,000	45,000	-	335,000
Total Expenditures:	**-**	**75,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**-**	**375,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 31

Project Title: **Citywide Arterial Bicycle & Safety Improvements** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Non-Capacity (Safety)**
Project Manager: **Various** **LOS Corridor ID# N/A**

Description:
This is a bi-annual program to fund bicycle and safety improvements on classified roadways. Projects are prioritized annually based upon field studies and community feedback.

Progress Summary:

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	90,000	-	100,000	-	100,000	-	-	-	290,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**90,000**	**-**	**100,000**	**-**	**100,000**	**-**	**-**	**-**	**290,000**
Capital Expenditures:										
Design	-	10,000	-	10,000	-	10,000	-	-	-	30,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	80,000	-	90,000	-	90,000	-	-	-	260,000
Total Expenditures:	**-**	**90,000**	**-**	**100,000**	**-**	**100,000**	**-**	**-**	**-**	**290,000**

Six Year Transportation Improvement Plan

CAPITAL IMPROVEMENT FUND (328)

TIP# 32

Project Title: **Citywide ADA & Sidewalk Improvements** **STIP# AUB-N/A**
Project No: **varies**
Project Type: **Non-Capacity (Annual)**
Project Manager: **Jai Carter** **LOS Corridor ID# N/A**

MODIFIED

Description:
This project funds citywide accessibility improvements to the public right-of-way sidewalk system including adding/upgrading curb ramps, removing barriers to access and completing gaps. Improvements are programmed annually based on the criteria adopted in the City's Public Right-of-Way Accessibility Transition Plan.

Progress Summary:

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Cap. Imp. Fund Balance	-	147,500	-	-	-	-	-	-	-	147,500
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	425,000	200,000	200,000	200,000	200,000	200,000	200,000	-	1,625,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**572,500**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**-**	**1,772,500**
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	572,500	200,000	200,000	200,000	200,000	200,000	200,000	-	1,772,500
Total Expenditures:	**-**	**572,500**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**-**	**1,772,500**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 44

Project Title: **Downtown Transit Center Access Improvements** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Non-Capacity, Transit**
Project Manager: **TBD** **LOS Corridor ID# N/A**

Description:
This project will modify channelization and curb radii to improve turning radii for transit vehicles at the southwest corner of S Division St & 3rd St SW, and the southeast corner of A St SW & 2nd St SW.

Progress Summary:

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to minimal.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	50,000	-	-	-	-	50,000
Unsecured Grant	-	-	-	-	200,000	-	-	-	-	200,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**250,000**	**-**	**-**	**-**	**-**	**250,000**
Capital Expenditures:										
Design	-	-	-	-	30,000	-	-	-	-	30,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	220,000	-	-	-	-	220,000
Total Expenditures:	**-**	**-**	**-**	**-**	**250,000**	**-**	**-**	**-**	**-**	**250,000**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 55

Project Title: **Auburn Way South (SR-164) Sidewalk Improvements** **STIP# AUB-xx**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 10**

Description:
The project will construct missing sidewalks along both sides of Auburn Way S. The existing sidewalks currently end to the east of the intersection with 17th Street SE and restart to the west of the intersection with Muckleshoot Plaza. The sidewalk gap extends for approximately 1,700 feet.

Progress Summary:
Federal Grant funding was applied for in 2016.

NEW

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		2016 YE	Budget			Forecast Project Costs				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	52,000	238,000	-	-	-	-	290,000
Unsecured Federal Grant	-	-	-	208,000	952,000	-	-	-	-	1,160,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**260,000**	**1,190,000**	**-**	**-**	**-**	**-**	**1,450,000**
Capital Expenditures:										
Design	-	-	-	260,000	-	-	-	-	-	260,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	1,190,000	-	-	-	-	1,190,000
Total Expenditures:	**-**	**-**	**-**	**260,000**	**1,190,000**	**-**	**-**	**-**	**-**	**1,450,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 56

Project Title: **Evergreen Heights Safe Routes to School Improvements Phase 1** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity, Non-Motorized**
Project Manager: **TBD** **LOS Corridor ID# 37**

Description:
The project will widen S 316th Street from 52nd Avenue S to the west of the Evergreen Elementary School frontage, to accommodate the addition of bike lanes and sidewalks along the north side of the street , matching the existing roadway cross-section to the east of the school. The S 316th Street improvements include the vertical realignment of the existing roadway along the school frontage which creates sight-distance problems associated with the school driveways and at the intersection with 56th Avenue S.

The 56th Avenue S approach to S 316th Street will be realigned to the east to remove the offset between the street approach and school driveway, and a roundabout will be constructed at the S 316th Street/56th Avenue S intersection replacing the existing all-way stop-control. Other project elements include street lighting and required storm water system improvements.

Progress Summary:
Grant funding application was submitted in 2016. Auburn School district par[illegible]shi[illegible] cl[illegible] [illegible]ire[illegible] [illegible]nc[illegible] c[illegible] [illegible]ib[illegible]tic[illegible] [illegible]d [illegible] dedication. Private development contribution has been secured.

MODIFIED

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured State Grant	-	-	200,000	300,000	1,420,000	-	-	-	-	1,920,000
Traffic Impact Fees	-	-	50,000	57,000	400,033	-	-	-	-	507,033
Other(Auburn Sch. District)	-	-	50,000	53,000	327,443	-	-	-	-	430,443
Other (Private Development)	-	-	-	-	122,524	-	-	-	-	122,524
Total Funding Sources:	**-**	**-**	**300,000**	**410,000**	**2,270,000**	**-**	**-**	**-**	**-**	**2,980,000**
Capital Expenditures:										
Design	-	-	300,000	200,000	-	-	-	-	-	500,000
Right of Way	-	-	-	210,000	-	-	-	-	-	210,000
Construction	-	-	-	-	2,270,000	-	-	-	-	2,270,000
Total Expenditures:	**-**	**-**	**300,000**	**410,000**	**2,270,000**	**-**	**-**	**-**	**-**	**2,980,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 67

Project Title: **BNSF & A St SE Pedestrian Crossing Improvements** **STIP# AUB-N/A**
Project No: **cpxxx**
Project Type: **Capacity, Safety, Non-Motorized**
Project Manager: **TBD** **LOS Corridor ID# 10**

Description:
This project will fund the permitting, design, and construction of a new pedestrian underpass of the BNSF Railway tracks south of 41st St SE and a new signlized pedestrian crossing of A St SE. This project is needed to improve pedestrian walking route safety.

NEW

Progress Summary:
Consultant feasibility analysis was completed to refine project scope, alignment, and identify design issues. Future proejct phases will be completed when grant funding is secured.

Future Impact on Operating Budget:
This study will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Federal Grant	-	-	-	-	-	-	400,000	3,500,000	-	3,900,000
Traffic Impact Fees	-	-	-	-	-	-	250,000	1,400,000	-	1,650,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**650,000**	**4,900,000**	**-**	**5,550,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	650,000	-	-	650,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-			4,900,000	-	4,900,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**650,000**	**4,900,000**	**-**	**5,550,000**

AUBURN

MORE THAN YOU IMAGINED

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 1

Project Title: **A Street NW - Phase 1 (3rd St NW to 14th St NW)** **STIP# AUB-N/A**
Project No: **c207a0**
Project Type: **Capacity, Environmental Monitoring**
Project Manager: **Matt Larson** **LOS Corridor ID# 18**

Description:
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:
The annual maintenance cost for this project is estimated to be $25,830.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	123,276	-	-	-	-	-	-	-	-	123,276
Secured Grants (Fed,State)	6,562,702	-	-	-	-	-	-	-	-	6,562,702
Traffic Impact Fees	1,189,853	80,000	25,000	25,000	25,000	25,000	25,000	25,000	125,000	1,544,853
Other (Developer)	383,381	-	-	-	-	-	-	-	-	383,381
Total Funding Sources:	**8,259,212**	**80,000**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**	**8,614,212**
Capital Expenditures:										
Design	2,247,331	-	10,000	10,000	10,000	10,000	10,000	10,000	30,000	2,337,331
Right of Way	821,341	-	-	-	-	-	-	-	-	821,341
Construction	5,000,640	-	-	-	-	-	-	-	-	5,000,640
Monitoring	189,900	80,000	15,000	15,000	15,000	15,000	15,000	15,000	95,000	454,900
Total Expenditures:	**8,259,212**	**80,000**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**	**8,614,212**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102), CAPITAL IMPROVEMENT FUND (328)

TIP# 13

Project Title: **Mohawks Plastics Site Mitigation Project** **STIP# AUB-N/A**
Project No: **cp0767**
Project Type: **Non-Capacity**
Project Manager: **Jeff Dixon** **LOS Corridor ID# N/A**

Description:
The project consists of the design, construction, maintenance and monitoring of approximately 2.2-acres of wetland creation and approximately 0.4-acres of wetland enhancement within the Goedecke South Property owned by the Sewer Utility in order to compensate for approximately 1.6-acre wetland loss on the Mohawk Plastics property (Parcel # 1321049056). The project was approved under an existing agreement approved by Resolution No. 4196, June 2007.

Progress Summary:
The City received the DOE WQ Certification, WDFW HPA, and on May 7, 2009, the Army Corps of Engineers (Corps) 404 wetland permit (NWS-2007-1913). Subsequently, bid specifications and construction plans were prepared and construction began in October 2009. Construction was completed in January 2010 and the project is currently within the 10-year monitoring period, which involves annual maintenance, monitoring and reporting. Staff anticipates to recieve early release from the monitoring period in 2016 or 2017.

Future Impact on Operating Budget:
It is anticipated that annual maintenance, monitoring and reporting on the performance of the wetland mitigation project will be required for a period of 10 years, in conformance with permit requirements. After the successful conclusion of this 10-year monitoring period, which is anticipated to be in December 2019, ongoing operation expenses should be minimal.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	496,106	20,000	20,000	-	-	-	-	-	-	536,106
REET 2 (328)	78,283	-	-	-	-	-	-	-	-	78,283
Total Funding Sources:	**574,389**	**20,000**	**20,000**	**-**	**-**	**-**	**-**	**-**	**-**	**614,389**
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	574,389	20,000	20,000	-	-	-	-	-	-	614,389
Total Expenditures:	**574,389**	**20,000**	**20,000**	**-**	**-**	**-**	**-**	**-**	**-**	**614,389**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 27

Project Title: **A Street SE Safety Improvements Study** **STIP# AUB-N/A**
Project No: **cp1110**
Project Type: **Safety (Non-Capacity)**
Project Manager: **James Webb** **LOS Corridor ID# 10, 33**

Description:
Study the A Street SE corridor between 6th Street SE and Lakeland Hills Way SE including 41st St SE from D St SE to C St SE. The study will review the safety and access needs of the traveling public and the adjacent properties.

Progress Summary:
In-house pre-design was completed to refine project scope, alignment, and identify design issues. 2016 design will complete conceptual corridor plan for future improvements.

Future Impact on Operating Budget:
This study will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	1,230	50,000	5,000	-	-	-	-	-	-	56,230
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**1,230**	**50,000**	**5,000**	**-**	**-**	**-**	**-**	**-**	**-**	**56,230**
Capital Expenditures:										
Design	1,230	50,000	5,000	-	-	-	-	-	-	56,230
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-			-	-	-
Total Expenditures:	**1,230**	**50,000**	**5,000**	**-**	**-**	**-**	**-**	**-**	**-**	**56,230**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 29

Project Title: **S 272nd/277th St Corridor Capacity & Non-Motorized Trail Improvements** **STIP# N/A**
Project No: **cpxxxx**
Project Type: **Environmental Monitoring**
Project Manager: **TBD** **LOS Corridor ID# 15**

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

NEW

Progress Summary:
10 year monitoring period is expected to begin in 2018 after final completion.

Future Impact on Operating Budget:
There is no impact on future operating budgets.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Fed/State Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	20,000	20,000	20,000	20,000	20,000	100,000	200,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**100,000**	**200,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Monitoring	-	-	-	20,000	20,000	20,000	20,000	20,000	100,000	200,000
Total Expenditures:	**-**	**-**	**-**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**100,000**	**200,000**

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 54

Project Title: **Kersey Way SE Corridor Study** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD** **LOS Corridor ID# 36**

Description:
This project will study improvements to the Kersey Way SE corridor from the White River Bridge to the southern city limits. The study will develop the scope and costs for horizontal/vertical geometric roadway improvements, roadside hazard mitigation, street lighting and non-motorized trail construction. The project length is approximately two miles.

Progress Summary:
Design study will begin in 2016 following the completion of the update to the Comprehensive Transportation Plan.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Unrestricted Street Revenue	-	-	-	-	-	-	200,000	-	-	200,000
Grants (Fed,State,Local)	-	-	-	-	-	-	800,000	-	-	800,000
Traffic Mitigation Fees	-	30,000	20,000	-	-	-	-	-	-	50,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**30,000**	**20,000**	**-**	**-**	**-**	**1,000,000**	**-**	**-**	**1,050,000**
Capital Expenditures:										
Design	-	30,000	20,000	-	-	-	1,000,000	-	-	1,050,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	**-**	**30,000**	**20,000**	**-**	**-**	**-**	**1,000,000**	**-**	**-**	**1,050,000**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 7

Project Title: **15th Street SW Reconstruction** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Preservation**
Project Manager: **TBD** **LOS Corridor ID# 12**

Description:
This project will evaluate improvements to the Union Pacific at grade rail crossings as well as the vertical sight distance to the Interurban Trail crossing to the west of the tracks. This project was originally scoped to include pavement preservation. The pavement preservation component could still be combined with this project, but is also eligible for the Arterial Pavement Preservation Program. A planning level cost estimate is provided.

Progress Summary:

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	-	-	-	-	-	-	75,000	500,000	-	575,000
Unsecured Grant	-	-	-	-	-	-	300,000	2,500,000	-	2,800,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**-**	**-**	**375,000**	**3,000,000**	**-**	**3,375,000**
Capital Expenditures:										
Design	-	-	-	-	-	-	375,000	-	-	375,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	3,000,000	-	3,000,000
Total Expenditures:	**-**	**-**	**-**	**-**	**-**	**-**	**375,000**	**3,000,000**	**-**	**3,375,000**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 22

Project Title: **Lake Tapps Parkway Preservation (City Limit to Lakeland Hills Way)** **STIP# AUB-51**
Project No: **cpxxxx**
Project Type: **Preservation**
Project Manager: **Jai Carter** **LOS Corridor ID# 17**

Description: The Lake Tapps Parkway Preservation project will complete a patch and overlay of pavement between the Auburn/Sumner City limit and Lakeland Hills Way including all required ADA improvements to curb ramps, sidewalks, and pedestrian signals.

Progress Summary:
Federal grant was awarded in 2014.

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Fund Balance	-	26,480	176,370	-	-	-	-	-	-	202,850
Secured Grant	-	97,900	652,100	-	-	-	-	-	-	750,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**124,380**	**828,470**	**-**	**-**	**-**	**-**	**-**	**-**	**952,850**
Capital Expenditures:										
Design	-	124,380	-	-	-	-	-	-	-	124,380
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	828,470	-	-	-	-	-	-	828,470
Total Expenditures:	**-**	**124,380**	**828,470**	**-**	**-**	**-**	**-**	**-**	**-**	**952,850**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 28

Project Title: **Annual Bridge Structure Preservation** **STIP# AUB-N/A**
Project No: **Various**
Project Type: **Non-Capacity, Preservation**
Project Manager: **Jai Carter** **LOS Corridor ID# N/A**

Description:
This is an annual program to fund improvements to bridge structues identified by the city's annual bridge inspection program.

Progress Summary:

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		2016 YE	Budget			Forecast Project Cost				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	-	-	-	50,000	-	50,000	-	50,000	-	150,000
Grants (Fed,State,Local)	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**50,000**	**-**	**50,000**	**-**	**50,000**	**-**	**150,000**
Capital Expenditures:										
Design	-	-	-	5,000	-	5,000	-	5,000	-	15,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	45,000	-	45,000	-	45,000	-	135,000
Total Expenditures:	**-**	**-**	**-**	**50,000**	**-**	**50,000**	**-**	**50,000**	**-**	**150,000**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 35

Project Title: **Arterial Street Preservation Program** **STIP# AUB-N/A**
Project No: **varies annually**
Project Type: **Non-Capacity, Preservation**
Project Manager: **Jai Carter** **LOS Corridor ID# N/A**

Description: Implement regular pavement maintenance and/or rehabilitation of various classified streets citywide. These projects may include a combination of overlays, rebuilds, and spot repairs. This program is funded through a 1% utility tax that was adopted by City Council during 2008.

Progress Summary:
The 2015 construction cycle included the completion of the 2014 preservation project and participation in two utility projects in addition to the annual 2015 project. 2016 projects included providing matching funds for three federally funded preservation projects, participating in one utlity project, and completing the 2015 preservation project.

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	4,106,338	478,699	500,000	900,000	836,720	1,017,560	1,800,000	1,800,000	-	11,439,317
Secured Federal Grant	-	-	-	-	-	-	-	-	-	-
Other (ICON)	132,000	-	-	-	-	-	-	-	-	132,000
Total Funding Sources:	**4,238,338**	**478,699**	**500,000**	**900,000**	**836,720**	**1,017,560**	**1,800,000**	**1,800,000**	**-**	**11,571,317**
Capital Expenditures:										
Design	200,000	-	50,000	50,000	36,720	117,560	120,000	120,000	-	694,280
Right of Way	-	-	-	-					-	-
Construction	4,038,338	478,699	450,000	850,000	800,000	900,000	1,680,000	1,680,000	-	10,877,037
Total Expenditures:	**4,238,338**	**478,699**	**500,000**	**900,000**	**836,720**	**1,017,560**	**1,800,000**	**1,800,000**	**-**	**11,571,317**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND FUND (105)

TIP# 36

Project Title: **Annual Arterial Crackseal Program** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Non-Capacity, Preservation**
Project Manager: **Jai Carter** **LOS Corridor ID# N/A**

Description:
Implement regular maintenance of various classified streets by sealing newly formed cracks. Sealing the cracks will prolong the life of the pavement by stopping water from draining into the sub-base of the road.

Progress Summary:

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:	Previous 2 Years	**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	100,000	-	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**100,000**	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**-**	**700,000**
Capital Expenditures:										
Design	10,000	-	10,000	10,000	10,000	10,000	10,000	10,000	-	70,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	90,000	-	90,000	90,000	90,000	90,000	90,000	90,000	-	630,000
Total Expenditures:	**100,000**	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**-**	**700,000**

Six Year Transportation Improvement Plan

LOCAL STREET PRESERVATION FUND (103)

TIP# 37

Project Title: **Local Street Improvement Program** **STIP# AUB-N/A**
Project No: **Various**
Project Type: **Non-Capacity, Preservation**
Project Manager: **Jai Carter** **LOS Corridor ID# N/A**

Description:
The program preserves local (unclassified) streets. The work includes crack sealing, asphalt patching, pre-leveling, asphalt overlays and roadway reconstruction. Beginning in 2013 sales tax on construction was dedicated by council to fund this program.

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.

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:	Previous 2 years	**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Local Street Preserv. Fund	-	755,900	500,000	500,000	-	-	-	-	-	1,755,900
Transfer In (Utilities)	300,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,350,000
Sales Tax on Construction	3,653,965	1,450,000	1,900,000	1,900,000	1,600,000	1,600,000	1,600,000	1,600,000	-	15,303,965
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**3,953,965**	**2,355,900**	**2,550,000**	**2,550,000**	**1,750,000**	**1,750,000**	**1,750,000**	**1,750,000**	**-**	**18,409,865**
Capital Expenditures:										
Design	600,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	-	2,700,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	3,353,965	2,055,900	2,250,000	2,250,000	1,450,000	1,450,000	1,450,000	1,450,000	-	15,709,865
Total Expenditures:	**3,953,965**	**2,355,900**	**2,550,000**	**2,550,000**	**1,750,000**	**1,750,000**	**1,750,000**	**1,750,000**	**-**	**18,409,865**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 46

Project Title: **Auburn Way N Preservation Phase 2 (8th St NE to 22nd St NE)** **STIP# AUB-xx**
Project No: **cpxxxx**
Project Type: **Non-Capacity, Preservation**
Project Manager: **TBD** **LOS Corridor ID# 1/2**

Description: This project will grind and overlay Auburn Way N from the 22nd Street NE to 8th Street NE, remove unused driveways, and upgrade all curb ramps and pedestrian signals to meet ADA requirements.

Progress Summary:
Federal Grant funding was applied for in 2016.

NEW

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		2016 YE	Budget			Forecast Project Costs				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	-	-	120,000	618,280	-	-	-	-	-	738,280
Unsecured Federal Grant	-	-	-	889,720	-	-	-	-	-	889,720
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**120,000**	**1,508,000**	**-**	**-**	**-**	**-**	**-**	**1,628,000**
Capital Expenditures:										
Design	-	-	120,000	-	-	-	-	-	-	120,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	1,508,000	-	-	-	-	-	1,508,000
Total Expenditures:	**-**	**-**	**120,000**	**1,508,000**	**-**	**-**	**-**	**-**	**-**	**1,628,000**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 47

Project Title: **Auburn Way N Preservation Phase 3 (4th St SE to 8th St NE)** **STIP# AUB-xx**
Project No: **cpxxxx**
Project Type: **Non-Capacity, Preservation**
Project Manager: **TBD** **LOS Corridor ID# 2**

Description: This project will grind and overlay Auburn Way N from approximately 8th Street NE to approximately 4th St SE, remove unused driveways, and upgrade all curb ramps and pedestrian signals to meet ADA requirements.

NEW

Progress Summary:
Federal Grant funding was applied for in 2016.

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		2016 YE	Budget			Forecast Project Costs				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	-	-	-	111,220	863,920	-	-	-	-	975,140
Unsecured Federal Grant	-	-	-	111,220	863,920	-	-	-	-	975,140
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**222,440**	**1,727,840**	**-**	**-**	**-**	**-**	**1,950,280**
Capital Expenditures:										
Design	-	-	-	222,440	-	-	-	-	-	222,440
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	1,727,840	-	-	-	-	1,727,840
Total Expenditures:	**-**	**-**	**-**	**222,440**	**1,727,840**	**-**	**-**	**-**	**-**	**1,950,280**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 48

Project Title: **A St SE Preservation (E Main St to 17th St SE)** **STIP# AUB-xx**
Project No: **cpxxxx**
Project Type: **Non-Capacity, Preservation**
Project Manager: **TBD** **LOS Corridor ID# 10**

Description: This project will grind and overlay A St SE between E Main St and 17th St SE, remove unused driveways, and upgrade all curb ramps and pedestrian signals to meet ADA requirements.

Progress Summary:
Federal Grant funding was applied for in 2016.

NEW

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		2016 YE	Budget			Forecast Project Costs				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	-	-	-	-	99,360	782,440	-	-	-	881,800
Unsecured Federal Grant	-	-	-	-	99,360	782,440	-	-	-	881,800
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**-**	**198,720**	**1,564,880**	**-**	**-**	**-**	**1,763,600**
Capital Expenditures:										
Design	-	-	-	-	198,720	-	-	-	-	198,720
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	1,564,880	-	-	-	1,564,880
Total Expenditures:	**-**	**-**	**-**	**-**	**198,720**	**1,564,880**	**-**	**-**	**-**	**1,763,600**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 57

Project Title: **Bridge Deck Preservation** **STIP# AUB-N/A**
Project No: **cpxxxx**
Project Type: **Non-Capacity, Preservation**
Project Manager: **Scott Nutter** **LOS Corridor ID# N/A**

Description:
This is a biannual program to fund the rehabilitation of bridge decks as identified by the City's annual bridge inspection program.

Progress Summary:
R St SE Stuck River Bridge deck repairs were completed in 2014.

Future Impact on Operating Budget:
This project will have no impact on the operating budget for street maintenance.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	-	-	-	100,000	100,000	100,000	100,000	100,000	-	500,000
Utility Tax	-	-	-	-	-	-	-	-	-	-
Bond proceeds	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**-**	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**-**	**500,000**
	-									
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	100,000	100,000	100,000	100,000	100,000	-	500,000
Total Expenditures:	**-**	**-**	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**-**	**500,000**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 70

Project Title: **B St NW Reconstruction**
Project No: **CP1520**
Project Type: **Non-Capacity, Preservation**
Project Manager: **Jai Carter**

NEW

STIP# AUB-N/A

LOS Corridor ID# N/A

Description: The project will reconstruct the failed pavement section between 37th ST NW and north of 49th St NW.

Progress Summary:
Design began in 2016. construction is scheduled for 2017.

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	-	300,734	1,470,000	-	-	-	-	-	-	1,770,734
Unsecured Federal Grant	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**300,734**	**1,470,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,770,734**
Capital Expenditures:										
Design	-	300,734	-	-	-	-	-	-	-	300,734
Right of Way	-	-	-	-					-	-
Construction	-	-	1,470,000	-	-	-	-	-	-	1,470,000
Total Expenditures:	**-**	**300,734**	**1,470,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,770,734**

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 71

Project Title: **15th Street NE/NW Preservation (SR-167 to 8th St NE)** **STIP# AUB-47**
Project No: **cpxxxx**
Project Type: **Non-Capacity, Preservation**
Project Manager: **Jai Carter** **LOS Corridor ID# 9**

Description: The project proposes to grind and overlay 15th Street NW/NE from the SR167 to Auburn Way N; and grind and overlay Harvey Road NE from Auburn Way N to 8th Street NE. The project will restore 7.57 lane miles of pavement, upgrade 30 curb ramps to meet current ADA standard, as well as remove unused driveway openings as an upgrade to non ADA compliant pedestrian facilities. The project funds the design, coordination, permitting, and construction of the pavement preservation project.

Progress Summary:
Federal Grant Funding was securred in 2014.

Future Impact on Operating Budget:
There is no impact to the street maintenance budget.

Activity:		**2016 YE**	**Budget**			**Forecast Project Cost**				
Funding Sources:	**Prior to 2016**	**Estimate**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Beyond 2022**	**Total Project Cost**
Arterial Preservation Fund	-	67,500	750,000	-	-	-	-	-	-	817,500
Secured Federal Grant	-	67,500	750,000	-	-	-	-	-	-	817,500
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	**-**	**135,000**	**1,500,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,635,000**
Capital Expenditures:										
Design	-	135,000	-	-	-	-	-	-	-	135,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	1,500,000	-	-	-	-	-	-	1,500,000
Total Expenditures:	**-**	**135,000**	**1,500,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,635,000**

City of Auburn
2017-2022
Transportation Improvement Program Summary

Project Number	TIP #	Project Title	Grant Status	Prior to 2017	2017	2018	2019	2020	2021	2022	Beyond 2022	Total Project Cost	Project Category
c207a0	1	A St NW - Phase 1 (3rd St NW to 14th St NW)	Secured	8,339,212	25,000	25,000	25,000	25,000	25,000	25,000	125,000	8,614,212	Environmental Monitoring
cpXXXX	2	A Street Traffic Signal Improvements	Unsecured	-	-	-	125,000	900,000	-	-	-	1,025,000	Intersection, Signal & ITS
c409a0	3	Auburn Way Corridor (4th St NE to 4th St SE)	Unsecured	78,251	-	-	-	818,700	3,000,000	-	-	3,896,951	Roadway
c415a0	4	I Street NE Corridor (45th St NE to S 277th St)	Unsecured	3,892	-	-	-	6,760,000	-	-	-	6,763,892	Roadway
c201a0	5	M Street Underpass (3rd St SE to 8th St SE)	Secured	22,347,711	130,080	129,500	128,920	128,350	128,000	127,500	2,244,500	22,359,127	Roadway
c222a0	6	S 277th Street (AWN to L Street NE)	Secured	8,664,461	200,000	-	-	-	-	-	-	8,864,461	Roadway
cpxxxx	7	15th St SW Reconstruction	N/A	-	-	-	-	-	375,000	3,000,000	-	3,375,000	Preservation
cpxxxx	8	A Street NW, Phase 2 (W Main St to 3rd St NW)	Unsecured	150,000	-	-	-	3,000,000	-	-	-	3,150,000	Roadway
cpxxxx	9	Auburn Way S Corridor Improvements (Hemlock to Academy)	Unsecured	200,000	100,000	-	1,750,000	1,750,000	5,000,000	5,000,000	10,000,000	23,800,000	Roadway
CP1416	10	F Street SE (4th St SE to AWS)	Unsecured	650,000	40,000	2,502,000	-	-	-	-	-	3,192,000	Non-Motorized
cpxxxx	11	M Street NE (E Main St to 4th St NE)	Unsecured	-	50,000	350,000	1,250,000	-	-	-	-	1,650,000	Roadway
cpxxxx	12	Grade-Separated Crossing of BNSF Railyard	Unsecured	-	-	-	-	-	-	1,125,000	31,000,000	32,125,000	Roadway
CP0767	13	Mohawk Plastics Site Mitigation Project	N/A	594,389	20,000	-	-	-	-	-	-	614,389	Environmental Monitoring
cpxxxx	14	M Street SE/12th Street SE Traffic Signal	Unsecured	-	-	-	-	625,000	-	-	-	625,000	Intersection, Signal & ITS
cpxxxx	15	8th Street NE Widening (Pike St NE to R St NE)	Unsecured	-	-	-	450,000	1,000,000	-	-	-	1,450,000	Roadway
cpxxxx	16	49th Street NE (Auburn Way North to I St NE)	Unsecured	-	-	-	-	850,000	2,500,000	-	-	3,350,000	Roadway
CP0611	17	Harvey Rd NE/8th NE Intersection Improvements	N/A	1,817,400	85,383	85,200	84,800	84,400	84,400	84,200	489,400	1,809,393	Intersection, Signal & ITS
cpxxxx	18	M St SE & 29th St SE Intersection Improvements	Unsecured	50,000	-	-	-	400,000	-	-	-	450,000	Intersection, Signal & ITS
cpxxxx	19	Auburn Way N/1st Street NE Signal Improvements	Unsecured	-	-	50,000	550,000	-	-	-	-	600,000	Intersection, Signal & ITS
cpxxxx	20	R St SE & 21st St SE Intersection Improvements	Unsecured	75,000	-	-	-	800,000	-	-	-	875,000	Intersection, Signal & ITS
CP1406	21	Downtown Traffic Signal Upgrade	Secured	470,000	20,000	-	-	-	-	-	-	490,000	Intersection, Signal & ITS
cpxxxx	22	Lake Tapps Parkway Preservation (City Limit to Lakeland Hills Way)	Unsecured	124,380	828,470	-	-	-	-	-	-	952,850	Preservation
cpxxxx	23	Riverwalk Drive Non-Motorized Improvements	Unsecured	-	-	250,000	1,500,000	-	-	-	-	1,750,000	Non-Motorized
cpxxxx	24	Academy Drive Multi Use Trail	Unsecured	-	-	-	-	425,000	425,000	-	-	850,000	Non-Motorized
cpxxxx	25	46th Place S Realignment	N/A	-	-	-	-	-	825,000	-	-	825,000	Roadway
NA	26	METRO Shuttle: Lakeland Hills Shuttle	N/A	240,000	260,000	260,000	280,000	280,000	280,000	280,000	-	1,880,000	Transit
CP1110	27	A Street SE Safety Improvements Study	N/A	51,230	5,000	-	-	-	-	-	-	56,230	Study
cp1008	28	Annual Bridge Structure Preservation	N/A	-	-	50,000	-	50,000	-	50,000	-	150,000	Preservation
CPXXXX	29	S 272nd/277th St Corridor Monitoring	N/A	-	-	20,000	20,000	20,000	20,000	20,000	100,000	200,000	Environmental Monitoring
Various	30	Citywide Pedestrian Accessibility and Safety Program	N/A	75,000	50,000	50,000	50,000	50,000	50,000	50,000	-	375,000	Non-Motorized
Various	31	Citywide Arterial Bicycle & Safety Imp	N/A	90,000	-	100,000	-		-	-	-	290,000	Non-Motorized
Various	32	Citywide Sidewalk Repairs and Improvements	N/A	572,500	200,000	200,000	200,000	200,000	200,000	200,000	-	1,772,500	Non-Motorized
cpxxxx	33	Neighborhood Traffic Safety Program	N/A	194,000	100,000	150,000	150,000	150,000	150,000	150,000	-	1,044,000	Roadway
Various	34	Traffic Signal Improvements	N/A	175,000	175,000	175,000	200,000	200,000	200,000	200,000	-	1,325,000	Intersection, Signal & ITS
Various	35	Arterial Street Preservation Program	N/A	4,717,037	500,000	900,000	836,720	1,017,560	1,800,000	1,800,000	-	11,571,317	Preservation
Various	36	Arterial Street Crack Seal	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000	Preservation
Various	37	Local Streets Improvement Program	N/A	6,309,865	2,550,000	2,550,000	1,750,000	1,750,000	1,750,000	1,750,000	-	18,409,865	Preservation
CP0820	38	C St SW & 15th St SW Intersection Improvements	Unsecured	-	-	-	-	200,000	1,000,000	-	-	1,200,000	Intersection, Signal & ITS
cpxxxx	39	124th Ave SE & SE 320th St Intersection Imp.	Unsecured	-	-	-	-	350,000	1,600,000	-	-	1,950,000	Intersection, Signal & ITS
cpxxxx	40	124th Ave SE Corridor Improvements - Phase 2	Unsecured	-	-	-	400,000	1,100,000	2,500,000	-	-	4,000,000	Roadway
cpxxxx	41	R Street Bypass	Unsecured	-	-	-	-	-	-	650,000	5,700,000	6,350,000	Roadway
cpxxxx	42	SE 320th St Corridor Improvements	Unsecured	100,000	-	-	600,000	662,500	3,281,600	-	-	4,644,100	Roadway
CP1218	43	Auburn Way S (SR-164) Corridor Safety Improvements	Secured	2,947,147	20,000	-	-	-	-	-	-	2,967,147	Roadway
cpxxxx	44	Downtown Transit Center Access Improvements	Unsecured	-	-	-	250,000	-	-	-	-	250,000	Transit
cpxxxx	45	124th Ave SE & SE 284th St Intersection Safety Improvements	Unsecured	-	-	-	100,000	600,000	-	-	-	700,000	Intersection, Signal & ITS
cpxxxx	46	Auburn Way North Preservation Ph 2	Unsecured	-	120,000	1,508,000	-	-	-	-	-	1,628,000	Preservation
cpxxxx	47	Auburn Way North Preservation Ph 3	Unsecured	-	-	222,440	1,727,840	-	-	-	-	1,950,280	Preservation
cpxxxx	48	A St SE Preservation	Unsecured	-	-	-	198,720	1,564,880	-	-	-	1,763,600	Preservation
cpxxxx	49	West Valley Hwy Improvements (15th St NW to W Main St)	Unsecured	-	-	-	100,000	600,000	3,000,000	-	-	3,700,000	Roadway
cpxxxx	50	ITS Dynamic Message Signs	Unsecured	150,000	100,000	150,000	150,000	150,000	150,000	-	-	850,000	Intersection, Signal & ITS
cpxxxx	51	Lake Tapps Parkway ITS Expansion	Unsecured	105,000	900,000	-	-	-	-	-	-	1,005,000	Intersection, Signal & ITS
cpxxxx	52	A St SE & Lakeland Hills Way SE Intersection Safety & Capacity Improvements	Unsecured	50,000	25,000	-	-	-	-	-	-	75,000	Intersection, Signal & ITS
CP1114	53	AWS and 12th Street SE Intersection Improvements	Unsecured	50,000	150,000	-	-	-	-	-	-	200,000	Intersection, Signal & ITS
cpxxxx	54	Kersey Way SE Corridor Study	N/A	30,000	20,000	-	-	-	1,000,000	-	-	1,050,000	Study
cpxxxx	55	Auburn Way South Sidewalk Improvements	Unsecured	-	-	260,000	1,190,000	-	-	-	-	1,450,000	Non-Motorized
cpxxxx	56	Evergreen Heights Safe Routes to School Improvements	Unsecured	-	300,000	410,000	2,270,000	-	-	-	-	2,980,000	Non-Motorized
cpxxxx	57	Arterial Bridge Deck Rehabilitation	N/A	-	-	100,000	100,000	100,000	100,000	100,000	-	500,000	Preservation
CP1511	58	M St SE Storm Improvements	Secured	300,000	175,000	-	-	-	-	-	-	475,000	Roadway
cpxxxx	59	Regional Growth Center Access Improvements	Unsecured	8,778	-	50,000	300,000	-	-	-	-	358,778	Roadway
cpxxxx	60	M Street SE Corridor (8th St SE to AWS)	Unsecured	-	-	-	-	1,925,000	4,750,000	-	-	6,675,000	Roadway
cpxxxx	61	AWS Bypass	Unsecured	-	-	-	-	-	5,000,000	10,000,000	25,000,000	40,000,000	Roadway
cpxxxx	62	AWS Streetscape Improvements (SR-18 to M St SE)	Unsecured	-	-	-	-	1,950,000	2,800,000	-	-	4,750,000	Roadway
cpxxxx	63	29th St SE/R St SE Intersection Improvements	Unsecured	-	-	-	100,000	1,800,000	-	-	-	1,900,000	Intersection, Signal & ITS
cpxxxx	64	Lea Hill Rd Segment 1 (R St NE to 105th Pl SE)	Unsecured	580,000	100,000	-	-	2,450,000	10,000,000	-	-	13,130,000	Roadway
cpxxxx	65	Lea Hill Rd Segment 2 (105th Pl SE to 112th Ave SE)	Unsecured	-	-	-	-	-	3,500,000	8,500,000	-	12,000,000	Roadway
cpxxxx	66	Lea Hill Rd Segment 3 (112th Ave SE to 124th Ave SE)	Unsecured	-	-	-	-	-	-	1,000,000	3,000,000	4,000,000	Roadway
cpXXXX	67	BNSF/ Ast SE Pedestrian Crossing	Unsecured	-	-	-	-	-	650,000	4,900,000	-	5,550,000	Non-Motorized
CP1502	68	37th Street SE and A Street SE Traffic Signal Safety Improvement	Unsecured	750,535	183,965	-	-	-	-	-	-	934,500	Intersection, Signal & ITS
cpxxxx	69	I street NE and 22nd Street NE Roundabout Safety Improvement	Unsecured	280,000	-	1,175,000	-	-	-	-	-	1,455,000	Intersection, Signal & ITS
CP1520	70	B St NW Reconstruction	Unsecured	300,734	1,470,000	-	-	-	-	-	-	1,770,734	Preservation
cpxxxx	71	15th Street NE/NW Preservation (SR-167 to NE 8th Street)	Unsecured	135,000	1,500,000	-	-	-	-	-	-	1,635,000	Preservation
cpxxxx	72	W Valley Hwy Improvements (SR-18 to 15th Street SW)	Unsecured	-	-	100,000	500,000	2,500,000	-	-	-	3,100,000	Roadway
cpxxxx	73	Stewart Road (Lake Tapps Parkway)	Unsecured	-	-	100,000	-	-	-	-	-	100,000	Roadway
cpxxxx	74	R St SE Corridor Extension	Unsecured	-	-	-	-	-	2,000,000	8,000,000	-	10,000,000	Roadway
			Total	61,876,522	10,502,898	12,022,140	17,437,000	37,336,390	58,244,000	47,111,700	77,658,900	318,278,326	