

City Council Meeting

June 1, 2015 - 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. Proclamation - Human Trafficking Awareness
Mayor Backus to proclaim Human Trafficking Awareness in the City of Auburn.

III. APPOINTMENTS

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 18, 2015 City Council Meeting*

B. **Claims Vouchers (Coleman)**

Claims voucher numbers 433681 through 433844 and three wire transfers in the total amount of \$3,983,457.23 and dated June 1, 2015.

C. **Payroll Vouchers (Coleman)**

City Council approve payroll vouchers 535575 through 535614 in the amount of \$295,466.58 and electronic deposits in the amount of \$1,351,235.76 for a grand total of \$1,646,702.34 for the period covering May 14, 2015 to May 27, 2015.

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

VIII. **UNFINISHED BUSINESS**

IX. **NEW BUSINESS**

A. **SCORE Jail Report* (Mayor Backus)**

X. **ORDINANCES**

A. **Ordinance No. 6557 (Second Reading)* (Faber)**

An Ordinance of the City Council of the City of Auburn, Washington, creating a new Chapter 2.23 to the City Code entitled Special Event Permits, and amending Section 8.28.010 of the City Code relating to Special Event permits

(RECOMMENDED ACTION: City Council adopt Ordinance No. 6557.)

XI. **RESOLUTIONS**

A. **Resolution No. 5145* (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 2016-2021 Transportation Improvement Plan

(RECOMMENDED ACTION: City Council adopt Resolution No. 5145.)

B. **Resolution No. 5147* (Snyder)**

A Resolution of the City Council of the City of Auburn, Washington, initiating street vacation proceedings and setting a public hearing to consider the vacation of right-of-way in the vicinity of the northeast corner of South Division Street and 2nd Street SE

(RECOMMENDED ACTION: City Council adopt Resolution No. 5147.)

C. **Resolution No. 5148* (Coleman)**

A Resolution of the City Council of the City of Auburn, Washington, authorizing the City to apply for and, if awarded, to accept grant funds in the amount of \$8,050.00 from the Washington State Department of Transportation, Aviation Division, to perform an environmental assessment as part of the North and South Runway Enhancement Project for the Auburn Municipal Airport and authorizing the execution of the grant agreement therefor

(RECOMMENDED ACTION: City Council adopt Resolution No. 5148.)

D. **Resolution No. 5149* (Coleman)**

A Resolution of the City Council of the City of Auburn, Washington, authorizing the City to apply for and, if awarded, to accept grant funds in the amount of \$144,900.00 from the Federal Aviation Administration, to perform an environmental assessment as part of the North and South Runway Enhancement Project for the Auburn Municipal Airport and authorizing the execution of the grant agreement therefor

(RECOMMENDED ACTION: City Council adopt Resolution No. 5149.)

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.

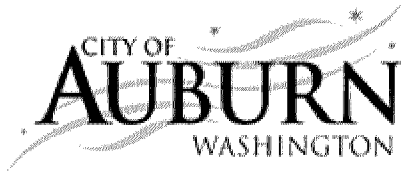
A. **From the Council**

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 18, 2015 City Council Meeting

Date:

May 26, 2015

Department:

Administration

Attachments:

Minutes

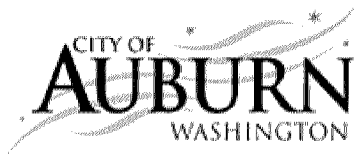
Budget Impact:

\$0

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

Meeting Date: June 1, 2015

Item Number: CA.A



**City Council Meeting
May 18, 2015 - 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. in the Council Chambers located at Auburn City Hall, 25 West Main Street in Auburn, and led those in attendance in the Pledge of Allegiance.

B. Roll Call

City Councilmembers present: Deputy Mayor Holman, Rich Wagner, Bill Pelosa, Largo Wales, Wayne Osborne, Claude DaCorsi, and Yolanda Trout.

Department Directors and staff members present included: Parks, Arts and Recreation Director Daryl Faber, Human Resources and Risk Management Director Rob Roscoe, Community Development and Public Works Director Kevin Snyder, Finance Director Shelley Coleman, Director of Administration Michael Hursh, Innovation and Technology Customer Support Manager Reba Stowe, Innovation and Technology Operations Manager Ashley Riggs, Assistant Director of Engineering Services/City Engineer Ingrid Gaub, Assistant City Engineer Jacob Sweeting, Police Commander Mark Caillier, Public Affairs and Marketing Manager Dana Hirman, Domestic Violence Victims Advocate Shelly David, and City Clerk Danielle Daskam.

II. ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS

A. National Public Works Week Proclamation

Mayor Nancy Backus to proclaim May 17-23, 2015 as "National Public Works Week" in the City of Auburn.

Mayor Backus read and presented a proclamation declaring the week of May 17-23, 2015, as National Public Works Week in the city of Auburn to Assistant City Engineer Jacob Sweeting.

Assistant City Engineer Sweeting reported Public Works staff are responsible for maintaining 216 miles of roadway, 275 miles of water pipe, 200 miles of sewer pipe, 209 miles of storm pipe, 9 water reservoirs, 11 wells, 34 pump stations, 151 storm ponds, 17 storm vaults, 127 drainage outfalls, and 41 miles of ditches. Assistant City Engineer Sweeting commended the Public Works staff and thanked Mayor Backus and the Council for the recognition of Public Works Week.

B. Committee to End Homelessness Presentation

Mark Putnam, Director of the Committee to End Homelessness-King County, presented a PowerPoint relating to the draft strategic plan for ending homelessness in King County. The Committee to End Homelessness focuses on homeless prevention, building affordable housing, linking housing to the supportive services that help people maintain their housing and achieve self-

sufficiency, and creating stronger regional coordination of resources.

Mr. Putnam reviewed the 10-year plan summary highlighting successes and ongoing challenges experienced in the last 10-year plan. Some of the successes included: dedication of 5,700 more housing units for the homeless, approximately 40,000 people exited homelessness, and new funders. Some of the challenges are the growing number of people becoming homeless and program funding alignment with best practices and strategies.

Mr. Putnam reviewed statistics of homelessness and the vision to make homelessness rare and a brief, one-time occurrence. He spoke about the correlation between increase in rents, poverty and unemployment, demographic composition, mental health funding per capita, and transience and the rising rate of homelessness.

Mr. Putnam reviewed the Community to End Homelessness Strategic Plan for 2015-2019. Goals of the strategic plan are to make homelessness rare, brief and a one time occurrence, and engage all sectors of the community to end homelessness.

Action steps to achieve the goals include addressing the causes of homelessness through advocating and aligning systems to prevent people from experiencing homelessness, advocating and supporting partners to preserve existing affordable housing and creating more affordable housing to those making below 30 percent average median income (AMI). Also, improve and expand existing programs and processes by addressing a crisis as quickly as possible, fostering collaboration between first responders and service providers to improve public safety and increase housing stability for those experiencing homelessness, increasing access to permanent housing, and creating employment and education opportunities. A community to end homelessness requires engaging residents, the business community, and the faith community to take community action and increase public awareness.

Ellie Wilson-Jones, Policy Analyst for Sound Cities Association, introduced herself to the Council. Ms. Wilson-Jones explained that the strategic plan to end homelessness suggests priorities and particularly to take a regional approach to end homelessness. The City of Auburn will not be asked to change its code to support the plan.

Ms. Wilson-Jones reported the draft strategic plan was reviewed by the Sound Cities Association Public Issues Committee, and in June 2015, the Public Issues Committee will vote on whether to endorse the plan.

Councilmember Wales commented that a significant amount of money is being spent county-wide on homelessness; however, the funding could provide better outcomes.

In response to a question from Councilmember DaCorsi, Mr. Putnam described efforts to reach out to the "invisible" homeless (those that may move from house to house). Mr. Putnam stated the population of invisible homeless is primarily comprised of youth and young adults and there is an effort to account for them in the One Night Count. There have been improvements in prevention efforts for youth and young adults in the area of family reconciliation programs. Mr. Putnam stated the proposed King County program, Best Starts for Kids, will also provide funding for homelessness prevention for families,

youth and young adults. Mr. Putnam explained that the Department of Housing and Urban Development funding for homelessness requires that the funding target those who are unsheltered first. A new funding source is required to assist those that are in unstable housing.

Deputy Mayor Holman spoke regarding the urban gentrification and the displacement of the poor to the suburban areas. He expressed concern that the majority of homelessness funding is targeted in the urban cores. Deputy Mayor Holman referred to the Salt Lake City approach and the regional distribution of funding and resources.

Mr. Putnam spoke about the challenge to end veterans homelessness and new funding available to end veterans homelessness. Mr. Putnam stated the region experienced a 15 percent decrease in veterans homelessness from the previous year.

In response to a question from Councilmember Peloza, Mr. Putnam stated the proposed program, Best Starts for Kids, if approved by the voters, could generate up to \$15 million in funding for homelessness prevention.

Councilmember DaCorsi questioned landlord engagement in the effort to end homelessness. Mr. Putnam stated a few years ago, King County launched the Landlord Liaison Program and the One Home Program to recruit more landlords to rent to the homeless.

Councilmember Wagner suggested zoning codes could be changed to allow very small living quarters. He stated that changes could be made to development standards that could lower the cost per space per person.

Councilmember Wales recommended the coalition to end homelessness should include representatives from public schools and public health.

Mayor Backus stated the draft strategic plans will be presented at a future Council study session for further discussion.

C. Fire Fighters Local 1352 Presentation to Councilmember Trout

Fire Fighter Ryan Freed of the Valley Regional Fire Authority, and representing Fire Fighters Local 1352, spoke regarding a program called Fire Operations 101, which provides local leaders, elected officials, and administrators an opportunity to experience the demands and resources required of a fire fighter. The exercise is held over one day in Richland, Washington. This year Councilmember Yolanda Trout participated in Fire Ops 101, which included scenarios for house fire, car fires, propane tank fire, auto extrication, and search and rescue. Fire Fighter Freed presented Councilmember Trout with a fire fighter's helmet and certificate of completion.

III. APPOINTMENTS

There was no appointment for Council consideration.

IV. AGENDA MODIFICATIONS

A revised version of Ordinance No. 6560 was distributed prior to the meeting.

V. CITIZEN INPUT, PUBLIC HEARINGS & CORRESPONDENCE

A. Public Hearings

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.

Julie Pedersen, 1917 N Court SE, Auburn

Ms. Petersen spoke regarding the proposed senior housing development on Howard Road by F & M Development LLC. Ms. Petersen expressed concern with air quality, soil stability, traffic increases, aesthetics of the neighborhood, lack of privacy, and emergency access.

Vista Gifford, 1415 21st Street SE, Auburn

Ms. Gifford had many questions regarding the proposed senior housing development on Howard Road. She questioned the dimensions of the proposed structure, the amount of parking area, any traffic mitigation measures that would be imposed, whether the developer purchased the house at 1405 21st Street SE, if units would be open to the general population if they could not be filled by seniors, and whether the area was rezoned to allow the development. Ms. Gifford expressed concern about the proposed development's proximity to the neighborhood and the loss of privacy.

Mayor Backus stated a pre-application conference meeting was held with the developer on January 17, 2015. The pre-application conference meeting is an informational meeting; no action or decisions were made during the meeting. There was a neighborhood information meeting held by the developer on April 12, 2015 at Olympic Middle School. No firm plans have been presented to the City for review and approval. The proposed development elements are senior housing land use, and the property is zoned C1. Senior housing is permitted in a C1 zone as an administrative use.

Virginia Haugen, 2503 R Street SE, Auburn

Ms. Haugen stated she attended the meeting held by the developer for the proposed senior housing project on Howard Road. Ms. Haugen expressed concern with the height of the proposed building and the emergency exit on O Court SE. Ms. Haugen submitted a petition from neighbors and a copy of the proposed project's site plan.

Russ Campbell, 31606 126th Avenue SE, Auburn

Mr. Campbell, via an imitation of Johnny Carson's Carnac the Magnificent, commented on Green River College's proposal to eliminate certain trade programs.

Mayor Backus reported she recently signed a letter supporting and offering suggestions to retain the Green River College GIS program. Mayor Backus stated a similar response to the proposed elimination of the Green River College carpentry and auto body technology programs will be submitted.

C. Correspondence

There was 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 recommendations to the City Council, if any.

Councilmember Wales reported on behalf of the Council ad hoc committee on finance that reviews claims and payroll vouchers. Councilmember Wales reported she and Councilmember Osborne reviewed the claims and payroll vouchers reflected on this evening's Consent Agenda. The ad hoc committee recommends approval of the claims and payroll vouchers as presented.

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 4, 2015 City Council Meeting
- B. Claims Vouchers (Coleman)
Claims voucher numbers 433479 through 433680 in the amount of \$4,063,152.76 and 3 wire transfers in the amount of \$30,626.47 and dated May 18, 2015.
- C. Payroll Vouchers (Coleman)
City Council approve payroll vouchers 535538 through 535574 in the amount of \$913,506.75 and electronic deposits in the amount of \$1,319,003.91 for a grand total of \$2,232,510.65 for the period covering April 30, 2015 to May 13, 2015.
- D. Public Works Project No. CP1323 (Snyder)
City Council approve Final Pay estimate No. 8 on Contract No. 14-11, to Rodarte Construction in the amount of \$19,544.38 for Project No. CP1323, 2014 Local Street Pavement Reconstruction Project

Deputy Mayor Holman moved and Councilmember Trout seconded to approve the Consent Agenda.

The Consent Agenda includes minutes, claims and payroll vouchers, and final pay estimate for Project CP1323.

MOTION CARRIED UNANIMOUSLY. 7-0

VIII. UNFINISHED BUSINESS

There was no unfinished business.

IX. NEW BUSINESS

- A. Acting Deputy Mayor

Deputy Mayor Holman reported that he has requested two weeks leave and requested Council appoint an alternate chair to serve over the Council study sessions.

Deputy Mayor Holman moved and Councilmember Wales seconded to nominate and appoint Councilmember Osborne to serve as Chair of the Council Study Sessions during Deputy Mayor Holman's absence.

MOTION CARRIED UNANIMOUSLY. 7-0

X. ORDINANCES

- A. Ordinance No. 6560 (Second Reading) (Snyder)
An Ordinance of the City Council of the City of Auburn, Washington, amending sections 18.04.031, 18.04.125, 18.04.249, 18.04.390, 18.04.440, 18.04.660, 18.04.835, 18.04.891, 18.07.020, and 18.31.130 of the Auburn City Code relating to Communal Residences

(Ordinance No. 6560 was tabled at the May 4, 2015 City Council meeting until the meeting of May 18, 2015.)

Deputy Mayor Holman moved and Councilmember Osborne seconded to amend Ordinance No. 6560 Osborne as presented in the revised Ordinance submitted via agenda modification.

Councilmember Osborne recalled the Ordinance was tabled at the May 4 Council meeting in light of concerns expressed by the Rental Housing Association. Changes were made to the ordinance as a result, and the Rental Housing Association has expressed support of the Ordinance via an email dated May 18, 2015.

Deputy Mayor Holman submitted the May 18, 2015, letter from the Rental Housing Association expressing support for Ordinance No. 6560 in its amended form.

MOTION TO ADOPT ORDINANCE NO. 6560 IN ITS AMENDED FORM
CARRIED UNANIMOUSLY. 7-0

- B. Ordinance No. 6557 (First Reading) (Faber)
An Ordinance of the City Council of the City of Auburn, Washington, creating a new Chapter 2.23 to the City Code entitled Special Event Permits, and amending Section 8.28.010 of the City Code relating to Special Event permits

Councilmember Osborne moved and Deputy Mayor Holman seconded to adopt Ordinance No. 6557.

Parks, Arts and Recreation Director Faber explained the City is approached by numerous organizations interested in hosting special events in the community utilizing City streets and public properties. More and more events are anticipated with the development of the downtown and the Les Gove Community Campus. Ordinance No. 6557 establishes a procedure that would streamline existing steps and necessary permits needed to produce an event and determine any fees for the event based on the impact to the City.

Councilmember Osborne referred to Section 2.23.020(4) and the term "place of assembly permit". Councilmember Osborne stated a place of assembly permit does not exist in city code. Director Snyder responded the International Building Code, adopted by Council, provides the authority to issue permits for temporary assemblies, although there is no specific definition of a place of assembly permit in the ordinance.

Councilmember Osborne noted that according to Ordinance No. 6557, garage sales and rummage sales are exempt from special event permits. He pointed out that garage sales and rummage sales are also referred to in City Code 18.46A.050.

Councilmember Osborne stated the proposed Ordinance does not provide a timeline for the City to complete its review of the application. A timely review

and decision on the permit is needed in order for the event organizer to have sufficient lead time to advertise its event.

City Attorney Heid stated Council's comments will be reviewed by staff and responded to by second reading of the Ordinance.

- C. Ordinance No. 6561 (First Reading) (Snyder)
An Ordinance of the City Council of the City of Auburn, Washington, amending Exhibit "B" to Ordinance No. 6049 relating to the Financial Plan Element of the Community Renewal Plan for Downtown Auburn

Councilmember Osborne moved and Deputy Mayor Holman seconded to adopt Ordinance No. 6561.

In response to a question from Councilmember Peloza, Director Snyder stated the B Street Plaza is included within the boundary of the Community Renewal Plan.

Councilmember Osborne stated the Ordinance relates to the amendment of the Financial Plan element of the Community Renewal Plan to provide for the \$200,000.00 appropriated for the Downtown Storefront Improvement Program.

Councilmember Wagner moved and Councilmember DaCorsi seconded to suspend rules and adopt Ordinance No. 6561 on first reading.

Councilmember Wales expressed concern with suspending the rules and voting on an ordinance, unless it is an emergency situation.

Director Snyder stated staff is interested in launching the Storefront Façade Improvement Program the first part of June. The adoption of the Ordinance would ensure its strong tie to the Community Renewal Plan.

MOTION CARRIED UNANIMOUSLY. 7-0

MOTION TO ADOPT ORDINANCE NO. 6561 CARRIED UNANIMOUSLY.
7-0

XI. RESOLUTIONS

- A. Resolution No. 5137 (Snyder)
A Resolution of the City Council of the City of Auburn, Washington, revoking the Auburn Junction Design Guidelines

Deputy Mayor Holman moved and Councilmember Osborne seconded to adopt Resolution No. 5137.

Director Snyder stated Resolution No. 5137 will revoke Auburn Junction design guidelines; downtown design standards and guidelines would apply. The Auburn Junction design guidelines were implemented in anticipation of a specific development project. Auburn Junction Project did not come to fruition, and there is no further need for the overlaying design guidelines.

MOTION CARRIED UNANIMOUSLY. 7-0

- B. Resolution No. 5150 (Roscoe)

A Resolution of the City Council of the City of Auburn, Washington, regarding sponsoring the Valley Communications Center request to join the Association of Washington Cities Employee Benefit Trust

Councilmember Peloza moved and Councilmember DaCorsi seconded to adopt Resolution No. 5150.

Human Resources and Risk Management Director Rob Roscoe reported Valley Communications Center has expressed a desire to move from self-insurance status to membership in the Association of Washington Cities Employee Benefit Trust. As a non-city entity, Valley Communications Center must have a city member of the Association of Washington Cities Employee Benefit Trust sponsor their request. Resolution No. 5150 expresses the City's sponsorship of Valley Communications request to participate in the Association of Washington Cities Employee Benefit Trust. There is no financial obligation of the City associated with adoption of the Resolution.

MOTION CARRIED UNANIMOUSLY. 7-0

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

Deputy Mayor Holman reported he toured the new Trek Apartment building located in downtown Auburn. Deputy Mayor Holman also attended the graduation ceremony for the latest group of Community Emergency Response Team (CERT) members, King County Councilmember Peter von Reichbauer's Good Eggs Breakfast, and the Junior City Council meeting.

Councilmember Trout reported she attended the Kent-Auburn Sister Cities annual auction, a tour of the new Trek Apartment building located in downtown Auburn, the Washington State Law Enforcement Officers and Fire Fighter Association Conference, the MultiCare Community Leaders Luncheon, Fire Ops 101, and Petpalooza.

Councilmember Peloza reported on his attendance at the King County Solid Waste Advisory Committee meeting, the King County Flood Control District meeting, the Sound Cities Association meeting, and the Water Resource Inventory Area (WRIA) 9 Ecosystem Forum.

Councilmember Wagner reported on this attendance at the Puget Sound Regional Council Transportation Policy Board meeting.

Councilmember DaCorsi reported he participated in the National Day of Prayer event at the City Hall Plaza.

B. From the Mayor

Mayor Backus reported on her attendance at a meeting with Seattle City Council President Tim Burgess with the the Sound Cities Association leadership team to discuss partnership opportunities. Mayor Backus also reported on her attendance at the first meeting of the Accountable Communities of Health, the MultiCare Community Leaders Luncheon, the Leadership Institute of South Puget Sound, the Sound Cities Association

Public Issues Committee meeting, Petpalooza, and her monthly meeting with Auburn School District Superintendent, Dr. Kip Herren, who will be retiring in June after serving 40 years in public education.

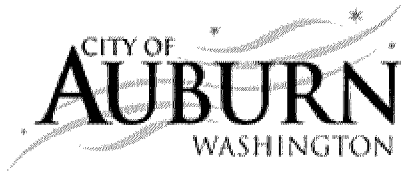
XIII. ADJOURNMENT

There being no further business to come before the Council, the meeting adjourned at 8:55 p.m.

APPROVED the 1st day of June, 2015.

NANCY BACKUS, MAYOR

Danielle Daskam, City Clerk



AGENDA BILL APPROVAL FORM

Agenda Subject:

Claims Vouchers

Date:

May 26, 2015

Department:

Finance

Attachments:

No Attachments Available

Budget Impact:

\$0

Administrative Recommendation:

City Council approve the claims vouchers.

Background Summary:

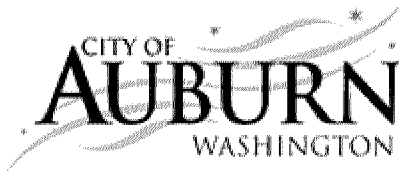
Claims voucher numbers 433681 through 433844 and three wire transfers in the total amount of \$3,983,457.23 and dated June 1, 2015.

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

Coleman

Meeting Date: June 1, 2015

Item Number: CA.B



AGENDA BILL APPROVAL FORM

Agenda Subject:

Payroll Vouchers

Date:

May 26, 2015

Department:

Finance

Attachments:

No Attachments Available

Budget Impact:

\$0

Administrative Recommendation:

City Council approve payroll vouchers.

Background Summary:

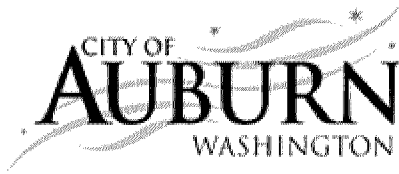
City Council approve payroll vouchers 535575 through 535614 in the amount of \$295,466.58 and electronic deposits in the amount of \$1,351,235.76 for a grand total of \$1,646,702.34 for the period covering May 14, 2015 to May 27, 2015.

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

Coleman

Meeting Date: June 1, 2015

Item Number: CA.C



AGENDA BILL APPROVAL FORM

Agenda Subject:
SCORE Jail Report

Date:
May 27, 2015

Department:
Administration

Attachments:
SCORE PowerPoint

Budget Impact:
\$0

Administrative Recommendation:

Background Summary:

Reviewed by Council Committees:

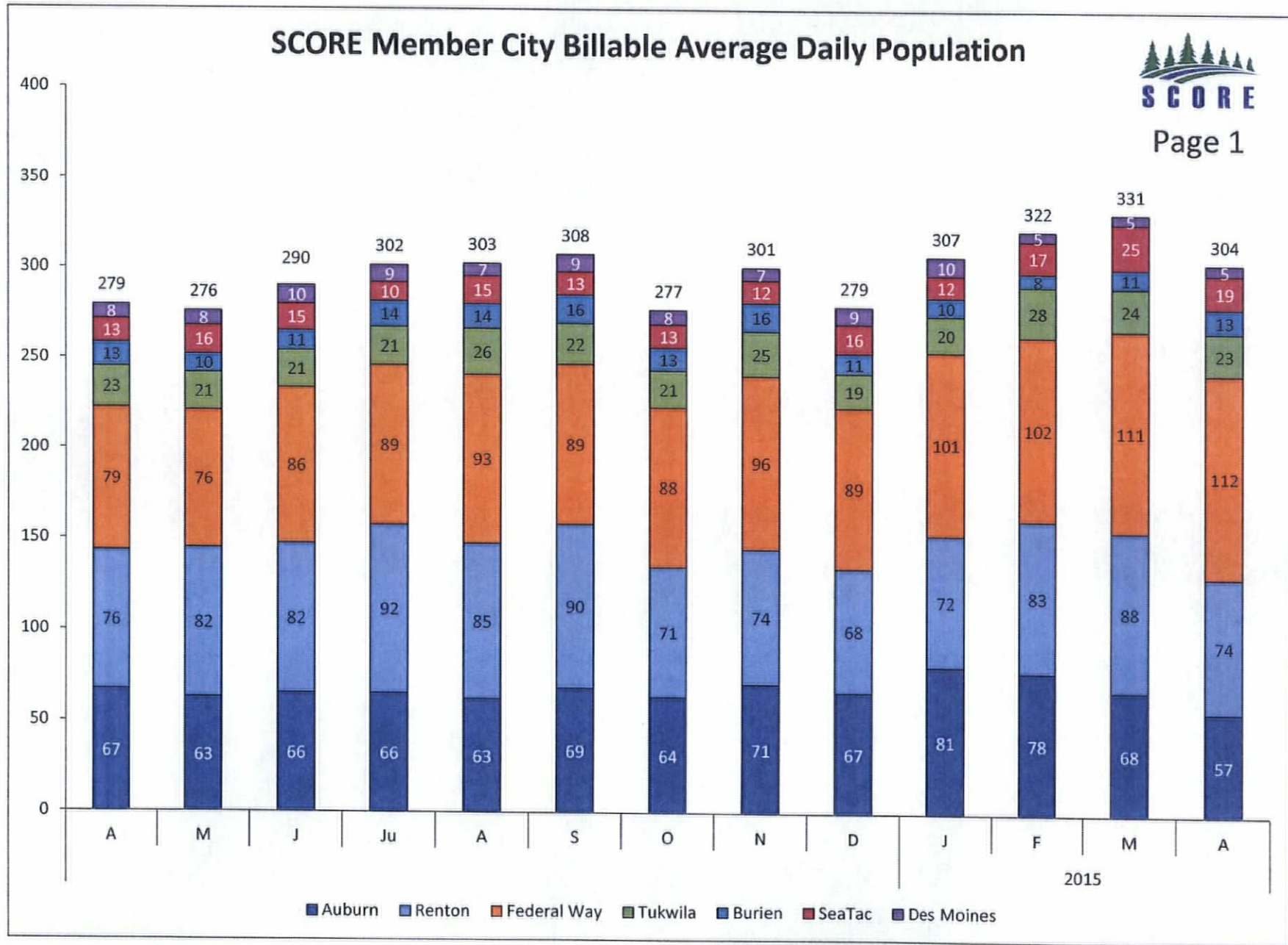
Councilmember:

Staff: Mayor Backus

Meeting Date: June 1, 2015

Item Number: NB.A

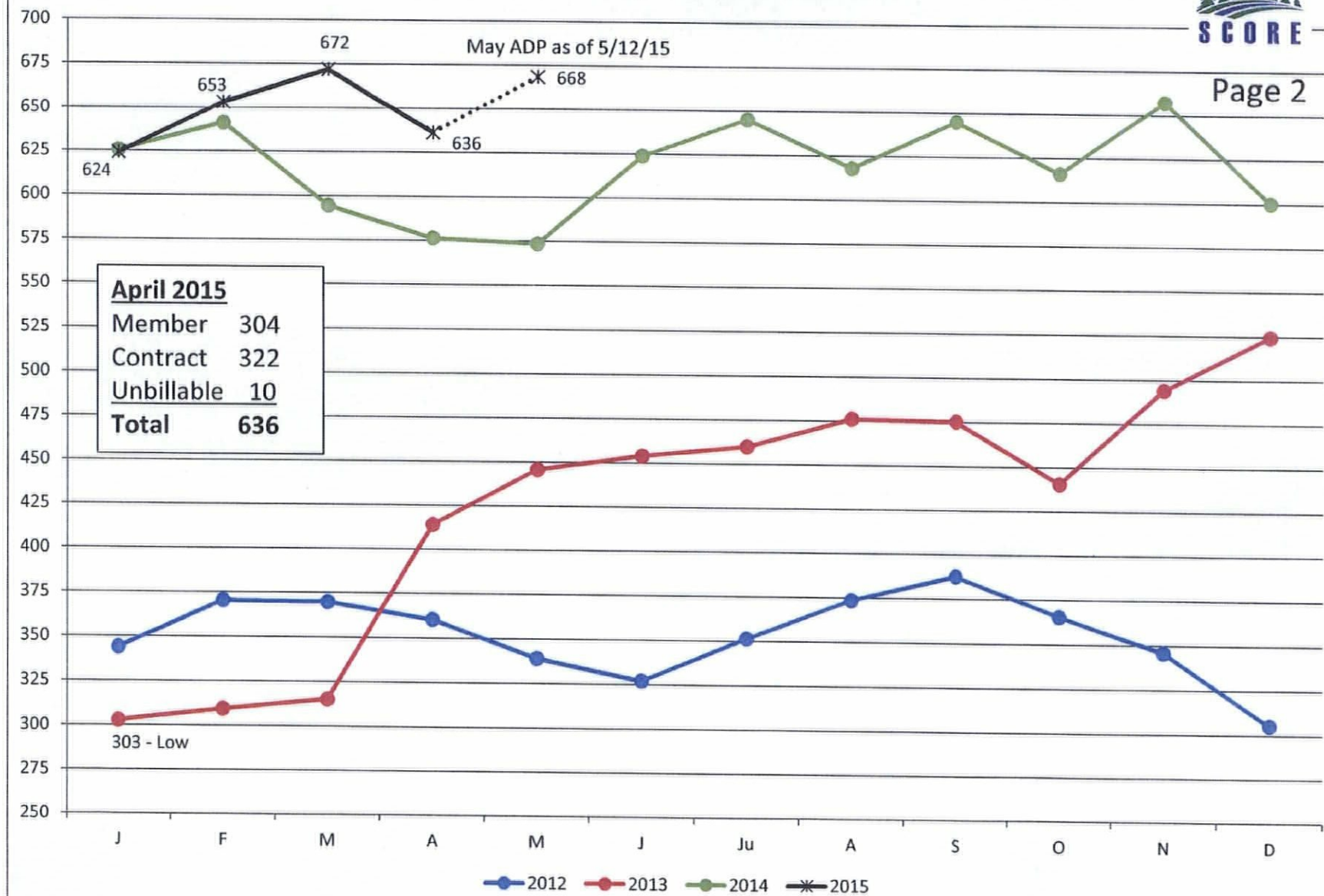
APRIL 2015 JAIL STATISTICS



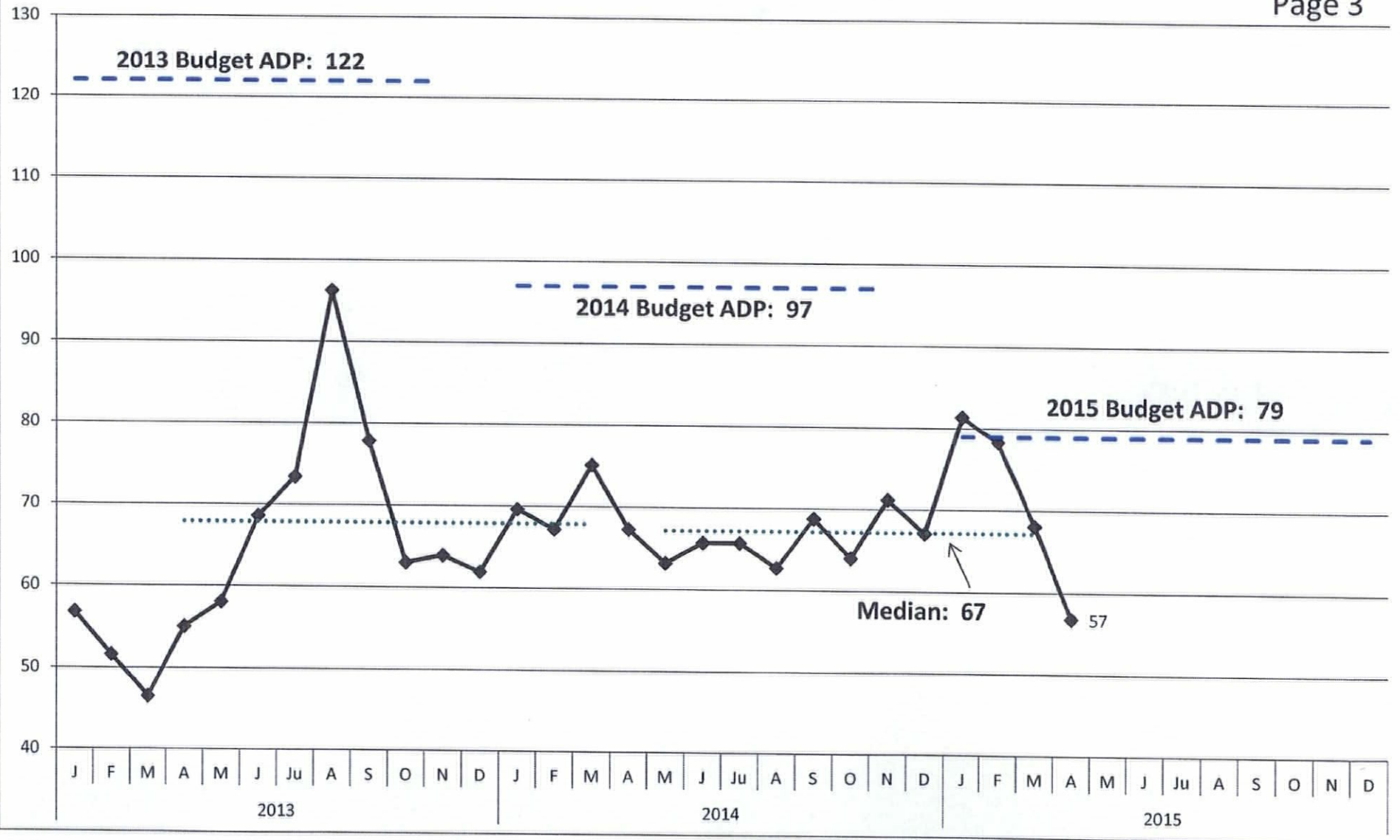
Total ADP by Month and Year



Page 2



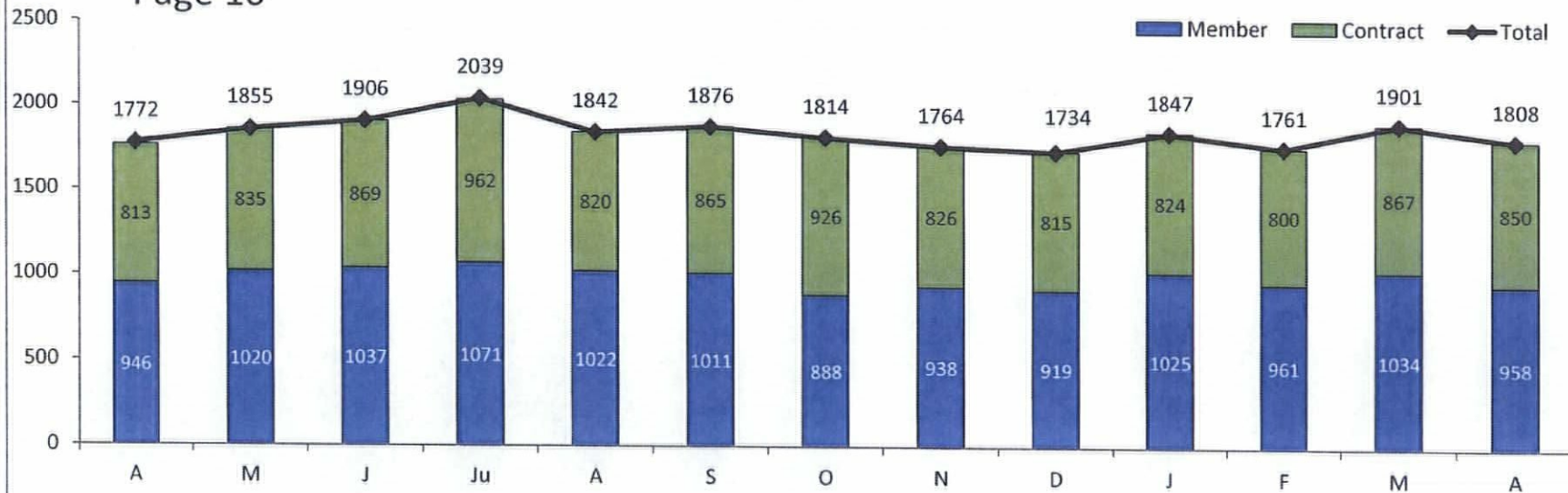
Auburn Billable Average Daily Population 2013 - 2015





Page 10

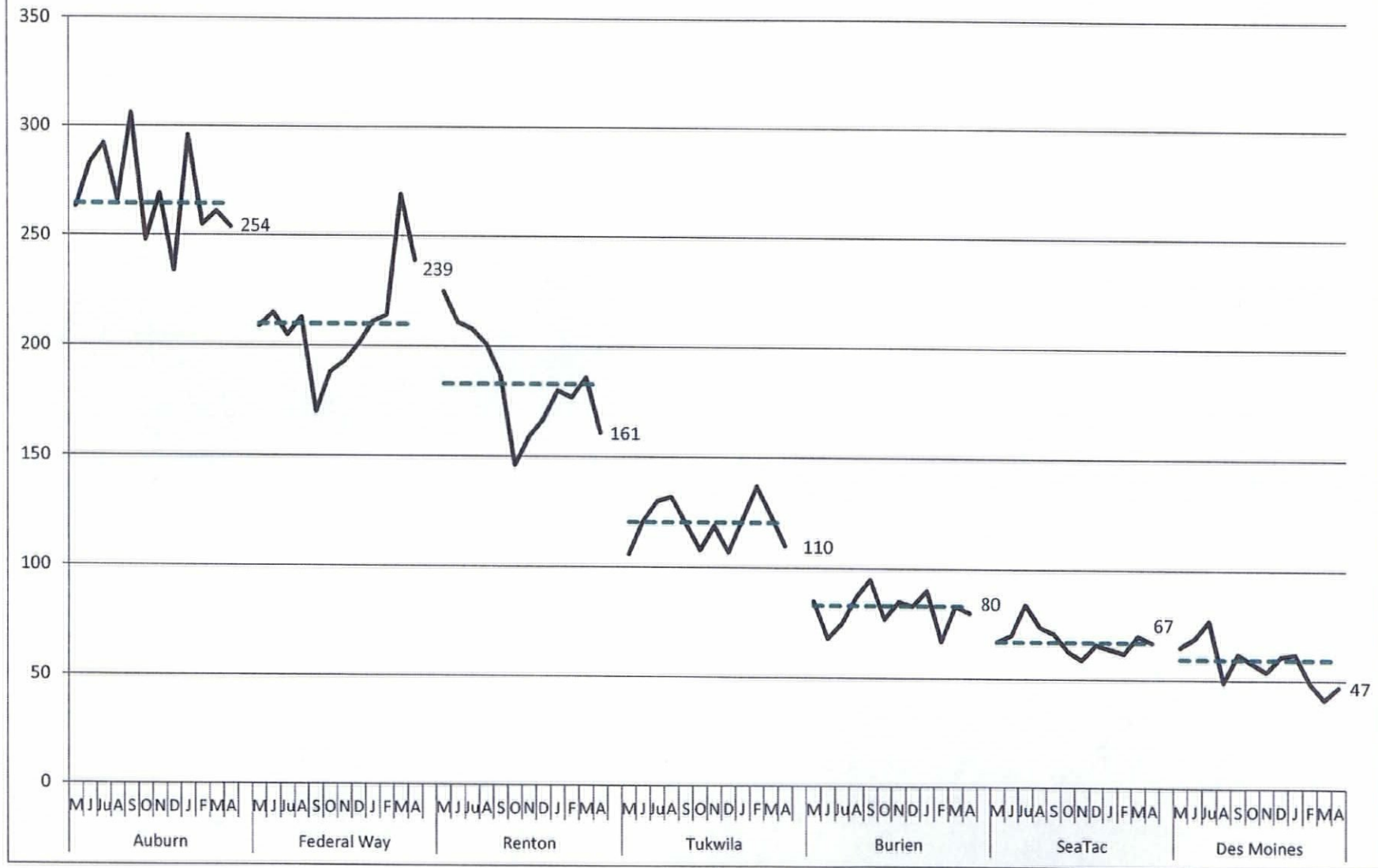
Total Bookings for Member and Contract Agencies April 2014 - April 2015



Daily Average Bookings



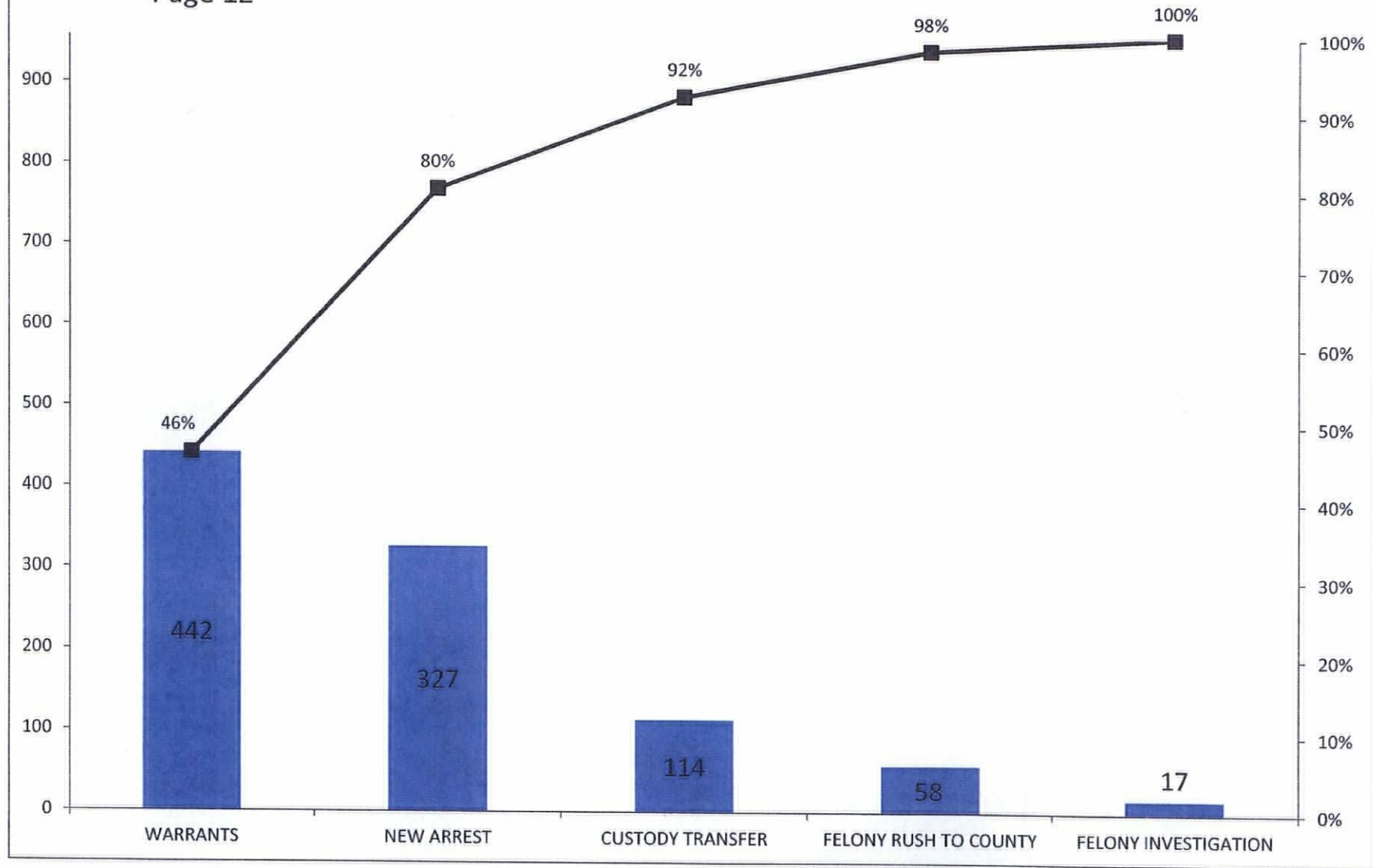
Member Bookings by Agency March 2014 to April 2015





Page 12

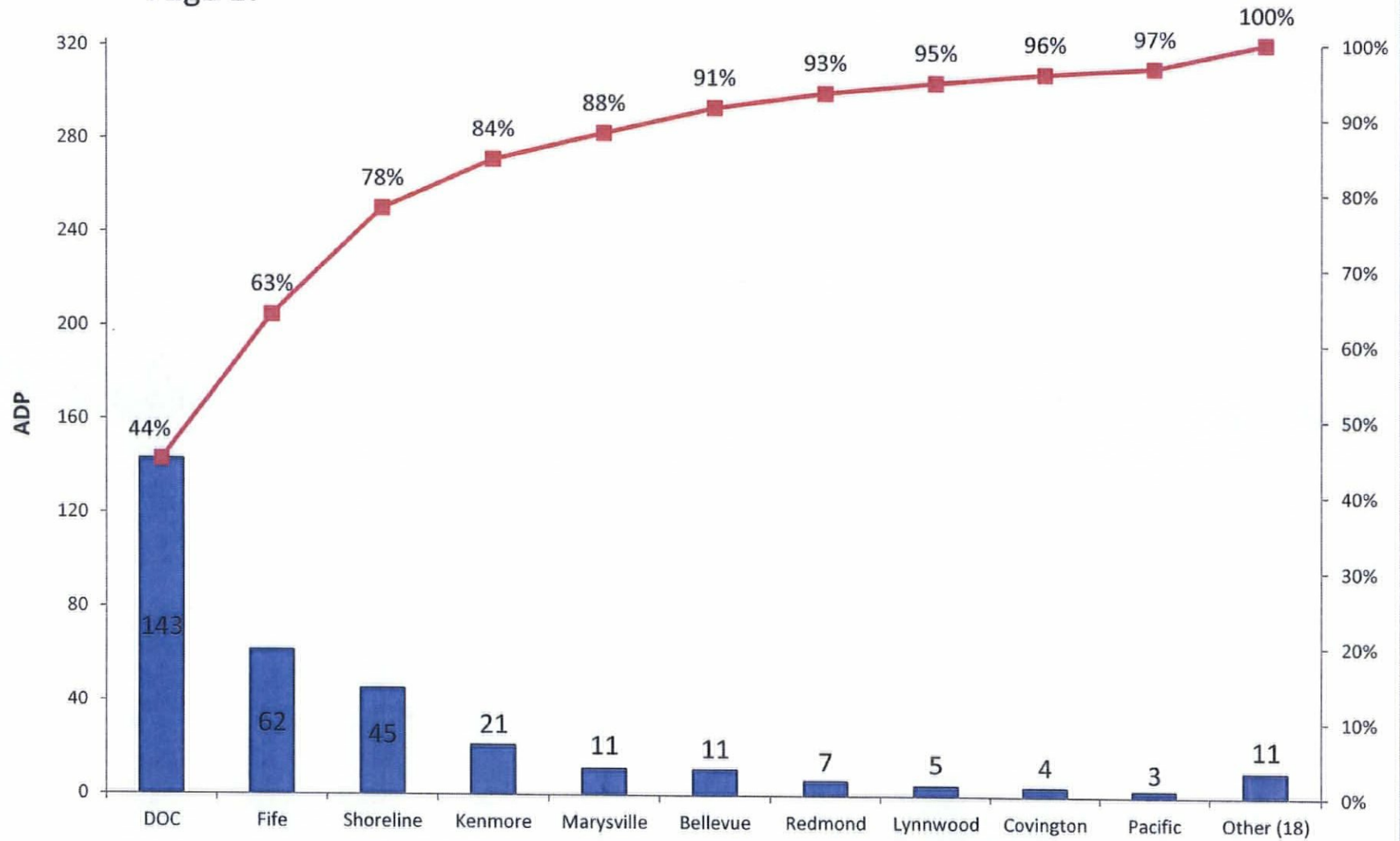
Member Agency Bookings by Type April 2015

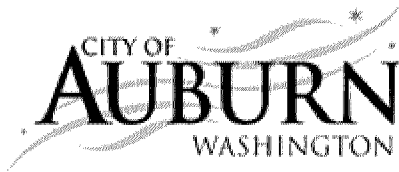




Page 17

Contract Inmates ADP - April 2015





AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6557 (Second Reading)

Date:

May 26, 2015

Department:

Parks/Art and Recreation

Attachments:

Ordinance No. 6557

Budget Impact:

\$0

Administrative Recommendation:

City Council adopt Ordinance No. 6557

Background Summary:

The City of Auburn is approached by numerous persons and organizations interested in hosting or participating in special events that may utilize City Streets and Public Properties. It was determined by City staff that it would benefit both the City of Auburn and the Event Organizers to put in place a procedure that would streamline existing steps and necessary permits needed to produce an event and determine any fees for the event based on the impact to the City of Auburn.

A committee consisting of Administration, Parks, Legal, Human Resources/Risk Management, and all Community Development divisions worked together to formulate the process that would benefit both the Event Organizer and the City of Auburn. The Highlights of the Ordinance include:

- Definition of what is "an event"
- Process for the Application
- Definition of "Staff Review Committee"
- Cost recovery of Special Events
- Exclusion of "Special Events" from City Code 8.28.010 Noise Control

It is the goal of the City of Auburn to facilitate vibrant community events that promote tourism, the arts, community gathering, fitness and culture while recognizing the impacts, both positive and negative, on the areas effected by such events.

Reviewed by Community Development and Legal.

Reviewed by Council Committees:

Councilmember:

Staff:

Faber

Meeting Date: June 1, 2015

Item Number: ORD.A

ORDINANCE NO. 6 5 5 7

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, CREATING A NEW CHAPTER 2.23 TO THE CITY CODE ENTITLED SPECIAL EVENT PERMITS, AND AMENDING SECTION 8.28.010 OF THE CITY CODE RELATING TO SPECIAL EVENT PERMITS

WHEREAS, the City of Auburn periodically has persons or organizations interested in hosting or participating in special events that may utilize City streets and public properties; and

WHEREAS, such events could impact City services and traffic along City streets; and

WHEREAS, in order to accommodate the interests of such persons and/or organizations wishing to host or participate in such special events, it is appropriate to regulate them so as to address impacts to City traffic, City services and City property.

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

Section 1. New Chapter to City Code. That a new chapter 2.23 of the City Code is hereby created, entitled Special Event Permits, to read as follows:

CHAPTER 2.23 SPECIAL EVENT PERMITS

SECTION:

2.23.010	Purpose and Intent.
2.23.020	Definitions.
2.23.030	Staff Review.
2.23.040	Permit Required.
2.23.050	Application.
2.23.060	Cost Recovery for Special Events.
2.23.070	Conditions of Approval.
2.23.080	Indemnification Agreement.
2.23.090	Insurance.
2.23.100	Cleaning and Restoration Deposit.
2.23.110	Appeal Procedure.

- 2.23.120 Revocation of Permits.
- 2.23.130 Violation – Penalty.

2.23.010 Purpose and Intent. The purpose and intent of this chapter shall be to:

- A. Provide for the issuance of special event permits to regulate events on the public streets and public property of the city, and private property where the event has potential to substantially impact traffic or public services; and
- B. Provide for fees, charges, and procedures in order to recoup costs associated with the event and administration of the permit process.

2.23.020 Definitions. The following definitions shall apply to this chapter of the city code:

- A. Applicant: The authorized agent of the organizer who completes the application and acts as primary contact for the special event.
- B. Event Participant: A person in attendance at an event, including spectators, vendors, event staff, and city staff.
- C. Parade: Any organized group marching or in a procession, whether on foot, animal, or vehicle.
- D. Permit: Written governmental permission issued by an authorized official, empowering the holder thereof to do some act not forbidden by law but not allowed without such authorization.
- E. Private Event: An event which uses public property or the public right-of-way for the purpose of monetary or personal gain by any person, partnership, group, organization, company or corporation or which is closed to the general public or on private property where the event has potential to substantially impact traffic or public services.
- F. Public Event: An event which is open to the public and does not meet the definition of private event.
- G. Special Event: Any function or gathering that is to be conducted on public property, on public right of ways, or on private property that will generate or invite considerable public participation and/or spectators, and may have an impact on transportation, public services or public safety, for a particular and limited purpose and time, including but not limited to:
 - 1. Fun runs, roadway foot races, fundraising walks, bike-a-thons, car shows, parades, carnivals, shows or exhibitions, filming/movies, circuses, block parties, auctions and fairs.
 - 2. Planned events in a park or other public place if the event use requires or organizer requests the city to provide any public services in addition to those that would normally be provided in the absence of the event.
 - 3. Any event held on private property that would have a direct substantial impact on traffic congestion or traffic flow to and from the event over public streets or right-of-ways near the event, or that would substantially impact the need for city-provided emergency services such as police, fire or medical aid.

4. Events on private property involving an open invitation to the public to attend or events where the attendance is by private invitation and is expected to have occupant load exceeding three hundred (300) is presumed to be an event that will have a direct substantial impact on the public streets, right-of-ways or emergency services, and the city reserves the right to require other permits and/or compliance with additional requirements, including but not limited to occupancy limits and requirements of building, fire, and health and safety codes, to insure that the impacts on the public streets, right-of-ways or emergency services are adequately addressed.

5. Events involving political or religious activity intended primarily for the communication or expression of ideas.

H. Substantial Impact: An outcome indicated when an event would preclude in whole or in significant part the public's normal and customary use of a park, public place, public sidewalk, driveway or roadway.

I. Substantial Public Services: A material increase in the amount, scope or level of necessary fire, police, traffic control, crowd control, or other public resources above those that would normally be required without the event, with respect to police resources, "substantial public services" means resources for crowd management or traffic control required for the event. It also includes instances where fire and emergency services department personnel are impacted by the volume of participants, or when environmental conditions are such that the impact to the crowds would be anticipated and that these conditions would reduce the effectiveness of on duty personnel requiring the recall of sufficient personnel to assist the participants as well as maintaining the required level of service to the city.

J. Use: To construct, erect or maintain in, on, over or under any street, right-of-way, park or other public place, building, structure, sign, equipment or scaffolding, or to alter any public right-of-way by painting, spraying or writing on the surface thereof, or to otherwise occupy in such a manner as to obstruct the normal public use of any public street, right-of-way, park or other public place within the city, including a use related to special events.

2.23.030 Staff Review.

A. The mayor shall direct directors and representatives of various departments of the city whose departments may be involved in or whose operations and functions may be impacted by special events to serve as a staff review committee, for the purpose of meeting and reviewing proposals for events. The mayor may, on occasion and in his/her discretion, include, representatives from other agencies, entities and organizations in the staff review committee. The mayor or designee shall lead and preside over meetings of the committee.

B. The staff review committee shall be responsible for:

1. Determining whether an event requires a special event permit pursuant to the guidelines established in this chapter.

2. Establishing terms and conditions and appropriate fees.

3. Approving, approving with conditions or denying the permits.
4. Determining whether a business license is required under title 5 of the city code, and if so determining whether an exemption from business license requirements should be granted for the special event.
5. Determining if any of the activities planned for or associated with the special event are out of compliance with or in conflict with any applicable city code, policy or regulations, including, but not limited to zoning, safety and property issues.

2.23.040 Permit Required.

A. A special event permit is required for any special event as defined in this chapter. Either a special event permit or authorization shall be required in addition to any street or park use permit, or other regular permits as may be required by ordinance.

B. Exemptions: a special event permit is not required for the following:

1. Parades, athletic events, or other special events that occur exclusively on city property and are conducted in full by the city of auburn.
2. Park facility rentals meeting rental requirements.
3. Funeral procession by a licensed mortuary.
4. Gatherings of fifty (50) or fewer people in a city park, unless merchandise or services are offered for sale or trade.
5. Temporary and seasonal sales conducted by businesses, such as holiday sales, grand opening sales, or anniversary sales.
6. Garage sales and rummage sales.
7. The director of administration or designee may authorize other exemptions where the proposed event meets the purpose and intent of this chapter without requiring additional project conditions or charges. Such exemptions may include minor events with limited or no impacts to traffic or public services, such as small filming events.

C. The Exemptions of paragraph B, above, apply to Special Event Permits only, and do not exempt activities or events from any permit requirements that may otherwise apply to such activities or events.

2.23.050 Application.

A. Applications for a special event permit must be filed with the city at least ninety (90) days prior to the date(s) on which the event is to occur. The staff review committee shall endeavor to process and review the application in a prompt and timely manner, and shall endeavor to keep the applicant informed of the process thereof.

B. When a special event permit is required, a representative of the staff review committee shall advise the organizer of all other city permits that appear to be required for the event based on information contained in the application and assist the organizer in contacting other departments to apply for all other permits in a timely manner.

C. Complete Applications - Form and Content: The director of administration or designee shall prescribe the form and content for complete applications made pursuant to this chapter. The requirements shall be made available to the public in a form that clearly explains what material must be submitted for an application to be considered complete. Certain submittal requirements may be waived by the director of administration or designee, if the applicant can demonstrate that normally required information is not relevant to the proposed action and is not required to show that an application complies with applicable city codes and regulations.

D. Waiver of Application Deadline: Upon a showing of good cause or at the discretion of the staff review committee, the committee shall consider an application that is filed after the filing deadline if there is sufficient time to process and investigate the application and obtain police and other city services for the event. Good cause can be demonstrated by the applicant showing that the circumstance that gave rise to the permit application did not reasonably allow the participants to file within the time prescribed, and/or the event is for the purpose of exercising rights under the first and/or fourteenth amendments of the United States constitution.

E. Date of Special Event Not Confirmed Until Notice of Confirmation Issued: Notwithstanding the acceptance of a completed application. The date of the event shall not be considered confirmed until the staff review committee issues a written notice of confirmation or a special event permit.

F. Decision Criteria - Approval or Approval With Conditions: The city may approve or approve with conditions the special event permit based on consideration of any one or any combination of the following factors:

1. The special event will not be materially detrimental to the public health, safety, or welfare nor injurious to property or improvements in the vicinity of the special event; or

2. Adequate parking facilities and vehicle ingress, and egress will be provided to serve the special event and any existing uses on the site; or

3. Hours of operation of the special event are specified, and will not adversely impact surrounding uses; or

4. The special event will not cause noise, light, or glare that would materially impact surrounding uses; or

5. The applicant has obtained all other applicable permits, including required right-of-way use permits.

G. Decision Criteria - Denial: The city may deny the special event permit based on consideration of any one or any combination of the following factors:

1. The applicant provides materially false or misleading information, fails to complete the application or to supply other required information or documents; or

2. The applicant is unable to comply with the requisite terms and conditions to obtain the permit; or

3. The proposed event conflicts with another previously scheduled event or condition; or

4. The proposed event would unreasonably disrupt the orderly or safe circulation of traffic or would present an unreasonable risk of injury or damage to the public or property; or

5. There is not sufficient safety personnel or other necessary City staff to accommodate the event.

2.23.060 Cost Recovery for Special Events.

A. Prior to the issuance of a special event permit the applicant will be provided an estimate for the cost of any necessary City personnel and/or equipment. The applicant may be required to provide a deposit to cover the anticipated costs. City services and equipment may include the use of police officers and public employees for traffic and crowd control, police, extraordinary street sweeping, and any other needed, requested or required city service and the cost of operating the equipment to provide such services. These fees may be in addition to other permit fees that may be required. A special event permit will be issued when all fees have been paid and other permit obligations have been met unless otherwise provided in the conditions of approval.

B. If the actual cost for city services and equipment on the date(s) of the event is less than the estimated cost, the applicant will be refunded the difference by the city in a timely manner. If the actual cost for city services and equipment on the date(s) of the event is greater than the estimated cost, the applicant will be billed for the difference.

2.23.070 Conditions of Approval.

A. The staff review committee may include as part of the special event permit, among other provisions, reasonable requirements concerning the time, place and manner of the event, and such requirements as are necessary to protect the safety and rights of persons and property and provide for the control of traffic. Conditions shall be based upon projected impacts on public safety, public places and public services, but shall not be based upon the programming content of the event or message that the proposed event may convey or any other valid expression of rights under the first and fourteenth amendments.

B. The following types of conditions apply to all special event permits:

1. Conditions concerning the time, place, and manner of the event proposed on the event application, including provisions for extensions of the permit: and

2. Conditions concerning the area of assembly and disbanding of an event: and

3. Conditions concerning accommodation of pedestrian or vehicular traffic, including restricting the event to only a portion of the street or right-of-way.

C. Other conditions that may apply to special event permits include, but are not limited to:

1. Compliance with city traffic control plans and requirements for the use and rental of traffic cones, barricades, flaggers, or other requirements as identified
2. Compliance with health and sanitary regulations.
3. Plan for emergency treatment and evacuation of people who may need such services, emergency communication, compliance with fire regulations concerning fire suppression equipment within structures and maintenance of unobstructed emergency passageways.
4. Requirements for use of event monitors and providing notice of permit conditions to event participants.
5. Restrictions on the number and types of vehicles animals or structures at the event.
6. Inspection and approval of floats, structures, and decorated vehicles for fire safety.
7. Requirements related to animal protection.
8. Requirements for use of separate garbage and recycling containers, cleanup, and restoration of city property.
9. Restrictions on the use of amplified sound and compliance with noise ordinances, regulations and laws.
10. Notice to residents and/or businesses regarding any activity that would require a whole or partial street closure, including single lane closures.
11. Restrictions on the sale and/or consumption of alcohol.
12. Elimination of an activity that cannot be mitigated to ensure public safety and welfare, or that causes property damage or undue liability to the city.
13. Requirements regarding the use of city personnel and equipment.
14. Requirement for provision of a plan for parking, car pooling, or use of public transportation.

2.23.080 Indemnification Agreement.

Prior to the issuance of a special event permit, the city shall require the applicant to execute a hold harmless and indemnity agreement and any other necessary waivers with the city. The applicant must further agree to reimburse the city for any costs incurred by it to repair damage to city property caused by applicant's special event.

2.23.090 Insurance.

A. The following insurance shall be required in connection with the issuance of a permit for a special event: one million dollars (\$1,000,000.00) commercial general liability insurance per occurrence; combined single limits, two million dollars (\$2,000,000.00) aggregate, unless waived or modified by the city.

B. The city's director of risk management is authorized and directed to require written proof of such insurance prior to permit issuance. The insurance policy shall be written on an occurrence basis, shall name the city as an additional insured on a non-contributory primary basis, shall be written for a

period not less than twenty- four (24) hours prior to the event and extending for a period not less than twenty-four (24) hours following the completion of the event.

C. The city reserves the right to require other forms of insurance in addition to the commercial general liability, if the city risk manager determines that such additional form of insurance is necessary for the particular type of event.

2.23.100 Cleaning and Restoration Deposit.

The applicant may be required to provide a cleaning and restoration deposit prior to the issuance of a special event permit. The cleaning and restoration deposit will be refunded after the event. If the area used for the permitted event has been cleaned and restored to the same condition as existed prior to the event.

If the property used for the event has not been properly cleaned or restored, the applicant shall be billed for the actual cost by the city for cleaning and restoration. The cleaning and restoration deposit shall be applied toward the payment of the city's actual cost for cleaning and restoration.

2.23.110 Appeal Procedure.

A. An applicant may appeal the denial of a permit or any permit condition, by filing a written notice of appeal, accompanied by a fee of two hundred fifty dollars (\$250.00) to the city clerk within fourteen (14) days of the decision.

B. The notice of appeal shall specify the grounds for the appeal and applicant may attach any relevant documents in support of the appeal.

C. An appeal under this chapter shall be conducted by the director of administration or designee, who will issue a written decision regarding the appeal within ten (10) days.

D. The director of administration's or designee's decision may then be appealed to the mayor or designee. No new or additional evidence or testimony shall be accepted by the director of administration or designee in this appeal. The mayor or designee shall give substantial weight to the decision made by the director of administration or designee.

2.23.120 Revocation of Permits.

Any permit issued under this ordinance may be revoked by the city at any time if, by reason of disaster, public calamity, riot or other emergency or exigent circumstances, the city determines the safety of the public or property requires such immediate revocation. The city may also revoke any permit issued pursuant to this ordinance if the staff review committee finds that the permit has been issued based upon materially false information or if the event exceeds the scope of the permit or fails to comply with any condition of the permit.

2.23.130 Violation – Penalty.

Failure to abide by any and all requisite conditions set forth in this chapter shall be an infraction subject to penalties and conditions of chapter 1.25 of the city code.

Section 2. Amendment to City Code.

That a Section 8.28.010 of the City Code is hereby amended, to read as follows:

8.28.010 Noise control.

A. **General Prohibition.** It is unlawful for any person to cause, or for any person who owns or occupies property to allow to originate from the property, sound that is a public disturbance noise.

B. **Public Disturbances.** The following sounds are public disturbance noises in violation of this chapter:

1. The frequent, repetitive or continuous sounding of any horn or siren attached to a motor vehicle, except as a warning of danger or as specifically permitted or required by law;

2. The creation of frequent, repetitive or continuous sounds in connection with the starting, operation, repair, rebuilding or testing of any motor vehicle, motorcycle, off-highway vehicle or internal combustion engine within a residential district, so as to unreasonably disturb or interfere with the peace and comfort of owners or occupants of real property;

3. Yelling, shouting, whistling or singing on or near public streets, particularly between the hours of 10:00 p.m. and 8:00 a.m. or at any time and place as to unreasonably disturb or interfere with the peace and comfort of owners or occupants of real property;

4. The creation of frequent, repetitive or continuous sounds which emanate from any building, structure, apartment or condominium, which unreasonably disturb or interfere with the peace and comfort of owners or occupants of real property, such as sounds from musical instruments, audio sound systems, band sessions or social gatherings;

5. Sound from motor vehicle audio sound systems, such as tape players, radios and compact disc players, operated at a volume so as to be audible greater than 50 feet from the vehicle itself;

6. Sound from portable audio equipment, such as tape players, radios and compact disc players, operated at a volume so as to be audible greater than 50 feet from the source and not operated upon the property of the operator, and if operated on the property of the operator, then so as to be audible greater than 50 feet from the boundary of the property;

7. The squealing, screeching or other such sounds from motor vehicle tires in contact with the ground or other roadway surface because of rapid acceleration, braking or excessive speed around corners or because of such other reason; provided, that sounds which result from actions which are necessary to avoid danger shall be exempt from this section;

8. Construction noise shall be regulated as follows:
 - a. Except as provided for in subsection (B)(8)(b) of this section, sounds originating from construction sites, including but not limited to sounds from construction equipment, power tools and hammering before 7:00 a.m. and after 10:00 p.m. on any day of the week except Sunday and before 9:00 a.m. and after 10:00 p.m. on Sundays;
 - b. For construction on property in the R1, R2, R3, LHR1, LHR2, LHR3 and PUD zones, sounds originating from construction sites, including but not limited to sounds from construction equipment, power tools and hammering before 7:00 a.m. and after 7:00 p.m. and on weekdays, before 9:00 a.m. and after 6:00 p.m. on Saturday and Sunday;
 - c. Construction activity may be permitted outside the hourly limits set forth in subsections (B)(8)(a) and (b) of this section only upon application and approval by the city planning and development director. Criteria for approval shall include project remoteness, undue hardship or other reasonable standards. Approval may only be for specific dates and times and other compelling reasons. In order to be entitled to receive approval, the applicant must show the city that the need for expansion of the hours is caused by circumstances of an unforeseen and emergency nature or circumstances where there are no other reasonable alternatives other than the relief requested. Approval may only be for specific dates and times and under terms that the approving official deems appropriate under the circumstances;
 - d. The request for the expansion of the hours for construction related noise shall be made in writing to the planning and development director, on forms available from the planning and development department. Decisions of the planning and development director on such requests may be appealed by a party affected by the decision to the city's hearing examiner. Appeals of decisions of the planning and development director shall be based solely on the above criteria;
 - e. It is further provided that the mayor or designee shall be entitled to exempt from the provisions of this subsection (B)(8) public agency projects involving work in public rights-of-way, right-of-way agreements and right-of-way permits, where noise is addressed as a condition of approval or agreement;
9. Sounds originating from residential property relating to temporary projects performed by the homeowner for the maintenance or repair of homes, grounds and appurtenances, including but not limited to sounds from lawnmowers, powered hand tools, snow removal equipment and any other power motorized equipment before 7:00 a.m. and after 10:00 p.m. on any day of the week except Sunday and before 9:00 a.m. and after 10:00 p.m. on Sundays;
10. Continuing and/or ongoing sounds from nonemergency motor vehicles audible more than 25 feet away from the vehicle located on or in the vicinity of residential property, which sounds reasonably cause the annoyance or disturbance of two or more neighbors not residing at the same address, due to the ongoing or repetitive nature of the sounds, or the very early or very late hours of the sounds. For the purposes hereof, sounds coming from motor vehicles,

including but not limited to engine sounds, horn sounds, hydraulic or air break sounds, or other equipment located on the motor vehicle or attached trailer, that are audible more than 25 feet away from the vehicle located on or in the vicinity of residential property, after 10:00 p.m. at night or before 7:00 a.m. on any day of the week except Sunday and after 10:00 p.m. at night or before 9:00 a.m. on Sundays, shall be presumed to be a public disturbance noise. Such presumption shall only be rebutted upon a showing before the adjudicatory body that the noise was caused by circumstances of an unforeseen and emergency nature.

C. It is also unlawful, and a violation of this chapter, for the owner or other person having control or custody of any dog, cat, or other animal to allow such dog, cat, or other animal to habitually howl, yelp, bark, or make other noises which unreasonably disturb another person.

D. Exclusion. This chapter shall not apply to community events such as parades pursuant to chapter 10.64 of the city code, special events pursuant to chapter 2.23 of the city code or regularly scheduled events at parks, such as public address systems for baseball games or park concerts between the hours of 9:00 a.m. and 11:00 p.m. This chapter shall not apply to fireworks lawfully discharged within the city. This chapter shall also not apply to public safety training activities between the hours of 7:00 a.m. and 11:00 p.m. (Ord. 6287 § 2, 2010; Ord. 6017 § 1, 2006; Ord. 6010 § 1, 2006; Ord. 5899 § 1, 2005; Ord. 5658 § 1, 2002; 1957 code § 9.10.010.)

Section 3. Amendment to the City of Auburn Fee Schedule. The City of Auburn Fee Schedule shall be amended to provide for a Special Event Appeal Fee in the amount of two hundred fifty dollars (\$250.00), which fee shall be paid with the submittal of a Special Event Appeal, pursuant to Section 2.23.120 of the City Code.

Section 4. Constitutionality or Invalidity. If any section, subsection clause or phase of this Ordinance is for any reason held to be invalid or unconstitutional such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remaining portions of this Ordinance, as it is being hereby expressly declared that this Ordinance and each section, subsection, sentence, clause and phrase hereof would have been prepared, proposed, adopted and approved and ratified irrespective of the fact that any one or more section, subsection, sentence, clause or phrase be declared invalid or unconstitutional.

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. Effective Date.

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

FIRST READING: _____

SECOND READING: _____

APPROVED: _____

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

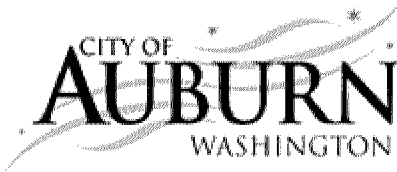
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

Published: _____



AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5145

Date:
May 22, 2015

Department:
CD & PW

Attachments:
RES 5145
Draft 2016-2021 Transportation Improvement
Program

Budget Impact:
\$0

Administrative Recommendation:

City Council adopt Resolution No. 5145.

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 at the study session on May 11th. The draft was revised to incorporate comments received during the study session review.

The Six-Year Transportation Improvement Program (TIP) is required to be amended annually as required 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 or anticipated grants while projects in years 4, 5, and 6 can be partially or completely unfunded.

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 2016-2021 TIP

Deletions: The following projects were removed from the TIP:

TIP 9: D ST NE (Long term project remains in the Transportation Comp. Plan)
TIP 18: 8th & 104 Intersection Improvements (Project Complete)
TIP 20: AWS & M St SE (Project Complete)
TIP 23: BNSF / A St SE Pedestrian Underpass Feasibility Study, (Study is being finalized and options will be presented to administration and Council for incorporating the preferred option into a project for the next TIP update)
TIP 33: BNSF 3rd Rail Expansion Roadway Improvements (Project being completed 2015)
TIP 38: 37th & B St NW Railroad Crossing Safety Improvements (Project being completed 2015)
TIP 44: A St NE Pedestrian Improvements (Incorporated into TIP 32, Citywide Sidewalk Repair and Improvement Program)
TIP 45: Interurban Trailhead Improvements (Removed due to it not being located in the public ROW as required per state law to be in the TIP)
TIP 52: 8th St NE & C ST NW ITS Improvements (Project being completed 2015)

Additions: The following projects are proposed to be added to the 2016-2021 TIP:

TIP 9: Auburn Way South Corridor Improvements (Hemlock to Academy)
TIP 18: M St and 29th St SE Safety project (Signal)
TIP 20: R St SE & 21st St SE Project (Roundabout or Signal)
TIP 23: Riverwalk Drive Build out (R St to AWS)
TIP 33: Neighborhood Traffic Calming Program
TIP 38: C St SW & 15th St SW Intersection Improvements
TIP 44: Downtown Transit Access Improvements: SW Corner 3rd SW & S Division St, NE Corner 2nd ST SW
TIP 45: 124th Ave SE & SE 284th St Intersection Safety Improvements
TIP 52: A St SE & Lakeland Hills Way Intersection Safety & Capacity Improvements
TIP 73: Stewart Road Project
TIP 74: R St SE Roadway Extension, (added per comment from 5/11 study session)

NEXT STEPS:

Public hearing and final adoption are scheduled for the June 15th City Council meeting.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: June 1, 2015

Item Number: RES.A

RESOLUTION NO. 5145

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 2016-2021 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 2016-2021 Transportation Improvement Plan, to review the work accomplished under the program, and to identify capital transportation system improvement projects, and relevant transportation studies.

Resolution No. 5145
May 20, 2015
Page 1

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 2016-2021 Transportation Improvement Program will be held on the 15th day of June, 2015, 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 2016-2021 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, 2015.

CITY OF AUBURN

NANCY BACKUS
MAYOR

ATTEST:

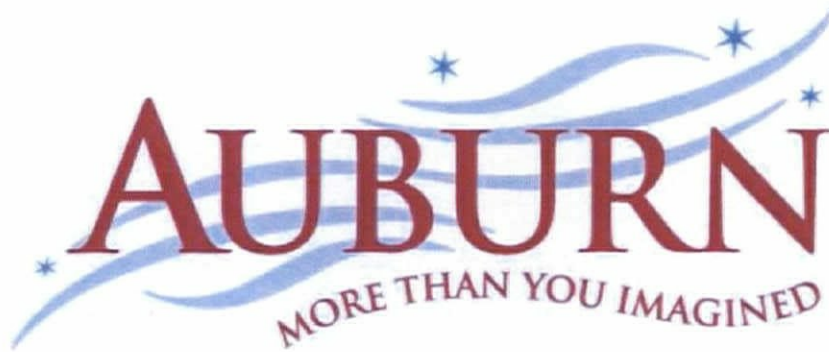
Danielle E. Daskam,
City Clerk

APPROVED AS TO FORM:



Daniel B. Heid,
City Attorney

Resolution No. 5145
May 20, 2015
Page 3

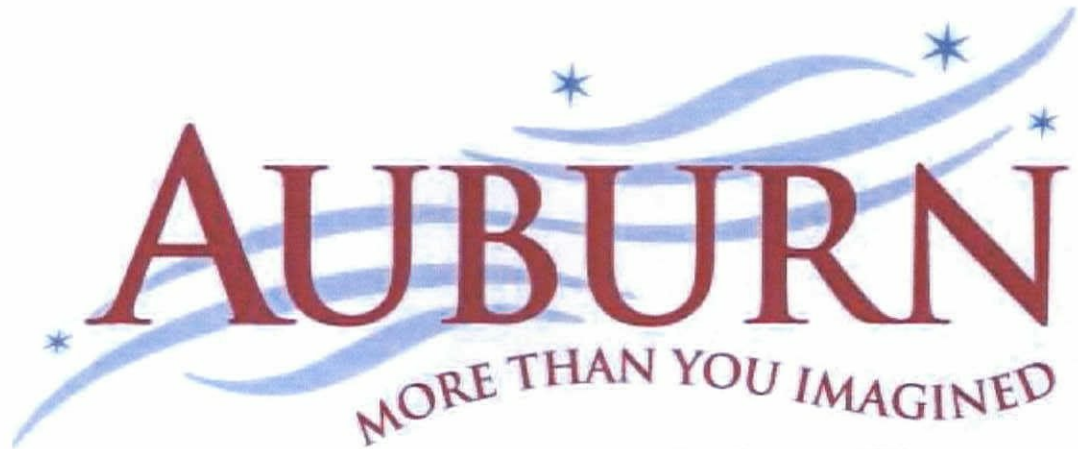


**2016-2021
Transportation Improvement
Program**



**Community Development and Public
Works Department
Transportation Section**

Adopted June 15, 2015

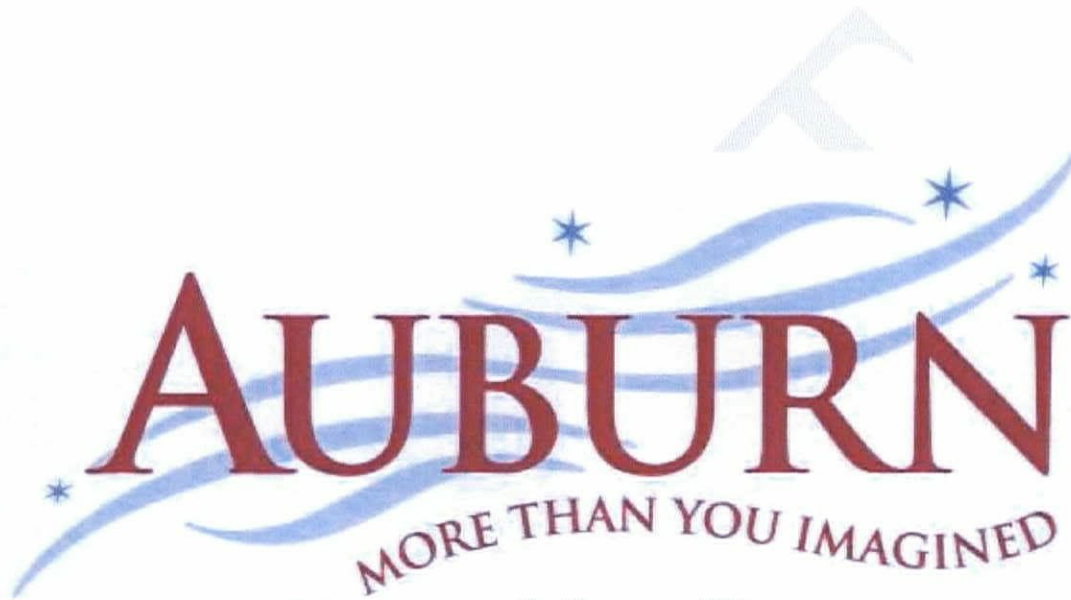


Transportation Improvement Program

2016-2021

**Adopted by Auburn City Council
June 15, 2015**

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



Cover Photos: Left: 24th St SE Reconstruction, Right: Auburn Way South & M St SE

RESOLUTION NO. 5146

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, APPROVING THE 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM OF THE CITY OF AUBURN PURSUANT TO R.C.W. CHAPTER 35.77 OF THE LAWS OF THE STATE OF WASHINGTON

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

WHEREAS, a public hearing to review the 2016-2021 Transportation Improvement Program for the City of Auburn was held on June 15, 2015 at the hour of 7:00 p.m. in the Council Chambers of the Auburn City Hall, pursuant to notice published in the legal newspaper of the City of Auburn on June 03, 2015.

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

Section 1. There is attached hereto and denominated as Exhibit "A," the terms of which are incorporated herewith by reference as though fully set forth, a designation of the streets within the corporate limits of the City of Auburn to be improved in the manner therein set forth during the year set for the improvement of such street or streets.

Section 2. That the City Engineer of the City of Auburn is hereby directed to forward a certified copy of this Resolution to the Washington State Department of Transportation for filing not more than thirty (30) days after the adoption of this Resolution.

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

Section 4. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

City of Auburn Transportation Improvement Program

DATED this ____ day of June, 2015

CITY OF AUBURN

NANCY BACKUS
MAYOR

ATTEST:

Danielle E. Daskam,
City Clerk

APPROVED AS TO FORM:

Daniel B. Heid,
City Attorney

Table of Contents

Executive Summary	1
Introduction	1
Projects & Financing Plan Summary	3
Financial Constraint & Fund Balance Summary	13
Roadway Improvement Projects	15
AWS Ped Improvements (TIP# 2)	15
Auburn Way Corridor (TIP# 3)	16
I Street NE Corridor (TIP# 4)	17
M Street Underpass (TIP# 5)	18
S 272 nd /277th Street (TIP# 6)	19
A St NW, Phase 2 (TIP# 8)	20
AWS, Hemlock to Academy (TIP# 9)	21
F Street SE (TIP# 10)	22
M Street NE (TIP# 11)	23
Grade-Separated Crossing of BNSF Yard (TIP# 12)	24
8th Street NE Widening (TIP# 15)	25
49th Street NE (TIP# 16)	26
46 th PI S Realignment (TIP# 25)	27
Neighborhood Traffic Calming Program(TIP# 33)	28
124th Ave SE Corridor Improvements, Phase 2 (TIP# 40)	29
R Street Bypass (TIP# 41)	30
SE 320th Street Corridor Improvements (TIP# 42)	31
AWS (SR-164) Corridor Safety Improvements (TIP# 43)	32
West Valley Highway Improvements (15 th NW to W Main St) (TIP# 49)	33
West Main St Corridor Improvements (TIP# 55)	34
AWS Corridor Improvements (Fir to Hemlock) (TIP# 58)	35
M Street SE Corridor (TIP# 60)	36
AWS Bypass (TIP# 61)	37
AWS Streetscape Improvements (TIP# 62)	38
Lea Hill Rd Segment 1 (TIP# 64)	39
Lea Hill Rd Segment 2 (TIP# 65)	40
Lea Hill Rd Segment 3 (TIP# 66)	41
West Valley Highway Improvements (SR-18 to 15 th SW) (TIP# 72)	42
Stewart Road (Lake Tapps Parkway) (TIP# 73)	43
R St SE Corridor Extension (TIP# 74)	44
Intersection Signal & ITS Improvements	45
M Street SE/12th Street SE Traffic Signal (TIP# 14)	45
Harvey Rd NE/8th St NE Intersection Improvements (TIP# 17)	46
M St SE & 29 th St SE Intersection Safety Improvements (TIP# 18)	47
Auburn Way North/1st Street NE Signal Improvements (TIP# 19)	48
R St SE & 21 st St SE Intersection Safety Improvements (TIP# 20)	49
Main Street Signal Upgrades (TIP# 21)	50
Traffic Signal Improvements (TIP# 34)	51

City of Auburn Transportation Improvement Program

C St SW & 15 th St SW Intersection (TIP# 38)	52
124 th Ave SE & Se 320 th St Intersection Improvements (TIP# 39)	53
Traffic Management Center Improvements (TIP# 47)	54
A St SE & 6 th St SE Safety & Access Improvements (TIP# 48)	55
124 th Ave SE & SE 284 th St Intersection Safety (TIP# 45)	56
ITS Dynamic Message Signs (TIP# 50)	57
Lake Tapps Parkway ITS Expansion (TIP# 51)	58
A St SE & Lakeland Hills Way Intersection (TIP# 52)	59
AWS/12th Street SE Intersection Improvements (TIP# 53)	60
Auburn Ave NE & 3rd St NE Pedestrian & Access Improvements (TIP# 59)	61
29th St SE/R St SE Intersection Improvements (TIP# 63)	62
Traffic Signal Safety Improvements (TIP# 67)	63
37 th Street & A St SE Traffic Signal Safety Improvement (TIP# 68)	64
I St NE & 22 nd St NE Roundabout Safety Improvement (TIP# 69)	65
Non-Motorized & Transit Improvements	67
Riverwalk Drive SE Non-Motorized Improvements (TIP# 23)	67
Academy Drive Multi-Use Trail (TIP# 24)	68
Metro Shuttle (TIP# 26)	69
Citywide Pedestrian Accessibility Program (TIP# 30)	70
Citywide Arterial Bicycle and Safety Improvements (TIP# 31)	71
Citywide Sidewalk Repair and Improvements (TIP# 32)	72
Downtown Transit Access Improvements (TIP# 44)	73
Evergreen Heights Safe Routes to School Improvements (TIP# 56)	74
Preliminary Engineering & Miscellaneous Projects	76
A Street NW, Phase 1 (TIP# 1)	76
Mohawk Plastics Site Mitigation (TIP# 13)	77
A Street SE Safety Improvements Study (TIP# 27)	78
S 277th St - Wetland Mitigation (TIP# 29)	79
104th Ave SE & Green River Road Study (TIP# 46)	80
Kersey Way SE Corridor Study (TIP# 54)	81
Pavement Preservation Projects	83
15 th St SW Reconstruction (TIP# 7)	83
Lake Tapps Parkway Preservation (TIP#22)	84
Annual Bridge Structure Preservation (TIP# 28)	85
Arterial Preservation Program (TIP# 35)	86
Arterial Crack Seal Program (TIP# 36)	87
Local Street Improvement Program (TIP# 37)	88
Arterial Bridge Deck Rehabilitation (TIP# 57)	89
Auburn Way North Preservation (TIP# 70)	90
15 th St NW/NE Preservation (TIP# 71)	91
Project Summary Sheet	Appendix A
2016-2021 TIP Project Map	Appendix B

EXECUTIVE SUMMARY

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

INTRODUCTION

Purpose

The 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 2016-2021 TIP includes five projects of regional significance:

TIP Project Number	Project Title
TIP# 6	S 272nd/277th Street Corridor
TIP# 49	West Valley Highway (15th NW to W Main St)
TIP# 58	AWS Corridor Improvements (Fir to Hemlock)
TIP# 61	SR-18 to Auburn Way South (SR-164) Bypass
TIP# 71	West Valley Highway (W Main St to 15th St SW)

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.

City of Auburn Transportation Improvement Program
Projects & Financing Plan Summary

TIP#	Roadway Projects	2016	2017	2018	2019	2020	2021	Total
2	<u>Auburn Way S Pedestrian Improvements (Dogwood St SE to Fir St SE)</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Secured Fed & State Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (MuckleShoot Tribe)	-	-	-	-	-	-	-
3	<u>Auburn Way Corridor (4th St NE to 4th St SE)</u>							
	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	<u>I Street NE Corridor (45th St NE to S 277th St)</u>							
	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	<u>M Street Underpass (3rd St SE to 8th St SE)</u>							
	Capital Costs	130,654	130,080	129,500	128,920	128,350	128,000	775,504
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured State Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	130,654	130,080	129,500	128,920	128,350	128,000	775,504
	Traffic Mitigation Fees	-	-	-	-	-	-	-
	PWTFL	-	-	-	-	-	-	-
	Other (Agencies)	-	-	-	-	-	-	-
6	<u>S 272nd/277th Street Corridor</u>							
	Capital Costs	6,881,800	-	-	-	-	-	6,881,800
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Fed & State Grants	4,000,000	-	-	-	-	-	4,000,000
	Traffic Impact Fees	581,800	-	-	-	-	-	581,800
	Other (Development)	2,300,000	-	-	-	-	-	2,300,000
8	<u>A Street NW, Phase 2</u>							
	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	<u>Auburn Way S (Hemlock to Academy)</u>							
	Capital Costs:	200,000	-	-	-	-	-	200,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	100,000	-	-	-	-	-	100,000
	Other (MIT)	100,000	-	-	-	-	-	100,000
10	<u>F Street SE Non-Motorized Improvements</u>							
	Capital Costs	250,000	1,800,000	-	-	-	-	2,050,000
	Funding Sources:							
	Unrestricted Street Revenue	-	160,000	-	-	-	-	160,000
	Secured Grant	200,000	-	-	-	-	-	200,000
	Traffic Impact Fees	50,000	200,000	-	-	-	-	250,000
	Unsecured Grant	-	1,440,000	-	-	-	-	1,440,000

City of Auburn Transportation Improvement Program

TIP#	Roadway Projects	2016	2017	2018	2019	2020	2021	Total
11	<u>M Street NE (E Main St to 4th St NE)</u>							
	Capital Costs	-	-	100,000	275,000	1,150,000	-	1,525,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	220,000	920,000	-	1,140,000
	Traffic Impact Fees	-	-	100,000	55,000	230,000	-	385,000
12	<u>Grade-Separated Crossing of BNSF Railway</u>							
	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	<u>8th Street NE Widening (Pike St to R St NE)</u>							
	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	<u>49th Street NE (Auburn Way N to I St NE)</u>							
	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	<u>46th Place S Realignment</u>							
	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	<u>Neighborhood Traffic Calming Improvements</u>							
	Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Funding Sources:							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	REET 2	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Other	-	-	-	-	-	-	-
40	<u>124th Avenue SE Corridor Improvements (SE 312th to SE 318th)</u>							
	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	<u>R Street Bypass</u>							
	Capital Costs	-	-	-	-	-	500,000	500,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (Development)	-	-	-	-	-	500,000	500,000
42	<u>SE 320th Street Corridor Improvements (116th Ave SE to 122nd Ave SE)</u>							
	Capital Costs	100,000	-	600,000	662,500	3,281,600	-	4,644,100
	Funding Sources:							
	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

City of Auburn Transportation Improvement Program

TIP#	Roadway Projects	2016	2017	2018	2019	2020	2021	Total
43	<u>Auburn Way S (SR-164) Corridor Safety Improvements (Muckleshoot Plaza to Dogwood)</u>							
	Capital Costs	2,347,665	-	-	-	-	-	2,347,665
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Federal Grant	1,951,313	-	-	-	-	-	1,951,313
	Traffic Impact Fees	89,678	-	-	-	-	-	89,678
	Other (WSDOT)	306,674	-	-	-	-	-	306,674
49	<u>W Valley Highway Improvements (15th Street NW to W Main Street)</u>							
	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
55	<u>W Main St Multimodal Corridor and ITS Improvements (WVH to Interurban Trail)</u>							
	Capital Costs	3,494,400	-	-	-	-	-	3,494,400
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Grant	2,970,240	-	-	-	-	-	2,970,240
	Traffic Impact Fees	209,650	-	-	-	-	-	209,650
	Other (Arterial Preserv. Fund)	314,510	-	-	-	-	-	314,510
58	<u>Auburn Way S Corridor Improvements (Fir to Hemlock)</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Secured State Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (MIT)	-	-	-	-	-	-	-
60	<u>M Street SE Corridor (8th St SE to AWS)</u>							
	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	<u>Auburn Way S Bypass</u>							
	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	<u>Auburn Way S Streetscape Improvements (SR-18 to M St SE)</u>							
	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	<u>Lea Hill Road Segment 1 (R St NE to 105th St SE)</u>							
	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

City of Auburn Transportation Improvement Program

TIP#	Roadway Projects	2016	2017	2018	2019	2020	2021	Total
65	<u>Lea Hill Road Segment 2 (105th Pl SE to 112th Ave SE)</u>							
	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	<u>Lea Hill Road Segment 3 (112th Ave SE to 124th Ave SE)</u>							
	Capital Costs	-	-	-	1,000,000	3,000,000	-	4,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	3,000,000	-	3,000,000
	Traffic Impact Fees	-	-	-	1,000,000	-	-	1,000,000
72	<u>W Valley Highway Improvements (SR-18 to 15th St SW)</u>							
	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	<u>Stewart Road, Lake Tapps Parkway Corridor</u>							
	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	<u>R St SE Corridor Extension</u>							
	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	13,614,519	2,230,080	2,379,500	22,120,120	50,534,950	28,353,000	119,232,169
	Funding Sources							
	Unrestricted Street Revenue	110,000	226,000	-	310,000	800,000	-	1,446,000
	Grants	9,121,553	1,440,000	1,540,000	10,243,700	31,498,440	7,100,000	60,943,693
	Traffic Impact Fees	1,261,782	430,080	739,500	3,606,420	5,386,510	1,528,000	12,952,292
	Traffic Mitigation Fees	-	34,000	-	-	-	-	34,000
	REET 2	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Other (WSDOT)	306,674	-	-	-	1,500,000	3,500,000	5,306,674
	Other (Development)	2,300,000	-	-	7,860,000	11,250,000	16,125,000	37,535,000
	Other (Muckleshoot Tribe)	100,000	-	-	-	-	-	100,000
	Other (Arterial Preserv. Fund)	314,510	-	-	-	-	-	314,510
	Total Funding	13,614,519	2,230,080	2,379,500	22,120,120	50,534,950	28,353,000	119,232,169

City of Auburn Transportation Improvement Program

TIP#	Intersection, Signal & ITS Projects	2016	2017	2018	2019	2020	2021	Total
14	<u>M Street SE & 12th Street SE Traffic Signal</u>							
	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	<u>Harvey Road & 8th Street NE Intersection Improvements</u>							
	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	<u>M Street SE & 29th Street SE Intersection Improvements</u>							
	Capital Costs	50,000	-	-	400,000	-	-	450,000
	Funding Sources:							
	Unrestricted Street Revenue	50,000	-	-	100,000	-	-	150,000
	Unsecured Grant	-	-	-	300,000	-	-	300,000
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
19	<u>Auburn Way N & 1st Street NE Signal Improvements</u>							
	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	<u>R Street SE & 21st Street SE Intersection Improvements</u>							
	Capital Costs	75,000	-	-	800,000	-	-	875,000
	Funding Sources:							
	Unrestricted Street Revenue	75,000	-	-	100,000	-	-	175,000
	Secured State Grant	-	-	-	700,000	-	-	700,000
	Traffic Impact Fees	-	-	-	-	-	-	-
	Traffic Mitigation Fees	-	-	-	-	-	-	-
21	<u>Main Street Signal Upgrades</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Traffic Mitigation Fees	-	-	-	-	-	-	-
34	<u>Traffic Signal Improvements</u>							
	Capital Costs	175,000	175,000	175,000	175,000	175,000	175,000	1,050,000
	Funding Sources:							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	REET2	175,000	175,000	175,000	175,000	175,000	175,000	1,050,000
38	<u>C Street SW & 15th Street SW Intersection Improvements</u>							
	Capital Costs	-	150,000	-	875,000	-	-	1,025,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	750,000	-	-	750,000
	Traffic Impact Fees	-	150,000	-	125,000	-	-	275,000

City of Auburn Transportation Improvement Program

TIP#	Intersection, Signal & ITS Projects	2016	2017	2018	2019	2020	2021	Total
39	<u>124th Avenue SE & SE 320th Street Intersection Improvements</u>							
	Capital Costs	350,000	-	-	1,500,000	-	-	1,850,000
	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	-	-	150,000	-	-	325,000
45	<u>124th Avenue SE & SE 284th Street Intersection Safety Improvements</u>							
	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
47	<u>Traffic Management Center Improvements</u>							
	Capital Costs	25,000	-	-	-	-	-	25,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	25,000	-	-	-	-	-	25,000
48	<u>A Street SE & 6th Street SE Safety & Access Improvements</u>							
	Capital Costs	50,000	-	-	-	-	-	50,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (BNSF)	50,000	-	-	-	-	-	50,000
50	<u>ITS Dynamic Message Signs</u>							
	Capital Costs	150,000	150,000	150,000	150,000	150,000	-	750,000
	Funding Sources:							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-
	Unsecured Grant	-	120,000	120,000	120,000	120,000	-	480,000
	REET 2	100,000	30,000	30,000	30,000	30,000	-	220,000
	Other (WRA)	50,000	-	-	-	-	-	50,000
51	<u>E Valley Highway ITS Expansion</u>							
	Capital Costs	105,000	900,000	-	-	-	-	1,005,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	82,950	711,000	-	-	-	-	793,950
	Traffic Impact Fees	22,050	189,000	-	-	-	-	211,050
52	<u>A Street SE & Lakeland Hills Way SE Intersection Safety & Capacity Improvements</u>							
	Capital Costs	75,000	-	-	-	-	-	75,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	75,000	-	-	-	-	-	75,000
53	<u>Auburn Way S & 12th Street Intersection Improvements</u>							
	Capital Costs	100,000	750,000	-	-	-	-	850,000
	Funding Sources:							
	Unrestricted Street Revenue	100,000	-	-	-	-	-	100,000
	Unsecured Grant	-	750,000	-	-	-	-	750,000
	Traffic Impact Fees	-	-	-	-	-	-	-

City of Auburn Transportation Improvement Program

TIP#	Intersection, Signal & ITS Projects	2016	2017	2018	2019	2020	2021	Total
59	<u>Auburn Avenue & 3rd Street NE Pedestrian & Access Improvements</u>							
	Capital Costs	-	50,000	300,000	-	-	-	350,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	250,000	-	-	-	250,000
	Traffic Impact Fees	-	50,000	50,000	-	-	-	100,000
63	<u>29th Street SE & R Street SE Intersection Improvements</u>							
	Capital Costs	-	-	-	1,800,000	-	-	1,800,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	1,300,000	-	-	1,300,000
	Traffic Impact Fees	-	-	-	500,000	-	-	500,000
67	<u>Citywide Traffic Signal Safety Improvement</u>							
	Capital Costs	412,575	-	-	-	-	-	412,575
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Federal Grant	412,575	-	-	-	-	-	412,575
	Traffic Impact Fees	-	-	-	-	-	-	-
	REET2	-	-	-	-	-	-	-
68	<u>37th Street SE & A Street SE Traffic Signal Safety Improvement</u>							
	Capital Costs	722,600	-	-	-	-	-	722,600
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Federal Grant	635,360	-	-	-	-	-	635,360
	Traffic Impact Fees	-	-	-	-	-	-	-
	Arterial Preserv. Fund (105)	87,240	-	-	-	-	-	87,240
69	<u>I Street NE & 22nd Street NE Roundabout Safety Improvement</u>							
	Capital Costs	50,000	150,000	1,175,000	-	-	-	1,375,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	100,000	940,000	-	-	-	1,040,000
	Traffic Impact Fees	50,000	50,000	235,000	-	-	-	335,000
Subtotal, Intersection, Signal & ITS Projects:								
	Capital Costs	2,480,558	2,510,200	3,034,800	6,409,400	409,400	259,200	15,103,558
	Funding Sources:							
	Unrestricted Street Revenue	455,000	-	125,000	350,000	-	-	930,000
	Grants	1,130,885	1,681,000	2,185,000	4,870,000	120,000	-	9,986,885
	Traffic Impact Fees	257,433	624,200	519,800	709,400	84,400	84,200	2,279,433
	Traffic Mitigation Fees	-	-	-	-	-	-	-
	REET 2	275,000	205,000	205,000	205,000	205,000	175,000	1,270,000
	Arterial Preserv. Fund (105)	87,240	-	-	-	-	-	87,240
	Other (Development)	-	-	-	125,000	-	-	125,000
	Other (Green River College)	175,000	-	-	150,000	-	-	325,000
	Other (White River Amp.)	50,000	-	-	-	-	-	50,000
	Other (BNSF)	50,000	-	-	-	-	-	50,000
	Total Funding	2,480,558	2,510,200	3,034,800	6,409,400	409,400	259,200	15,103,558

City of Auburn Transportation Improvement Program

TIP: Non-Motorized & Transit Projects	2016	2017	2018	2019	2020	2021	Total
23 Riverwalk Drive SE Non-Motorized Improvements							
Capital Costs	-	100,000	600,000	-	-	-	700,000
Funding Sources:							
Unrestricted Street Revenue	-	100,000	100,000	-	-	-	200,000
Unsecured Grant	-	-	500,000	-	-	-	500,000
Traffic Impact Fees	-	-	-	-	-	-	-
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	240,000	245,000	245,000	250,000	250,000	250,000	1,480,000
Funding Sources:							
Unrestricted Street Revenue	240,000	245,000	245,000	250,000	250,000	250,000	1,480,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
30 Citywide Pedestrian Accessibility and Safety Program							
Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Funding Sources:							
Unrestricted Street Revenue	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
31 Citywide Arterial Bicycle and Safety Improvements							
Capital Costs	100,000	-	100,000	-	100,000	-	300,000
Funding Sources:							
Unrestricted Street Revenue	100,000	-	100,000	-	100,000	-	300,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
32 Citywide Sidewalk Repairs and Improvements							
Capital Costs	325,000	125,000	125,000	125,000	125,000	125,000	950,000
Funding Sources:							
Cap. Imp. Fund Balance	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Unsecured Grant	100,000	100,000	100,000	100,000	100,000	100,000	600,000
REET2	200,000	-	-	-	-	-	200,000
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	-	-	-	-	-	-	-
56 Evergreen Heights Safe Routes to School Improvements							
Capital Costs	-	-	-	790,000	563,000	4,620,000	5,973,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	118,500	84,500	693,000	896,000
Unsecured Grant	-	-	-	671,500	478,500	3,927,000	5,077,000
Traffic Impact Fees	-	-	-	-	-	-	-
Subtotal, Non-Motorized & Transit Projects:							
Capital Costs	765,000	820,000	1,170,000	1,690,000	1,563,000	5,095,000	11,103,000
Funding Sources							
Unrestricted Street Revenue	440,000	495,000	545,000	511,000	577,000	1,043,000	3,611,000
Grants	100,000	300,000	600,000	1,154,000	961,000	4,027,000	7,142,000
Traffic Impact Fees	-	-	-	-	-	-	-
Cap. Imp. Fund Balance	25,000	25,000	25,000	25,000	25,000	25,000	150,000
REET 2	200,000	-	-	-	-	-	200,000
Total Funding	765,000	820,000	1,170,000	1,690,000	1,563,000	5,095,000	11,103,000

City of Auburn Transportation Improvement Program

TIP#	Pre. Eng. and Misc. Projects	2016	2017	2018	2019	2020	2021	Total
1	<u>A Street NW, Phase 1</u>							
	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	<u>Mohawks Plastics Site Mitigation Project</u>							
	Capital Costs	20,000	20,000	65,000	20,000	-	-	125,000
	Funding Sources:							
	Unrestricted Cap. Imp. Funds	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	20,000	20,000	65,000	20,000	-	-	125,000
27	<u>A Street SE Safety Improvements Study</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
29	<u>S 277th Street, Wetland Mitigation</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
46	<u>104th Avenue SE & Green River Road Study</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
54	<u>Kersey Way SE Corridor Study</u>							
	Capital Costs	50,000	-	-	-	-	-	50,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Mitigation Fees	50,000	-	-	-	-	-	50,000
<u>Subtotal, Pre. Eng. and Misc. Projects:</u>								
	Capital Costs	110,000	45,000	90,000	45,000	25,000	25,000	340,000
	Funding Sources							
	Unrestricted Street Revenue	15,000	-	-	-	-	-	15,000
	Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	45,000	45,000	90,000	45,000	25,000	25,000	275,000
	Traffic Mitigation Fees	50,000	-	-	-	-	-	50,000
	Total Funding	110,000	45,000	90,000	45,000	25,000	25,000	340,000

City of Auburn Transportation Improvement Program

TIP#	Roadway Preservation Projects	2016	2017	2018	2019	2020	2021	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	124,380	828,470	-	-	-	-	952,850
	Funding Sources:							
	Arterial Preservation Fund	26,480	176,370	-	-	-	-	202,850
	Unsecured Grant	97,900	652,100	-	-	-	-	750,000
	Other	-	-	-	-	-	-	-
28	Annual Bridge Structure Preservation							
	Capital Costs	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Funding Sources:							
	Arterial Preservation Fund	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Unsecured Grant	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
35	Annual Arterial Preservation Program							
	Capital Costs	600,000	700,000	1,700,000	1,800,000	1,800,000	1,800,000	8,400,000
	Funding Sources:							
	Arterial Preservation Fund	600,000	700,000	1,700,000	1,800,000	1,800,000	1,800,000	8,400,000
	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	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9,600,000
	Funding Sources:							
	Local St Preservation Fund	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9,600,000
	Unsecured Grant	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
57	Arterial Bridge Deck Rehabilitation							
	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	-	-	-	-	-	-	-
70	Auburn Way N Preservation (22nd Street NE to 45th Street NE)							
	Capital Costs	1,775,000	-	-	-	-	-	1,775,000
	Funding Sources:							
	Arterial Preservation Fund	887,500	-	-	-	-	-	887,500
	Secured Grant	887,500	-	-	-	-	-	887,500
	Other	-	-	-	-	-	-	-
71	15th Street NE/NW Preservation (SR-167 to NE 8th Street)							
	Capital Costs	135,000	1,500,000	-	-	-	-	1,635,000
	Funding Sources:							
	Arterial Preservation Fund	67,500	750,000	-	-	-	-	817,500
	Secured Grant	67,500	750,000	-	-	-	-	817,500
	Other	-	-	-	-	-	-	-
Subtotal, Preservation Projects:								
	Capital Costs	4,484,380	4,878,470	3,925,000	6,650,000	3,650,000	3,650,000	27,237,850
	Funding Sources							
	Arterial Preservation Fund	1,831,480	1,876,370	2,025,000	2,550,000	2,050,000	2,050,000	12,382,850
	Grants	1,052,900	1,402,100	300,000	2,500,000	-	-	5,255,000
	Local St Preservation Fund	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9,600,000
	Total Funding	4,484,380	4,878,470	3,925,000	6,650,000	3,650,000	3,650,000	27,237,850



City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 2

Project Title: **Auburn Way S Pedestrian Improvements (Dogwood St SE to Fir St SE)**
 Project No: **cp1118**
 Project Type: **Non-Motorized**
 Project Manager: **Jacob Sweeting**

STIP# AUB-N/A

LOS Corridor ID# 4

Description:

This project will construct pedestrian improvements along Auburn Way S between Dogwood Street SE and Fir Street SE that are consistent with WSDOT's SR-164 Route Development Plan. The project includes sidewalk improvements, access management, a mid-block pedestrian crossing, construction of a U-turn wedge for eastbound vehicles at Fir Street SE and street lighting.

Progress Summary:

The City was awarded \$100,000 in federal funding and \$740,830 in state funding in May 2011. Other funding source is Muckleshoot Indian Tribe contribution. Project design began in 2012. Design was completed in 2014 and construction started in early 2015.

Future Impact on Operating Budget:

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

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	37,816	63,428	5,000	-	-	-	-	-	-	106,244
Secured Grants (Fed, State)	235,389	604,237	-	-	-	-	-	-	-	839,626
Traffic Impact Fees	-	115,000	-	-	-	-	-	-	-	115,000
Other (WSDOT)	-	107,750	-	-	-	-	-	-	-	107,750
Other (Comcast, CLink)	19,368	179,275	-	-	-	-	-	-	-	198,643
Other Sources (MIT)	41,900	330,000	-	-	-	-	-	-	-	371,900
Total Funding Sources:	334,473	1,399,690	5,000	-	-	-	-	-	-	1,739,163
Capital Expenditures:										
Design	334,473	6,500	-	-	-	-	-	-	-	340,973
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	1,393,190	5,000	-	-	-	-	-	-	1,398,190
Total Expenditures:	334,473	1,399,690	5,000	-	-	-	-	-	-	1,739,163

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 3

Project Title: **Auburn Way Corridor (4th St NE to 4th St SE)**
 Project No: **c409a0**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 4

Project Title: **I Street NE Corridor (45th St NE to S 277th St)**
 Project No: **c415a0**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	Funding Sources:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2016	2017	2018	2019	2020	2021	Beyond 2021	
	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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 5

ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# 6

Description:

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:	2015 YE		Budget			Forecast Project Cost				
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	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)	148,190	131,233	130,654	130,080	129,500	128,920	128,350	128,000	2,372,000	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	131,233	130,654	130,080	129,500	128,920	128,350	128,000	2,372,000	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	148,190	131,233	130,654	130,080	129,500	128,920	128,350	128,000	2,372,000	3,426,927
	22,217,057	131,233	130,654	130,080	129,500	128,920	128,350	128,000	2,372,000	22,359,127

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 6

Project Title: **S 272nd/277th St Corridor Capacity & Non-Motorized Trail Improvements**
 Project No: **c222a0**
 Project Type: **Capacity**
 Project Manager: **Ryan Vondrak**

STIP# AUB-42

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. Environmental 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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	82,539	308,062	-	-	-	-	-	-	-	390,601
Secured Grants (Fed,State)	407,849	612,851	4,000,000	-	-	-	-	-	-	5,020,700
Traffic Impact Fees	-	-	581,800	-	-	-	-	-	-	581,800
Other (RPG)	-	-	2,300,000	-	-	-	-	-	-	2,300,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	490,388	920,913	6,881,800	-	-	-	-	-	-	8,293,101
Capital Expenditures:										
Pre-Design	10,448	-	-	-	-	-	-	-	-	10,448
Design	479,940	900,913	-	-	-	-	-	-	-	1,380,853
Right of Way	-	20,000	1,300,000	-	-	-	-	-	-	1,320,000
Construction	-	-	5,581,800	-	-	-	-	-	-	5,581,800
Total Expenditures:	490,388	920,913	6,881,800	-	-	-	-	-	-	8,293,101

City of Auburn Transportation Improvement Program

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)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 18

Description:

Construct a multi-lane arterial from W Main St to 3rd St NW. This project will connect A St NW, Phase 1 to the Sound Transit Station and the Central Business District. This project could be partially or fully funded by development. 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:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 4

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 2015. 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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	100,000	-	-	-	-	-	-
Other (MIT)	-	-	100,000	-	-	-	-	-	-
Total Funding Sources:	-	-	200,000	-	-	-	-	-	-
Capital Expenditures:									
Pre-Design	-	-	200,000	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-
Total Expenditures:	-	-	200,000	-	-	-	-	-	-

Six Year Transportation Improvement Plan**TIP# 10****ARTERIAL STREET FUND (102)**

Project Title: **F Street SE Non-Motorized Improvements (Downtown to Les Gove)**
 Project No: **cp0911**
 Project Type: **Capacity, Non-Motorized**
 Project Manager: **TBD**

STIP# AUB-49**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.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$4,100.

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	160,000	-	-	-	-	-	160,000
Secured Federal Grant	-	320,000	200,000	-	-	-	-	-	-	520,000
Traffic Impact Fees	7,620	80,000	50,000	200,000	-	-	-	-	-	337,620
Unsecured Grant	-	-	-	1,440,000	-	-	-	-	-	1,440,000
Total Funding Sources:	7,620	400,000	250,000	1,800,000	-	-	-	-	-	2,457,620
Capital Expenditures:										
Design	7,620	400,000	200,000	-	-	-	-	-	-	607,620
Right of Way	-	-	50,000	-	-	-	-	-	-	50,000
Construction	-	-	-	1,800,000	-	-	-	-	-	1,800,000
Total Expenditures:	7,620	400,000	250,000	1,800,000	-	-	-	-	-	2,457,620

Six Year Transportation Improvement Plan

TIP# 11

ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# 5

Description:

This project will construct a complete four-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 2015 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:	Funding Sources:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			Prior to 2015	2016	2017	2018	2019	2020	2021	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	220,000	920,000	-	-	1,140,000
	Traffic Impact Fees	-	-	-	100,000	55,000	230,000	-	-	385,000
	Other	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	-	100,000	275,000	1,150,000	-	-	1,525,000
	Capital Expenditures:									
	Design	-	-	-	100,000	75,000	-	-	-	175,000
	Right of Way	-	-	-	-	200,000	-	-	-	200,000
	Construction	-	-	-	-	-	1,150,000	-	-	1,150,000
	Total Expenditures:	-	-	-	100,000	275,000	1,150,000	-	-	1,525,000

Six Year Transportation Improvement Plan

TIP# 12

ARTERIAL STREET FUND (102)

Project Title: **Grade-Separated Crossing of BNSF Railyard**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:									
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:									

Six Year Transportation Improvement Plan

TIP# 15

ARTERIAL STREET FUND (102)

Project Title: **8th Street NE Widening (Pike St NE to R St NE)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	360,000	800,000	-	-	-
Traffic Impact Fees	-	-	-	-	90,000	200,000	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	450,000	1,000,000	-	-	-
Capital Expenditures:									
Design	-	-	-	-	200,000	-	-	-	-
Right of Way	-	-	-	-	250,000	-	-	-	-
Construction	-	-	-	-	-	1,000,000	-	-	-
Total Expenditures:	-	-	-	-	450,000	1,000,000	-	-	-

Six Year Transportation Improvement Plan

TIP# 16

ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 25

Project Title: **46th Place S Realignment**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	575,000	-	-
Traffic Impact Fees	-	-	-	-	-	-	250,000	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	-	825,000	-	-
Capital Expenditures:									
Design	-	-	-	-	-	-	125,000	-	-
Right of Way	-	-	-	-	-	-	25,000	-	-
Construction	-	-	-	-	-	-	675,000	-	-
Total Expenditures:	-	-	-	-	-	-	825,000	-	-

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 33

CAPITAL IMPROVEMENT FUND (328)

Project Title: **Neighborhood Traffic Calming Program**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

This project will implement neighborhood traffic calming strategies including street lighting, speed cushions, signage, speed radar signs, 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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost	
	Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021		Beyond 2021
	Fund Balance	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	REET 2	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000
	Capital Expenditures:										
	Design	-	-	-	-	-	-	-	-	-	-
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000
	Total Expenditures:	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000

Six Year Transportation Improvement Plan

TIP# 40

ARTERIAL STREET FUND (102)

Project Title: 124th Ave SE Corridor Improvements (SE 312th to SE 318th)
 Project No: cpxxxx
 Project Type: Capacity
 Project Manager: TBD

STIP# AUB-N/A

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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
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
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	400,000	1,100,000	2,500,000	-	-	4,000,000
Capital Expenditures:									
Pre-Design	-	-	-	-	-	-	-	-	-
Design	-	-	-	400,000	-	-	-	-	400,000
Right of Way	-	-	-	-	1,100,000	-	-	-	1,100,000
Construction	-	-	-	-	-	2,500,000	-	-	2,500,000
Total Expenditures:	-	-	-	400,000	1,100,000	2,500,000	-	-	4,000,000

Six Year Transportation Improvement Plan**TIP# 41****ARTERIAL STREET FUND (102)**

Project Title: **R Street Bypass (M Street SE to SR-18)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A**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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	-	-	500,000	5,700,000	6,200,000
Total Funding Sources:	-	-	-	-	-	-	-	500,000	5,700,000	6,200,000
Capital Expenditures:										
Design	-	-	-	-	-	-	-	500,000	-	500,000
Right of Way	-	-	-	-	-	-	-	-	1,800,000	1,800,000
Construction	-	-	-	-	-	-	-	-	3,900,000	3,900,000
Total Expenditures:	-	-	-	-	-	-	-	500,000	5,700,000	6,200,000

Six Year Transportation Improvement Plan

TIP# 42

ARTERIAL STREET FUND (102)

Project Title: **SE 320th Street Corridor Improvements (116th Ave SE to 122nd Ave SE)**
 Project No: **cpxxxx**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Cost				
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	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**TIP# 43****ARTERIAL STREET FUND (102)**

Project Title: **Auburn Way S (SR-164) Corridor Safety Improvements (Muckleshoot Plaza to Dogwood)**
 Project No: **cp1218**
 Project Type: **Capacity**
 Project Manager: **Matt Larson**

STIP# AUB-44**LOS Corridor ID# 4****Description:**

This project will improve access management, including u-turns, upgrade transit stops and street lighting, widen to accommodate 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 negligible impact on operating budgets.

Activity:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	2,768	-	-	-	-	-	-	-	-	2,768
Grants (Fed, State, Local)	98,470	283,325	1,951,313	-	-	-	-	-	-	2,333,108
Traffic Impact Fees	-	160,322	89,678	-	-	-	-	-	-	250,000
Other (WSDOT)	-	-	306,674	-	-	-	-	-	-	306,674
Total Funding Sources:	101,238	443,647	2,347,665	-	-	-	-	-	-	2,892,550
Capital Expenditures:										
Design	101,238	374,062	-	-	-	-	-	-	-	475,300
Right of Way	-	69,585	-	-	-	-	-	-	-	69,585
Construction	-	-	2,347,665	-	-	-	-	-	-	2,347,665
Total Expenditures:	101,238	443,647	2,347,665	-	-	-	-	-	-	2,892,550

Six Year Transportation Improvement Plan

TIP# 49

ARTERIAL STREET FUND (102)

Project Title: **W Valley Highway Improvements (15th Street NW to W Main Street)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	480,000	2,400,000	-	-
Traffic Impact Fees	-	-	-	-	100,000	120,000	600,000	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	100,000	600,000	3,000,000	-	-
Capital Expenditures:									
Design	-	-	-	-	100,000	600,000	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	3,000,000	-	-
Total Expenditures:	-	-	-	-	100,000	600,000	3,000,000	-	-

Six Year Transportation Improvement Plan

TIP# 55

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

Project Title: **W Main Street Multimodal Corridor and ITS Improvements (WVH to Interurban Trail)**
 Project No: **CP1415**
 Project Type: **Capacity**
 Project Manager: **Kim Truong**

STIP# AUB-50

LOS Corridor ID# 11

Description:

This project will repurpose the existing W Main St corridor within Auburn's designated Regional Growth Center and will construct Intelligent Transportation System (ITS) improvements serving local and regional transportation networks and a major commercial retail center. Improvements include converting the existing four-lane roadway section to a three-lane section including center two-way left turn lane with new bike lanes, new sidewalks, new LED street lighting, and streetscape improvements between West Valley Highway and the Interurban Trail. ITS Improvements include interconnecting and coordinating traffic signals From C St NW along W Main St to W Valley Highway south to 15th St SW including two interchanges with SR-18 and one with SR-167.

Progress Summary:

Project was awarded federal grant in 2014. Design started in 2015 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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	56,490	-	-	-	-	-	-	-	56,490
Unsecured Grant	-	804,100	2,970,240	-	-	-	-	-	-	3,774,340
Traffic Impact Fees	4,538	-	209,650	-	-	-	-	-	-	214,188
Other (Arterial Pres. Fund)	-	85,410	314,510	-	-	-	-	-	-	399,920
Total Funding Sources:	4,538	946,000	3,494,400	-	-	-	-	-	-	4,444,938
Capital Expenditures:										
Pre-Design	4,538	-	-	-	-	-	-	-	-	4,538
Design	-	946,000	-	-	-	-	-	-	-	946,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	3,494,400	-	-	-	-	-	-	3,494,400
Total Expenditures:	4,538	946,000	3,494,400	-	-	-	-	-	-	4,444,938

Six Year Transportation Improvement Plan

TIP# 58

ARTERIAL STREET FUND (102)

Project Title: **Auburn Way S Corridor Improvements (Fir St SE to Hemlock St SE)**
 Project No: **cp1119**
 Project Type: **Capacity**
 Project Manager: **Jacob Sweeting**

STIP# AUB-N/A

LOS Corridor ID# 4

Description:

This project will widen Auburn Way South between Fir St SE and Hemlock St SE to five lanes with curb, gutter, sidewalk, illumination and storm improvements. A new traffic signal will be constructed at Hemlock Street SE and connect to Auburn's Intelligent Transportation System.

Progress Summary:

Washington State Transportation Improvement Board (TIB) awarded the City grant funds in the amount of \$2,426,400 on November 19, 2010. The Muckleshoot Indian Tribe is a project partner and is contributing ROW dedications and project funding in the amount \$836,601.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$9,300.

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	195,060	-	5,000	-	-	-	-	-	-	200,060
Secured State Grant	508,176	2,061,951	-	-	-	-	-	-	-	2,570,127
Traffic Impact Fees	200,000	450,000	-	-	-	-	-	-	-	650,000
Other (Comcast, Clink)	94,107	142,967	-	-	-	-	-	-	-	-
Other (WSDOT)	-	116,038	-	-	-	-	-	-	-	-
Other (MIT)	101,006	735,594	-	-	-	-	-	-	-	836,600
Total Funding Sources:	1,098,349	3,506,550	5,000	-	-	-	-	-	-	4,256,787
Capital Expenditures:										
Design	666,617	39,816	-	-	-	-	-	-	-	706,433
Right of Way	431,732	-	-	-	-	-	-	-	-	431,732
Construction	-	3,466,734	5,000	-	-	-	-	-	-	3,471,734
Total Expenditures:	1,098,349	3,506,550	5,000	-	-	-	-	-	-	4,609,899

Six Year Transportation Improvement Plan

TIP# 60

ARTERIAL STREET FUND (102)

Project Title: **M Street SE Corridor (8th St SE to AWS)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:

Activity:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	925,000	3,750,000	-	-
Traffic Impact Fees	-	-	-	-	-	750,000	750,000	-	-
Other (Development)	-	-	-	-	-	250,000	250,000	-	-
Total Funding Sources:	-	-	-	-	-	1,925,000	4,750,000	-	-
Capital Expenditures:									
Design	-	-	-	-	-	650,000	-	-	-
Right of Way	-	-	-	-	-	1,275,000	-	-	-
Construction	-	-	-	-	-	-	4,750,000	-	-
Total Expenditures:	-	-	-	-	-	1,925,000	4,750,000	-	-

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 61

ARTERIAL STREET FUND (102)

Project Title: **Auburn Way S Bypass (Riverwalk Dr to SR-18 at R St SE)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

This project will construct a new roadway corridor to bypass Auburn Way South. The new roadway will extend from Riverwalk Drive to R Street SE to the north of SR-18. A new connection to a new interchange with SR-18.

Progress Summary:

Future Impact on Operating Budget:

Activity:	Funding Sources:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2016	2017	2018	2019	2020	2021	Beyond 2021	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	4,800,000	43,560,000	48,360,000
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other (Development)	-	-	-	-	-	-	-	1,200,000	10,890,000	12,090,000
	Total Funding Sources:	-	-	-	-	-	-	-	6,000,000	54,450,000	60,450,000
	Capital Expenditures:										
	Design	-	-	-	-	-	-	-	6,000,000	-	6,000,000
	Right of Way	-	-	-	-	-	-	-	-	6,000,000	6,000,000
	Construction	-	-	-	-	-	-	-	-	48,450,000	48,450,000
	Total Expenditures:	-	-	-	-	-	-	-	6,000,000	54,450,000	60,450,000

Six Year Transportation Improvement Plan**TIP# 62****ARTERIAL STREET FUND (102)**

Project Title: **Auburn Way S Streetscape Improvements (SR-18 to M St SE)**
 Project No: **cpxxxx**
 Project Type: **Miscellaneous**
 Project Manager: **TBD**

STIP# AUB-N/A**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:	2015 YE		Budget			Forecast Project Cost				
Funding Sources:	Prior to 2015	Estimate	2,016	2,017	2,018	2,019	2,020	2,021	Beyond 2021	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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 64

ARTERIAL STREET FUND (102)

Project Title: **Lea Hill Rd Segment 1 (R St NE to 105th PI SE)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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 mid 2015 following adoption of the Comprehensive Transportation Plan major update.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$18,300.

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	1,950,000	8,000,000	-	-	9,950,000
Traffic Impact Fees	430,000	50,000	100,000	-	-	500,000	2,000,000	-	-	3,080,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	430,000	50,000	100,000	-	-	2,450,000	10,000,000	-	-	13,030,000
Capital Expenditures:										
Design	-	50,000	100,000	-	-	1,950,000	-	-	-	2,100,000
Right of Way	430,000	-	-	-	-	500,000	-	-	-	930,000
Construction	-	-	-	-	-	-	10,000,000	-	-	10,000,000
Total Expenditures:	430,000	50,000	100,000	-	-	2,450,000	10,000,000	-	-	13,030,000

Six Year Transportation Improvement Plan

TIP# 65

ARTERIAL STREET FUND (102)

Project Title: **Lea Hill Rd Segment 2 (105th PI SE to 112th Ave SE)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	2,900,000	7,100,000	-
Traffic Impact Fees	-	-	-	-	-	-	600,000	1,400,000	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	-	3,500,000	8,500,000	-
Capital Expenditures:									
Design	-	-	-	-	-	-	2,000,000	-	-
Right of Way	-	-	-	-	-	-	1,500,000	-	-
Construction	-	-	-	-	-	-	-	8,500,000	-
Total Expenditures:	-	-	-	-	-	-	3,500,000	8,500,000	-

Six Year Transportation Improvement Plan

TIP# 66

ARTERIAL STREET FUND (102)

Project Title: **Lea Hill Rd Segment 3 (112th Ave SE to 124th Ave SE)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE	Budget			Forecast Project Cost				Total Project Cost	
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021		Beyond 2021
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	3,000,000	-	-	3,000,000
Traffic Impact Fees	-	-	-	-	-	1,000,000	-	-	-	1,000,000
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**TIP# 72****ARTERIAL STREET FUND (102)**

Project Title: **W Valley Highway Improvements (SR-18 to 15th St SW)**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A**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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	400,000	2,000,000	-	-	-
Traffic Impact Fees	-	-	-	100,000	100,000	500,000	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	100,000	500,000	2,500,000	-	-	-
Capital Expenditures:									
Design	-	-	-	100,000	500,000	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	2,500,000	-	-	-
Total Expenditures:	-	-	-	100,000	500,000	2,500,000	-	-	-

Six Year Transportation Improvement Plan

TIP # 73

ARTERIAL STREET FUND (102)

Project Title: **Stewart Road (Lake Tapps Parkway Corridor)**
 Project No: **N/A**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

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

Progress Summary:

City of Pacific has initiated preliminary road design and is applying for grant funding to complete the project. City of Auburn contribution is for construction phase only.

Future Impact on Operating Budget:

There is no future impact to Auburn's operating budgets.

Activity:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	66,000	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Traffic Mitigation Fees	-	-	-	34,000	-	-	-	-	-
Total Funding Sources:	-	-	-	100,000	-	-	-	-	-
Capital Expenditures:									
Design	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	100,000	-	-	-	-	-
Total Expenditures:	-	-	-	100,000	-	-	-	-	-

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP # 75

ARTERIAL STREET FUND (102)

Project Title: **R St SE Corridor Extension**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-XX

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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	2,000,000	8,000,000	-	-
Total Funding Sources:	-	-	-	-	-	2,000,000	8,000,000	-	10,000,000
Capital Expenditures:									
Design	-	-	-	-	-	2,000,000	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	8,000,000	-	-
Total Expenditures:	-	-	-	-	-	2,000,000	8,000,000	-	10,000,000

Six Year Transportation Improvement Plan

TIP# 14

ARTERIAL STREET FUND (102)

Project Title: **M Street SE & 12th Street SE Traffic Signal**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 6

Description:

This project includes the design, right of way acquisition 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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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

TIP# 17

ARTERIAL STREET FUND (102)

Project Title: **Harvey Rd NE & 8th St NE Intersection Improvements**
 Project No: **cp0611**
 Project Type: **Capacity**
 Project Manager: **None**

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees (Debt Service)	435,500	86,010	85,383	85,200	84,800	84,400	84,400	84,200	573,400	1,603,293
Traffic Impact Fees	204,500	-	-	-	-	-	-	-	-	204,500
PWTF	1,527,300	-	-	-	-	-	-	-	-	1,527,300
Total Funding Sources:	1,731,800	86,010	85,383	85,200	84,800	84,400	84,400	84,200	573,400	1,807,793
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	435,500	86,010	85,383	85,200	84,800	84,400	84,400	84,200	573,400	1,603,293
Total Expenditures:	1,731,800	86,010	85,383	85,200	84,800	84,400	84,400	84,200	573,400	1,807,793

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 18

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

Project Title: **M Street SE & 29th Street SE Intersection Safety Improvements**
 Project No: **CPXXXX**
 Project Type: **Non-Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

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 completed 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:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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

TIP# 19

ARTERIAL STREET FUND (102)

Project Title: **Auburn Way N & 1st Street NE Signal Improvements**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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 2015.

Future Impact on Operating Budget:

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

Activity:	2015 YE	Budget			Forecast Project Cost					
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	Total Project Cost
Unrestricted Street Revenue	-	-	50,000	-	125,000	-	-	-	-	175,000
Grants (Fed,State,Local)	-	-	-	-	425,000	-	-	-	-	425,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	50,000	-	550,000	-	-	-	-	600,000
Capital Expenditures:										
Design	-	-	50,000	-	-	-	-	-	-	50,000
Right of Way	-	-	-	-	100,000	-	-	-	-	100,000
Construction	-	-	-	-	450,000	-	-	-	-	450,000
Total Expenditures:	-	-	50,000	-	550,000	-	-	-	-	600,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 20

ARTERIAL STREET FUND (102)

Project Title: **R Street SE & 21st Street SE Intersection Safety Improvements**
 Project No: **CPXXXX**
 Project Type: **Non-Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 16

Description:

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

Progress Summary:

R St SE & 21st St SE is currently an 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.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$5,000.

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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**TIP# 21****ARTERIAL STREET FUND (102)**

Project Title: **Main Street Signal Upgrades**
 Project No: **cp1406**
 Project Type: **Non-Capacity**
 Project Manager: **Seth Wickstrom**

STIP# AUB-N/A**LOS Corridor ID# 11****Description:**

Reconstruct the existing traffic signals at C St NW and W Main St and at E Main St and Auburn Ave/A St SE. 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. The Auburn Ave/A St signal would replace one of the City's oldest signals which has exceeded its design life.

Progress Summary:

Design started in 2014 and construction is expected to start in 2015.

Future Impact on Operating Budget:

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

Activity:		2015 YE	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Unrestricted Street Revenue	-	315,000	5,000	-	-	-	-	-	-	320,000
Grants (Fed, State, Local)	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Traffic Mitigation Fees	11,232	138,768	-	-	-	-	-	-	-	150,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	11,232	453,768	5,000	-	-	-	-	-	-	470,000
Capital Expenditures:										
Design	11,232	38,768	-	-	-	-	-	-	-	50,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	415,000	5,000	-	-	-	-	-	-	420,000
Total Expenditures:	11,232	453,768	5,000	-	-	-	-	-	-	470,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 34

CAPITAL IMPROVEMENT FUND (328)

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

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

This project includes procuring capital equipment needed to replace cabinets, video detection cameras, conflict monitors and upgrade pedestrian pushbuttons to APS. This project is also used to make safety improvements to our signals like auxiliary heads and flashing yellow arrows, or capacity improvements like right turn overlap signals. The City uses current traffic counts and accident data to determine intersections for these improvements.

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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	175,000	175,000	175,000	175,000	175,000	175,000	175,000	-	1,225,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	175,000	175,000	175,000	175,000	175,000	175,000	175,000	-	1,225,000
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	150,000	150,000	150,000	150,000	-	1,050,000
Total Expenditures:	-	175,000	175,000	175,000	175,000	175,000	175,000	175,000	-	1,225,000

Six Year Transportation Improvement Plan

TIP # 38

ARTERIAL STREET FUND (102)

Project Title: **C Street SW & 15th Street SW Intersection Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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 2017. 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:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	750,000	-	-	-
Traffic Impact Fees	-	-	-	150,000	-	125,000	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	150,000	-	875,000	-	-	-
Capital Expenditures:									
Design	-	-	-	150,000	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	875,000	-	-	-
Total Expenditures:	-	-	-	150,000	-	875,000	-	-	-

Six Year Transportation Improvement Plan

TIP# 39

ARTERIAL STREET FUND (102)

Project Title: 124th Avenue SE & SE 320th Street Intersection Improvements
 Project No: cpxxxx
 Project Type: Capacity
 Project Manager: TBD

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
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	-	-	150,000	-	-	-	325,000
Total Funding Sources:	-	-	350,000	-	-	1,500,000	-	-	-	1,850,000
Capital Expenditures:										
Design	-	-	350,000	-	-	-	-	-	-	350,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	1,500,000	-	-	-	1,500,000
Total Expenditures:	-	-	350,000	-	-	1,500,000	-	-	-	1,850,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 47

ARTERIAL STREET FUND (102)

Project Title: **Traffic Management Center Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity, ITS**
 Project Manager: **Pablo Para**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

The rapid growth of the City traffic signal and Intelligent Transportation Systems infrastructure has severely strained the capacity and reliability of the existing network processing capabilities. This project will implement network communications, software, video, and physical improvements to the Traffic Management Center which will improve the network data processing speed, reliability, and redundancy improving the City's ability to manage the transportation system and respond to emergencies. Additionally, these improvement will allow Information & Technology staff to isolate the Traffic Management data processing demands from the City's general facility security data processing demands resulting in improvements to both processes.

Progress Summary:

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	125,000	25,000	-	-	-	-	-	150,000
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	125,000	25,000	-	-	-	-	-	150,000
Capital Expenditures:									
Design	-	5,000	-	-	-	-	-	-	5,000
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	120,000	25,000	-	-	-	-	-	145,000
Total Expenditures:	-	125,000	25,000	-	-	-	-	-	150,000

Six Year Transportation Improvement Plan**TIP# 48****ARTERIAL STREET FUND (102)**

Project Title: **A Street SE & 6th Street SE Safety and Access Improvements**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A**LOS Corridor ID# 10****Description:**

This project is a partnership between Auburn and Burlington Northern Santa Fe Railway to improve the intersection of A St SE and 6th St SE. The scope of the project includes adding a phase to the traffic signal for traffic entering and exiting the BNSF railyard.

Progress Summary:

Design and construction is planned to be completed in 2016 pending agreement with BNSF.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (BNSF)	-	-	50,000	-	-	-	-	-	-	50,000
Total Funding Sources:	-	-	50,000	-	-	-	-	-	-	50,000
Capital Expenditures:										
Design	-	-	10,000	-	-	-	-	-	-	10,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	40,000	-	-	-	-	-	-	40,000
Total Expenditures:	-	-	50,000	-	-	-	-	-	-	50,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 45

Project Title: **124th Avenue SE & SE 284th Street Intersection Safety Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	Funding Sources:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2016	2017	2018	2019	2020	2021	Beyond 2021	
	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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 50

CAPITAL IMPROVEMENT FUND (328)

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

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:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	120,000	120,000	120,000	120,000	-	-	480,000
REET 2	-	-	100,000	30,000	30,000	30,000	30,000	-	-	220,000
Other (WRA)	-	-	50,000	-	-	-	-	-	-	50,000
Total Funding Sources:	-	-	150,000	150,000	150,000	150,000	150,000	-	-	750,000
Capital Expenditures:										
Design	-	-	15,000	15,000	15,000	15,000	15,000	-	-	75,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	135,000	135,000	135,000	135,000	135,000	-	-	675,000
Total Expenditures:	-	-	150,000	150,000	150,000	150,000	150,000	-	-	750,000

Six Year Transportation Improvement Plan

TIP# 51

ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# 17

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 is currently on the contingency list.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$5,000.

Activity:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	82,950	711,000	-	-	-	-	-
Traffic Impact Fees	-	-	22,050	189,000	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	105,000	900,000	-	-	-	-	-
Capital Expenditures:									
Design	-	-	105,000	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	900,000	-	-	-	-	-
Total Expenditures:	-	-	105,000	900,000	-	-	-	-	-

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 52

ARTERIAL STREET FUND (102)

Project Title: **A Street SE & Lakeland Hills Way SE Intersection Safety & Capacity Improvements**
 Project No: **CPXXX**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 10, 34

Description:

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

Progress Summary:

Analysis, preliminary design, and construction cost estimate will be completed 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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	75,000	-	-	-	-	-	-	75,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	75,000	-	-	-	-	-	-	75,000
Capital Expenditures:										
Design	-	-	75,000	-	-	-	-	-	-	75,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	-	-	75,000	-	-	-	-	-	-	75,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 53

ARTERIAL STREET FUND (102)

Project Title: **Auburn Way S & 12th Street SE Intersection Improvements**
 Project No: **cp1114**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

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. Construction phase is contingent on future funding or the award of a grant.

Future Impact on Operating Budget:

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

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	100,000	-	-	-	-	-	-	100,000
Unsecured Grant	-	-	-	750,000	-	-	-	-	-	750,000
Traffic Impact Fees	-	50,000	-	-	-	-	-	-	-	50,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	50,000	100,000	750,000	-	-	-	-	-	900,000
Capital Expenditures:										
Design	-	50,000	100,000	-	-	-	-	-	-	150,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	750,000	-	-	-	-	-	750,000
Total Expenditures:	-	50,000	100,000	750,000	-	-	-	-	-	900,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 59

ARTERIAL STREET FUND (102)

Project Title: **Auburn Avenue NE & 3rd Street NE Pedestrian & Access Improvements**
 Project No: **cp1023**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 2

Description:

This project will improve access, safety and operations for pedestrian, bicyclists and motorized vehicles at the intersections of 3rd St NE/Auburn Ave, 4th St NE/Auburn Ave, and 4th St NE/Auburn Way North. Improvements include a new traffic signal and geometric improvements at 3rd St NE to add a missing pedestrian crossing and accomodate the northbound left-turn movement; improving pedestrian facilities to meet ADA requirements, restricting uncontrolled accesses near the intersection, and modifying the traffic signal at Auburn Way North and 4th St NE to eliminate the east/west split phase operation.

Progress Summary:

Survey and pre-design were started in 2010-2011. Pre-design will be completed in 2017, with construction scheduled for 2018, pending grant funding.

Future Impact on Operating Budget:

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

Activity:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	8,778	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	250,000	-	-	-	-	-
Traffic Impact Fees	-	-	-	50,000	50,000	-	-	-	-
REET2	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	8,778	-	-	50,000	300,000	-	-	-	-
Capital Expenditures:									
Design	8,778	-	-	50,000	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	300,000	-	-	-	-
Total Expenditures:	8,778	-	-	50,000	300,000	-	-	-	-

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 63

Project Title: **29th Street SE & R Street SE Intersection Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	1,300,000	-	-	-	1,300,000
Traffic Impact Fees	-	-	-	-	-	500,000	-	-	-	500,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	1,800,000	-	-	-	1,800,000
Capital Expenditures:										
Design	-	-	-	-	-	350,000	-	-	-	350,000
Right of Way	-	-	-	-	-	450,000	-	-	-	450,000
Construction	-	-	-	-	-	1,000,000	-	-	-	1,000,000
Total Expenditures:	-	-	-	-	-	1,800,000	-	-	-	1,800,000

Six Year Transportation Improvement Plan

TIP# 67

ARTERIAL STREET FUND (102)

Project Title: **Traffic Signal Safety Improvements**
 Project No: **CP1501**
 Project Type: **Non-Capacity, Safety**
 Project Manager: **Ryan Vondrak**

STIP# AUB-52

LOS Corridor ID# N/A

Description:

Improve traffic signal phasing and timing, and improve visibility of traffic signal heads.

Progress Summary:

Federal Grant was awarded in 2014. Design phase began in 2015 and construction is scheduled for completion in 2016.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2015 YE Estimate	Budget			Forecast Project Cost					Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	5,000	-	-	-	-	-	-	-	-	5,000
Secured Federal Grant	-	-	412,575	-	-	-	-	-	-	412,575
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
REET2	27,600	-	-	-	-	-	-	-	-	27,600
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	32,600	-	412,575	-	-	-	-	-	-	445,175
Capital Expenditures:										
Design	32,600	-	-	-	-	-	-	-	-	32,600
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	412,575	-	-	-	-	-	-	412,575
Total Expenditures:	32,600	-	412,575	-	-	-	-	-	-	445,175

Six Year Transportation Improvement Plan

TIP# 68

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

Project Title: **A Street SE & 37th Street SE Intersection Improvements**
 Project No: **CP1502**
 Project Type: **Non-Capacity, Safety**
 Project Manager: **Ryan Vondrak**

STIP# AUB-53

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.										
Future Impact on Operating Budget: The annual maintenance cost for this project is estimated to be \$2,500.										
Activity:		2015 YE	Budget			Forecast Project Cost				
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	Total Project Cost
Unrestricted Street Revenue	-	55,000	-	-	-	-	-	-	-	55,000
Secured Federal Grant	-	156,900	635,360	-	-	-	-	-	-	792,260
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Arterial Preserv. Funds (105)	-	-	87,240	-	-	-	-	-	-	87,240
Total Funding Sources:	-	211,900	722,600	-	-	-	-	-	-	934,500
Capital Expenditures:										
Pre-Design	-	10,500	-	-	-	-	-	-	-	10,500
Design	-	135,000	-	-	-	-	-	-	-	135,000
Right of Way	-	66,400	-	-	-	-	-	-	-	66,400
Construction	-	-	722,600	-	-	-	-	-	-	722,600
Total Expenditures:	-	211,900	722,600	-	-	-	-	-	-	934,500

Six Year Transportation Improvement Plan

TIP# 69

ARTERIAL STREET FUND (102)

Project Title: **I Street NE & 22nd Street NE Roundabout Safety Improvement**
 Project No: **cpxxxx**
 Project Type: **Capacity (Safety)**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 21

Description:

This project includes the design and construction of a roundabout at the 22nd Street NE intersection with I Street NE. This is currently a all-way stop controlled intersection.

Progress Summary:

Preliminary Design was initiated in 2015. Final design and construction are dependant on securing full funding.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:		2015 YE	Budget			Forecast Project Cost				
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	Total Project Cost
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	100,000	940,000	-	-	-	-	1,040,000
Traffic Impact Fees	-	50,000	50,000	50,000	235,000	-	-	-	-	385,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	50,000	50,000	150,000	1,175,000	-	-	-	-	1,425,000
Capital Expenditures:										
Design	-	50,000	50,000	150,000	-	-	-	-	-	250,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	1,175,000	-	-	-	-	1,175,000
Total Expenditures:	-	50,000	50,000	150,000	1,175,000	-	-	-	-	1,425,000



City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP # 23

ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# 27

Description:

This project will construct sidewalks, street lighting, and storm improvements on Riverwalk Drive SE between Auburn Way S and Howard Road SE.

Progress Summary:

Design is anticipated to begin in 2016. Construction will be completed when funds are available.

Future Impact on Operating Budget:

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

Activity:	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2015	2016	2017	2018	2019	2020	2021	Beyond 2021
Funding Sources:									
Unrestricted Street Revenue	-	-	-	100,000	100,000	-	-	-	-
Unsecured Grant	-	-	-	-	500,000	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	100,000	600,000	-	-	-	-
Capital Expenditures:									
Design	-	-	-	100,000	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	600,000	-	-	-	-
Total Expenditures:	-	-	-	100,000	600,000	-	-	-	-

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 24

ARTERIAL STREET FUND (102)

Project Title: **Academy Drive Multi-Use Trail**
 Project No: **cpxxxx**
 Project Type: **Class 1 Trail (Capacity)**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

This project will use existing Academy 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 \$5,000.

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 26

ARTERIAL STREET FUND (102)

Project Title: **METRO Shuttle: Lakeland Hills Shuttle**
 Project No: **NA**
 Project Type: **Other**
 Project Manager: **Joe Welsh**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

Operating costs associated with the Commuter Shuttle 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 funded through October 2015. Funding shown below assumes partnerships are extended into future years.

Future Impact on Operating Budget:

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

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	240,000	240,000	245,000	245,000	250,000	250,000	250,000	-	1,720,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET	-	-	-	-	-	-	-	-	-	-
Other (Agencies)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	240,000	240,000	245,000	245,000	250,000	250,000	250,000	-	1,720,000
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Transit Service	-	240,000	240,000	245,000	245,000	250,000	250,000	250,000	-	1,720,000
Total Expenditures:	-	240,000	240,000	245,000	245,000	250,000	250,000	250,000	-	1,720,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 30

ARTERIAL STREET FUND (102)

Project Title: **Citywide Pedestrian Accessibility and Safety Program**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity (Annual)**
 Project Manager: **Pablo Para**

STIP# AUB-N/A

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:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
Capital Expenditures:										
Design	-	-	15,000	15,000	15,000	15,000	15,000	15,000	-	90,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	85,000	85,000	85,000	85,000	85,000	85,000	-	510,000
Total Expenditures:	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 31

ARTERIAL STREET FUND (102)

Project Title: **Citywide Arterial Bicycle & Safety Improvements**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity (Safety)**
 Project Manager: **Various**

STIP# AUB-N/A

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. Project was previously called "Citywide Roadway Safety Infrastructure Improvements".

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	100,000	-	100,000	-	100,000	-	-	300,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	100,000	-	100,000	-	100,000	-	-	300,000
Capital Expenditures:										
Design	-	-	10,000	-	10,000	-	10,000	-	-	30,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	90,000	-	90,000	-	90,000	-	-	270,000
Total Expenditures:	-	-	100,000	-	100,000	-	100,000	-	-	300,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 32

CAPITAL IMPROVEMENT FUND (328)

Project Title: **Citywide Sidewalk Repairs & Improvements**
 Project No: **cp1301**
 Project Type: **Non-Capacity (Annual)**
 Project Manager: **Jai Carter**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

Project funds sidewalk improvements at multiple locations throughout the City. A sidewalk inventory was completed in 2004. Annual projects are selected based upon criteria such as: gap closure, safe walking routes to schools, completion of downtown pedestrian corridor or "linkage", connectivity to transit service, ADA requirements, and "Save our Streets" (SOS) project locations.

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Cap. Imp. Fund Balance	-	147,500	25,000	25,000	25,000	25,000	25,000	25,000	-	297,500
Unsecured Grant	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
REET 2	-	200,000	200,000	-	-	-	-	-	-	400,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	347,500	325,000	125,000	125,000	125,000	125,000	125,000	-	1,297,500
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	347,500	325,000	125,000	125,000	125,000	125,000	125,000	-	1,297,500
Total Expenditures:	-	347,500	325,000	125,000	125,000	125,000	125,000	125,000	-	1,297,500

Six Year Transportation Improvement Plan**TIP# 44****ARTERIAL STREET FUND (102)**

Project Title: **Downtown Transit Center Access Improvements**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity, Transit**
 Project Manager: **TBD**

STIP# AUB-N/A**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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 56

ARTERIAL STREET FUND (102)

Project Title: **Evergreen Heights Safe Routes to School Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity, Non-Motorized**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 37

Description:

The project will widen S 316th Street from 51st Avenue S to the west of the Evergreen Elementary School frontage, and 56th Avenue S between S 316th Street and S 318th Street. The proposed widening will allow the addition of bike lanes and sidewalks on both sides of the street to match the existing roadway cross-section to the east of the school. A roundabout will be constructed at the S 316th Street/56th Avenue S intersection replacing the existing all-way stop-control and the school driveway will be relocated to the west to align with the roundabout. The reconstruction of S 316th Street includes the vertical alignment 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. Other project elements include undergrounding of aerial utilities, street lighting, and upgrades to the storm water system.

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	118,500	84,500	693,000	-	896,000
Unsecured Grant	-	-	-	-	-	671,500	478,500	3,927,000	-	5,077,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	790,000	563,000	4,620,000	-	5,973,000
Capital Expenditures:										
Design	-	-	-	-	-	790,000	-	-	-	790,000
Right of Way	-	-	-	-	-	-	563,000	-	-	563,000
Construction	-	-	-	-	-	-	-	4,620,000	-	4,620,000
Total Expenditures:	-	-	-	-	-	790,000	563,000	4,620,000	-	5,973,000



City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 1

ARTERIAL STREET FUND (102)

Project Title: **A Street NW - Phase 1 (3rd St NW to 14th St NW)**
 Project No: **c207a0**
 Project Type: **Capacity**
 Project Manager: **Matt Larson**

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Cost				
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	Total Project Cost
Unrestricted Street Revenue	123,276	-	-	-	-	-	-	-	-	123,276
Secured Grants (Fed,State)	6,562,702	-	-	-	-	-	-	-	-	6,562,702
Traffic Impact Fees	999,953	407,900	25,000	25,000	25,000	25,000	25,000	25,000	150,000	1,707,853
Other (Developer)	383,381	-	-	-	-	-	-	-	-	383,381
Total Funding Sources:	8,069,312	407,900	25,000	25,000	25,000	25,000	25,000	25,000	150,000	8,777,212
Capital Expenditures:										
Design	2,247,331	-	10,000	10,000	10,000	10,000	10,000	10,000	40,000	2,347,331
Right of Way	821,341	-	-	-	-	-	-	-	-	821,341
Construction	5,000,640	-	-	-	-	-	-	-	-	5,000,640
Monitoring	-	407,900	15,000	15,000	15,000	15,000	15,000	15,000	110,000	607,900
Total Expenditures:	8,069,312	407,900	25,000	25,000	25,000	25,000	25,000	25,000	150,000	8,777,212

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 13

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

Project Title: **Mohawks Plastics Site Mitigation Project**
 Project No: **cp0767**
 Project Type: **Non-Capacity**
 Project Manager: **Jeff Dixon**

STIP# AUB-N/A

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.

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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	480,906	25,000	20,000	20,000	65,000	20,000	-	-	-	630,906
REET 2 (328)	78,283	-	-	-	-	-	-	-	-	78,283
Total Funding Sources:	559,189	25,000	20,000	20,000	65,000	20,000	-	-	-	709,189
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	559,189	25,000	20,000	20,000	65,000	20,000	-	-	-	709,189
Total Expenditures:	559,189	25,000	20,000	20,000	65,000	20,000	-	-	-	709,189

Six Year Transportation Improvement Plan

TIP# 27

ARTERIAL STREET FUND (102)

Project Title: **A Street SE Safety Improvements Study**
 Project No: **cp1110**
 Project Type: **Safety (Non-Capacity)**
 Project Manager: **James Webb**

STIP# AUB-N/A

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. 2015 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:		2015 YE	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
<i>Unrestricted Street Revenue</i>	1,230	50,000	5,000	-	-	-	-	-	-	56,230
<i>Unsecured Grant</i>	-	-	-	-	-	-	-	-	-	-
<i>Traffic Impact Fees</i>	-	-	-	-	-	-	-	-	-	-
<i>Other</i>	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	1,230	50,000	5,000	-	-	-	-	-	-	56,230
Capital Expenditures:										
<i>Design</i>	1,230	50,000	5,000	-	-	-	-	-	-	56,230
<i>Right of Way</i>	-	-	-	-	-	-	-	-	-	-
<i>Construction</i>	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	1,230	50,000	5,000	-	-	-	-	-	-	56,230

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 29

ARTERIAL STREET FUND (102)

Project Title: **S 277th Street - Wetland Mitigation**
 Project No: **c410a0**
 Project Type: **Non-Capacity**
 Project Manager: **Matt Larson**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

Wetland mitigation for the S 277th St grade separation project.

Progress Summary:

This is a 10-year obligation, which began in 2004.

Future Impact on Operating Budget:

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

Activity:		2015 YE	Budget			Forecast Project Cost					
	Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	Total Project Cost
	Unrestricted Street Revenue	290,091	50,000	5,000	-	-	-	-	-	-	345,091
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other	3,804	-	-	-	-	-	-	-	-	3,804
	Total Funding Sources:	293,895	50,000	5,000	-	-	-	-	-	-	348,895
	Capital Expenditures:										
	Design	37,673	-	-	-	-	-	-	-	-	37,673
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	160,390	-	-	-	-	-	-	-	-	160,390
	Monitoring	95,832	50,000	5,000	-	-	-	-	-	-	150,832
	Total Expenditures:	293,895	50,000	5,000	-	-	-	-	-	-	348,895

Six Year Transportation Improvement Plan

TIP# 46

ARTERIAL STREET FUND (102)

Project Title: **104th Avenue SE & Green River Road Study**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity, Safety**
 Project Manager: **James Webb**

STIP# AUB-N/A

LOS Corridor ID# 24

Description:

This project funds a pre-design study to determine the right-of-way, environmental and construction requirements for intersection safety improvements. The project is anticipated to include sight-distance improvements, constructing turn-lanes, channelization, environmental mitigation, signage and clear zone improvements.

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	2015 YE		Budget			Forecast Project Cost				
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	Total Project Cost
Unrestricted Street Revenue	-	-	5,000	-	-	-	-	-	-	5,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	5,000	-	-	-	-	-	-	5,000
Capital Expenditures:										
Design	-	-	5,000	-	-	-	-	-	-	5,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	-	-	5,000	-	-	-	-	-	-	5,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 54

ARTERIAL STREET FUND (102)

Project Title: **Kersey Way SE Corridor Study**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-	-	-	-	-	-
Traffic Mitigation Fees	-	-	50,000	-	-	-	-	-	-	50,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	50,000	-	-	-	-	-	-	50,000
Capital Expenditures:										
Design	-	-	50,000	-	-	-	-	-	-	50,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	-	-	50,000	-	-	-	-	-	-	50,000



City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 7

Project Title: **15th Street SW Reconstruction**
 Project No: **cpxxxx**
 Project Type: **Preservation**
 Project Manager: **TBD**

STIP# AUB-N/A

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:		2015 YE	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
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

TIP# 22

ARTERIAL PRESERVATION FUND (105)

Project Title: **Lake Tapps Parkway Preservation (City Limit to Lakeland Hills Way)**
 Project No: **cpxxxx**
 Project Type: **Preservation**
 Project Manager: **Jai Carter**

STIP# AUB-51

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:	2015 YE		Budget			Forecast Project Costs				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 28

ARTERIAL PRESERVATION FUND (105)

Project Title: **Annual Bridge Structure Preservation**
 Project No: **Various**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Scott Nutter**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

This is an annual program to fund improvements to bridge structures 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:		2015 YE	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
<i>Arterial Preservation Fund</i>	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	350,000
<i>Grants (Fed, State, Local)</i>	-	-	-	-	-	-	-	-	-	-
<i>Other</i>	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	350,000
Capital Expenditures:										
<i>Design</i>	-	5,000	5,000	5,000	5,000	5,000	5,000	5,000	-	35,000
<i>Right of Way</i>	-	-	-	-	-	-	-	-	-	-
<i>Construction</i>	-	45,000	45,000	45,000	45,000	45,000	45,000	45,000	-	315,000
Total Expenditures:	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	350,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 35

ARTERIAL PRESERVATION FUND (105)

Project Title: **Arterial Street Preservation Program**
 Project No: **varies annually**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Jai Carter**

STIP# AUB-N/A

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.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2015 YE		Budget			Forecast Project Costs				Total Project Cost
	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	Beyond 2021	
Funding Sources:										
Arterial Preservation Fund	-	4,575,293	600,000	700,000	1,700,000	1,800,000	1,800,000	1,800,000	-	12,975,293
Secured Federal Grant	-	-	-	-	-	-	-	-	-	-
Other (ICON)	-	190,000	-	-	-	-	-	-	-	190,000
Total Funding Sources:	-	4,765,293	600,000	700,000	1,700,000	1,800,000	1,800,000	1,800,000	-	13,165,293
Capital Expenditures:										
Design	-	100,000	50,000	50,000	50,000	50,000	50,000	20,000	-	370,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	4,665,293	550,000	650,000	1,650,000	1,750,000	1,750,000	1,780,000	-	12,795,293
Total Expenditures:	-	4,765,293	600,000	700,000	1,700,000	1,800,000	1,800,000	1,800,000	-	13,165,293

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 36

ARTERIAL PRESERVATION FUND FUND (105)

Project Title: **Annual Arterial Crackseal Program**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Jai Carter**

STIP# AUB-N/A

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:	2015 YE		Budget			Forecast Project Costs				Total Project Cost
	Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021	
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

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 37

LOCAL STREET PRESERVATION FUND (103)

Project Title: **Local Street Improvement Program**
 Project No: **Various**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Jai Carter**

STIP# AUB-N/A

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:	Funding Sources:	2015 YE Prior to 2015 Estimate	Budget			Forecast Project Cost				Total Project Cost
			2016	2017	2018	2019	2020	2021	Beyond 2021	
	Local Street Preserv. Fund	-	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	12,818,665
	Unsecured Grant	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:		-	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	12,818,665
	Capital Expenditures:									
	Design	-	300,000	300,000	300,000	300,000	300,000	300,000	-	2,200,000
	Right of Way	-	-	-	-	-	-	-	-	-
	Construction	-	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	-	10,618,665
Total Expenditures:		-	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	12,818,665

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 57

Project Title: **Bridge Deck Preservation**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Scott Nutter**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

This is an annual 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:	Funding Sources:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Costs				Total Project Cost
				2016	2017	2018	2019	2020	2021	Beyond 2021	
	Arterial Preservation Fund	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
	Utility Tax	-	-	-	-	-	-	-	-	-	-
	Bond proceeds	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:		-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
		-	-	-	-	-	-	-	-	-	-
	Capital Expenditures:										
	Design	-	-	-	-	-	-	-	-	-	-
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
Total Expenditures:		-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 70

ARTERIAL PRESERVATION FUND (105)

Project Title: **Auburn Way N Preservation (22nd St NE to 45th St NE)**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Joel Chalmers**

STIP# AUB-48

LOS Corridor ID# 1

Description: The project proposes to grind and overlay Auburn Way N from the 22nd Street NE to 45th Street NE. The project will restore 7.3 lane miles of pavement, upgrade 26 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 secured in 2014.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2015 YE		Budget			Forecast Project Costs				Total Project Cost	
	Funding Sources:	Prior to 2015	Estimate	2016	2017	2018	2019	2020	2021		Beyond 2021
Arterial Preservation Fund	-	80,000	887,500	-	-	-	-	-	-	-	967,500
Secured Federal Grant	-	80,000	887,500	-	-	-	-	-	-	-	967,500
Other	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	160,000	1,775,000	-	-	-	-	-	-	-	1,935,000
Capital Expenditures:											
Design	-	160,000	-	-	-	-	-	-	-	-	160,000
Right of Way	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	1,775,000	-	-	-	-	-	-	-	1,775,000
Total Expenditures:	-	160,000	1,775,000	-	-	-	-	-	-	-	1,935,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 71

ARTERIAL PRESERVATION FUND (105)

Project Title: **15th Street NE/NW Preservation (SR-167 to 8th St NE)**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Jai Carter**

STIP# AUB-47

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 secured in 2014.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

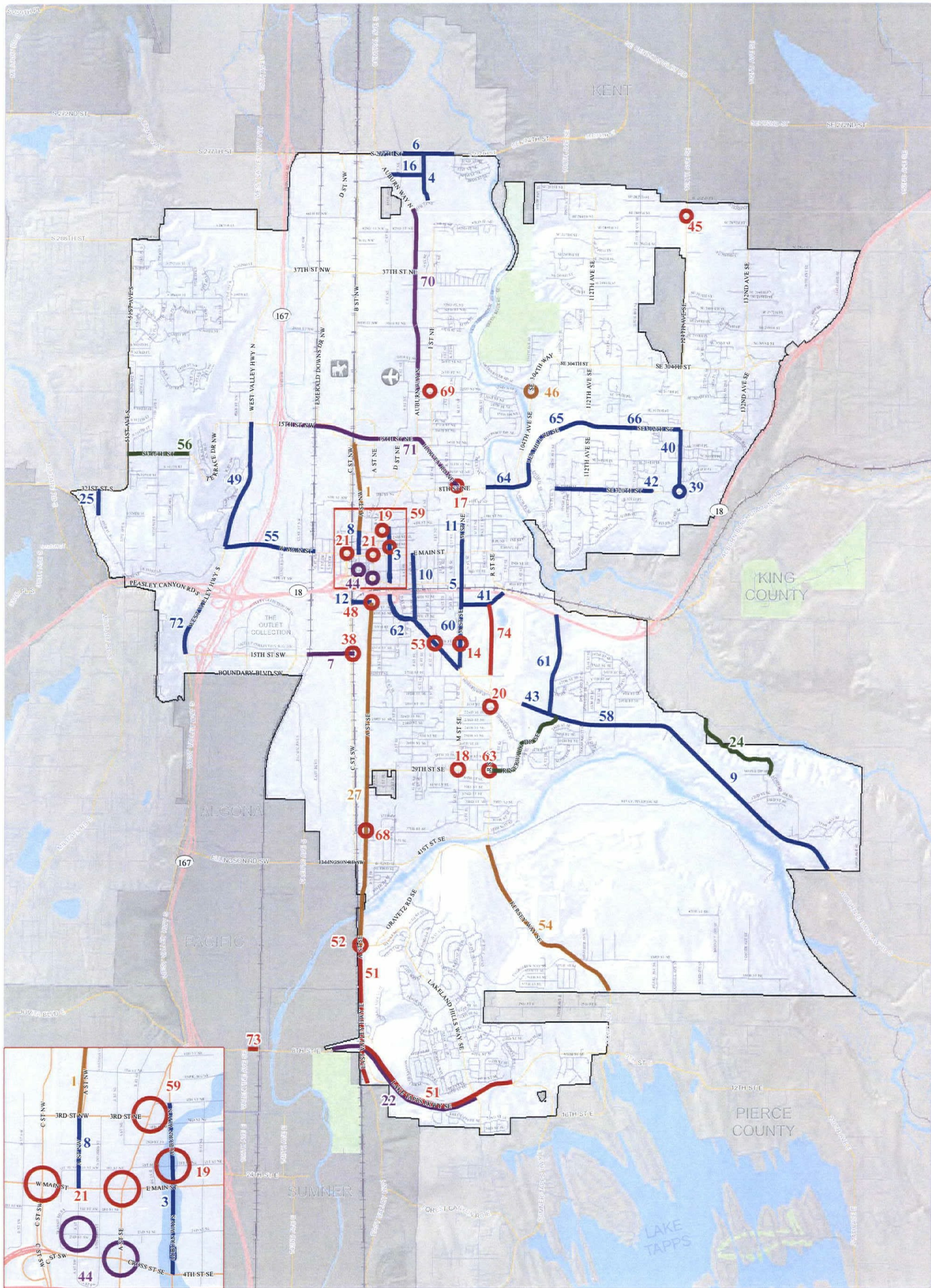
Activity:	Funding Sources:	Prior to 2015	2015 YE Estimate	Budget			Forecast Project Costs				Total Project Cost
				2016	2017	2018	2019	2020	2021	Beyond 2021	
	Arterial Preservation Fund	-	-	67,500	750,000	-	-	-	-	-	817,500
	Secured Federal Grant	-	-	67,500	750,000	-	-	-	-	-	817,500
	Other	-	-	-	-	-	-	-	-	-	-
	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



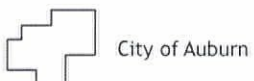
City of Auburn
2016-2021
Transportation Improvement Program Summary

Project Number	TIP #	Project Title	Grant Status	Prior to 2016	2016	2017	2018	2019	2020	2021	Beyond 2021	Total Project Cost	Project Category
c207a0	1	A St NW - Phase 1 (3rd St NW to 14th St NW)	Secured	8,477,212	25,000	25,000	25,000	25,000	25,000	25,000	150,000	8,777,212	Wetland Monitoring
cp1118	2	Auburn Way S Pedestrian Improvements (Dogwood St SE to Fir St SE)	Secured	1,734,163	5,000	-	-	-	-	-	-	1,739,163	Roadway
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	22,348,290	130,654	130,080	129,500	128,920	128,350	128,000	2,372,000	22,359,127	Roadway
c222a0	6	S 277th Street (AWN to L Street NE)	Secured	1,411,301	6,881,800	-	-	-	-	-	-	8,293,101	Roadway
cpxxxx	7	15th St SW Reconstruction	Unsecured	-	-	-	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	-	-	-	-	-	-	200,000	Roadway
CP1416	10	F Street SE (4th St SE to AWS)	Unsecured	407,620	250,000	1,800,000	-	-	-	-	-	2,457,620	Roadway
cpxxxx	11	M Street NE (E Main St to 4th St NE)	Unsecured	-	-	-	100,000	275,000	1,150,000	-	-	1,525,000	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	584,189	20,000	20,000	65,000	20,000	-	-	-	709,189	Wetland 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	1,817,810	85,383	85,200	84,800	84,400	84,400	84,200	573,400	1,807,793	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	Main Street Signal Upgrades	Secured	465,000	5,000	-	-	-	-	-	-	470,000	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	-	-	100,000	600,000	-	-	-	-	700,000	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	240,000	245,000	245,000	250,000	250,000	250,000	-	1,720,000	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	50,000	50,000	50,000	50,000	-	350,000	Preservation
c410a0	29	S 277th Street - Wetland Mitigation	N/A	343,895	5,000	-	-	-	-	-	-	348,895	Wetland Monitoring
Various	30	Citywide Pedestrian Accessibility and Safety Program	N/A	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000	Non-Motorized
Various	31	Citywide Arterial Bicycle & Safety Imp	N/A	-	100,000	-	100,000	-	100,000	-	-	300,000	Non-Motorized
Various	32	Citywide Sidewalk Repairs and Improvements	N/A	347,500	325,000	125,000	125,000	125,000	125,000	125,000	-	1,297,500	Non-Motorized
cpxxxx	33	Neighborhood Traffic Calming Program	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000	Roadway
Various	34	Traffic Signal Improvements	N/A	175,000	175,000	175,000	175,000	175,000	175,000	175,000	-	1,225,000	Intersection, Signal & ITS
Various	35	Arterial Street Preservation Program	N/A	4,765,293	600,000	700,000	1,700,000	1,800,000	1,800,000	1,800,000	-	13,165,293	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	3,218,665	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	12,818,665	Preservation
CP0820	38	C St SW & 15th St SW Intersection Improvements	Unsecured	-	-	150,000	-	875,000	-	-	-	1,025,000	Intersection, Signal & ITS
cpxxxx	39	124th Ave SE & SE 320th St Intersection Imp.	Unsecured	-	350,000	-	-	1,500,000	-	-	-	1,850,000	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	-	-	-	-	-	-	500,000	5,700,000	6,200,000	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	544,885	2,347,665	-	-	-	-	-	-	2,892,550	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
CP1021	46	104th Ave SE & Green River Road Study	N/A	-	5,000	-	-	-	-	-	-	5,000	Study
cpxxxx	47	Traffic Management Center Improvements	N/A	125,000	25,000	-	-	-	-	-	-	150,000	Intersection, Signal & ITS
cpxxxx	48	A St SE and 6th St SE Safety and Access Improvements	N/A	-	50,000	-	-	-	-	-	-	50,000	Intersection, Signal & ITS
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	150,000	150,000	150,000	150,000	-	-	750,000	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	-	75,000	-	-	-	-	-	-	75,000	Intersection, Signal & ITS
CP1114	53	AWS and 12th Street SE Intersection Improvements	Unsecured	50,000	100,000	750,000	-	-	-	-	-	900,000	Intersection, Signal & ITS
cpxxxx	54	Kersey Way SE Corridor Study	N/A	-	50,000	-	-	-	-	-	-	50,000	Study
CP1415	55	W Main Street Improvements	Unsecured	950,538	3,494,400	-	-	-	-	-	-	4,444,938	Roadway
cpxxxx	56	Evergreen Heights Safe Routes to School Improvements	Unsecured	-	-	-	-	790,000	563,000	4,620,000	-	5,973,000	Non-Motorized
cpxxxx	57	Arterial Bridge Deck Rehabilitation	N/A	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000	Preservation
cp1119	58	AWS Corridor Imp (Fir St SE to Hemlock St SE)	Secured	3,466,734	5,000	-	-	-	-	-	-	3,471,734	Roadway
cp1023	59	Auburn Ave NE & 3rd St NE Pedestrian & Access Improvements	Unsecured	8,778	-	50,000	300,000	-	-	-	-	358,778	Intersection, Signal & ITS
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	-	-	-	-	1,800,000	-	-	-	1,800,000	Intersection, Signal & ITS
cpxxxx	64	Lea Hill Rd Segment 1 (R St NE to 105th Pl SE)	Unsecured	480,000	100,000	-	-	2,450,000	10,000,000	-	-	13,030,000	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
CP1501	67	Traffic Signal Safety Improvements	Secured	32,600	412,575	-	-	-	-	-	-	445,175	Intersection, Signal & ITS
CP1502	68	37th Street SE and A Street SE Traffic Signal Safety Improvement	Unsecured	211,900	722,600	-	-	-	-	-	-	934,500	Intersection, Signal & ITS
cpxxxx	69	I street NE and 22nd Street NE Roundabout Safety Improvement	Unsecured	50,000	50,000	150,000	1,175,000	-	-	-	-	1,425,000	Intersection, Signal & ITS
CP1507	70	Auburn Way N Preservation (22nd Street NE to 45th Street NE)	Unsecured	160,000	1,775,000	-	-	-	-	-	-	1,935,000	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)	N/A	-	-	100,000	-	-	-	-	-	100,000	Roadway
cpxxxx	74	R St SE Corridor Extension	N/A	-	-	-	-	-	2,000,000	8,000,000	-	10,000,000	Roadway

Total	52,949,746	21,454,457	10,483,750	10,599,300	36,914,520	56,182,350	37,382,200	64,795,400	286,533,256
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- Intersection and ITS Improvements
- Preservation
- Non-Motorized/Transit Improvements
- Roadway Improvements
- Prelim Eng and Misc Improvements



Parks



Water Features

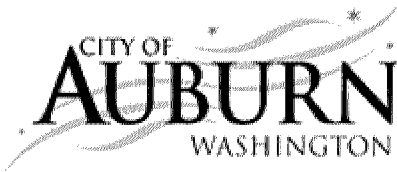
0 1,100 2,200 3,300 4,400 5,500
FEET

Appendix B

Printed On: 05/19/15
Map ID: 4607



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.



AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5147

Date:
May 21, 2015

Department:
CD & PW

Attachments:
RES 5147
Exhibits A and B
Staff Report
Vicinity Map

Budget Impact:
\$0

Administrative Recommendation:

City Council adopt Resolution No. 5147.

Background Summary:

The City of Auburn has determined that right-of-way in the vicinity of the northeast corner of South Division Street and 2nd Street SE is no longer required to meet the needs of the City and that a public hearing should be set to determine if said right-of-way may be vacated.

The proposed right-of-way was dedicated on March 16, 2007 to satisfy safe bus turning radii in connection with the Urban Center Transportation System Improvements Project (Project #C501A). Subsequent to the dedication of the right-of-way additional improvements were completed at this location with the South Division Street Promenade Project (Project #CP1005) which adjusted the area needed for transit turning radius and removed the need for the area that is proposed to be vacated. City staff, utility purveyors and transit authorities who have an interest in this right-of-way have reviewed the proposed right-of-way vacation. Through this review City staff has determined that the right-of-way is no longer necessary to meet the needs of the City and could be vacated.

Resolution No. 5147, if adopted by City Council, sets the date of the public hearing for Vacation No. V1-15 for July 1, 2015.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: June 1, 2015

Item Number: RES.B

RESOLUTION NO. 5147

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, INITIATING STREET VACATION PROCEEDINGS AND SETTING A PUBLIC HEARING TO CONSIDER THE VACATION OF RIGHT-OF-WAY IN THE VICINITY OF THE NORTHEAST CORNER OF SOUTH DIVISION STREET AND 2ND STREET SE

WHEREAS, the City of Auburn, Washington, has determined through an evaluation of its needs for streets and right-of-ways in the vicinity of the northeast corner of South Division Street and 2nd Street SE that said City right-of-way is no longer needed to meet the needs of the City and that a public hearing should be set to determine if said right-of-way should be vacated; and,

WHEREAS, pursuant to Section 35.79.010 of the Revised Code of Washington, a hearing on such vacation shall be set by Resolution, with the date of such hearing being not more than sixty (60) days nor less than twenty (20) days after the date of passage of such Resolution.

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

Section 1. That a hearing on the vacation of right-of-way in the vicinity of the northeast corner of South Division Street and 2nd Street SE, located within the City of Auburn, Washington, legally described as follows:

That portion of Lot 5, Block 6, Town of Slaughter, according to the plat thereof recorded in volume 2 of plats, page 56, records of King County, Washington lying in the Northeast

Resolution No. 5147
May 18, 2015
Page 1

Quarter of the Southeast Quarter of Section 13, Township 21 North, Range 4 East, W.M., in King County, Washington, and conveyed to the City of Auburn for right-of-way under recording number 20070619000373, records of King County, Washington described as follows:

COMMENCING at the northwest corner of Lot 5 of said Block 6;

THENCE South 00°56'21" East, along the west line of said Block 6 a distance of 102.26 feet to the most northerly corner of lands dedicated to City of Auburn for right-of-way as recorded under rec. no. 20070619000373 and being the POINT OF BEGINNING;

THENCE along the northeasterly line of said dedication South 43°42'09" East, 26.61 feet to a point on the south line of said Block 6;

THENCE North 89°08'12" West, along said south line a distance of 5.18 feet;

THENCE North 43°42'09" West, 19.24 feet to the west line of said Block 6;

THENCE North 00°56'21" East, along said west line a distance of 5.25 feet to the POINT OF BEGINNING.

[Also identified as Exhibit A hereto.]

and as shown on the document attached hereto, marked as Exhibit "B" and incorporated herein by this reference, is hereby set for 7:00 p.m. on the 6th day of July, 2015, at the City Council Chambers at 25 West Main Street, Auburn, Washington, 98001, with all persons wishing to speak to the vacation at the public hearing being invited to attend.

Section 2. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation, including posting notice of such public hearing as required by State law and City Ordinance.

Section 3. This Resolution shall be in full force in effect upon passage and signatures hereon.

Resolution No. 5147
May 18, 2015
Page 2

DATED and SIGNED this _____ day of _____, 2015.

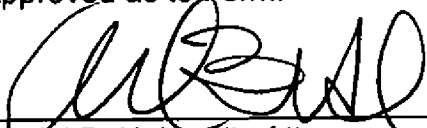
CITY OF AUBURN

NANCY BACKUS
Mayor

Attest:

Danielle E. Daskam, City Clerk

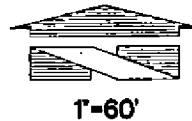
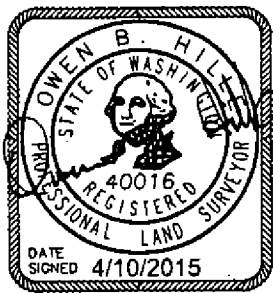
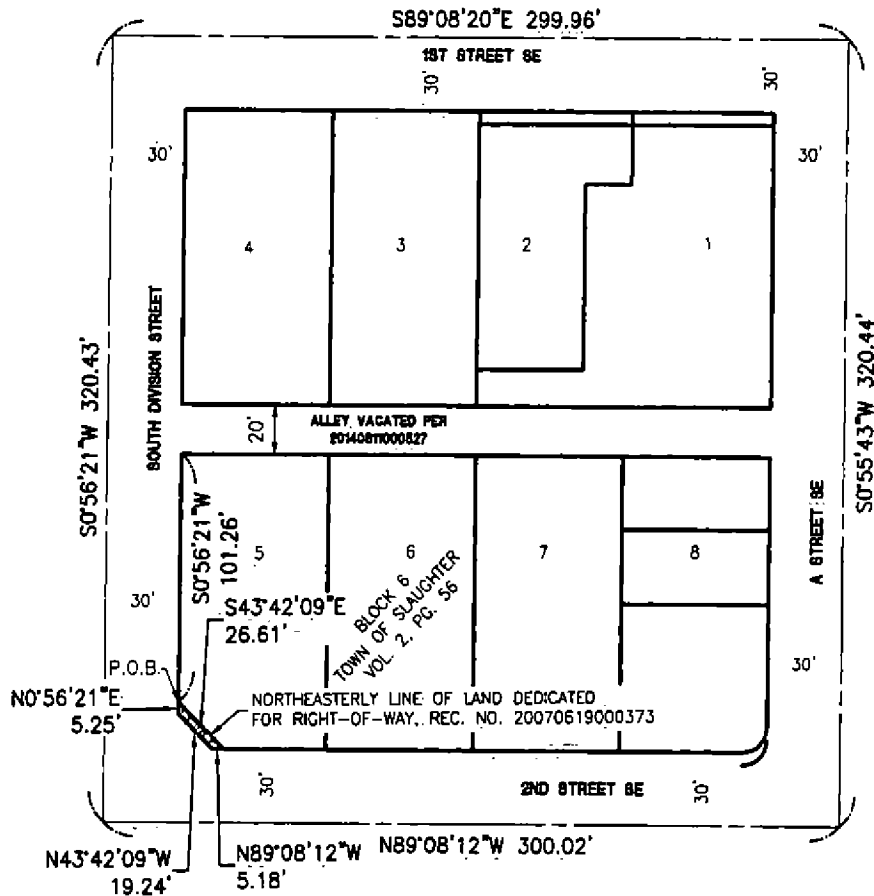
Approved as to Form:



Daniel B. Heid, City Attorney

Resolution No. 5147
May 18, 2015
Page 3

EXHIBIT B **MAP EXHIBIT FOR RIGHT-OF-WAY** **VACATION**



PTN. NE1/4, SE1/4 SEC. 13, T21N, R4E, W.M.

SCALE:
 HORIZONTAL 1"=60' VERTICAL N/A



18215 72ND AVENUE SOUTH
 KENT, WA 98032
 (425)251-6222
 (425)251-8782 FAX
 CIVIL ENGINEERING, LAND
 PLANNING, SURVEYING,
 ENVIRONMENTAL SERVICES

For:
TEUTSCH PARTNERS, LLC

Title:
**RIGHT-OF-WAY
 VACATION**

JOB NUMBER

16840

16840L.004.DOC

SHEET

1 of 1

DRAWN OBH

DATE 04/7/2015

File:P:\16000s\16840\survey\16840exh03-rw vacation.dwg Date/Time:4/10/2015 10:20 AM OWEN HILLE

**EXHIBIT A
LEGAL DESCRIPTION
(RIGHT-OF-WAY VACATION)**

That portion of Lot 5, Block 6, Town of Slaughter, according to the plat thereof recorded in volume 2 of plats, page 56, records of King County, Washington lying in the Northeast Quarter of the Southeast Quarter of Section 13, Township 21 North, Range 4 East, W.M., in King County, Washington, and conveyed to the City of Auburn for right-of-way under recording number 20070619000373, records of King County, Washington described as follows:

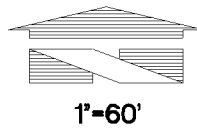
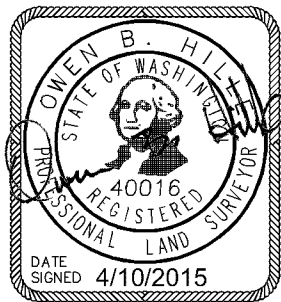
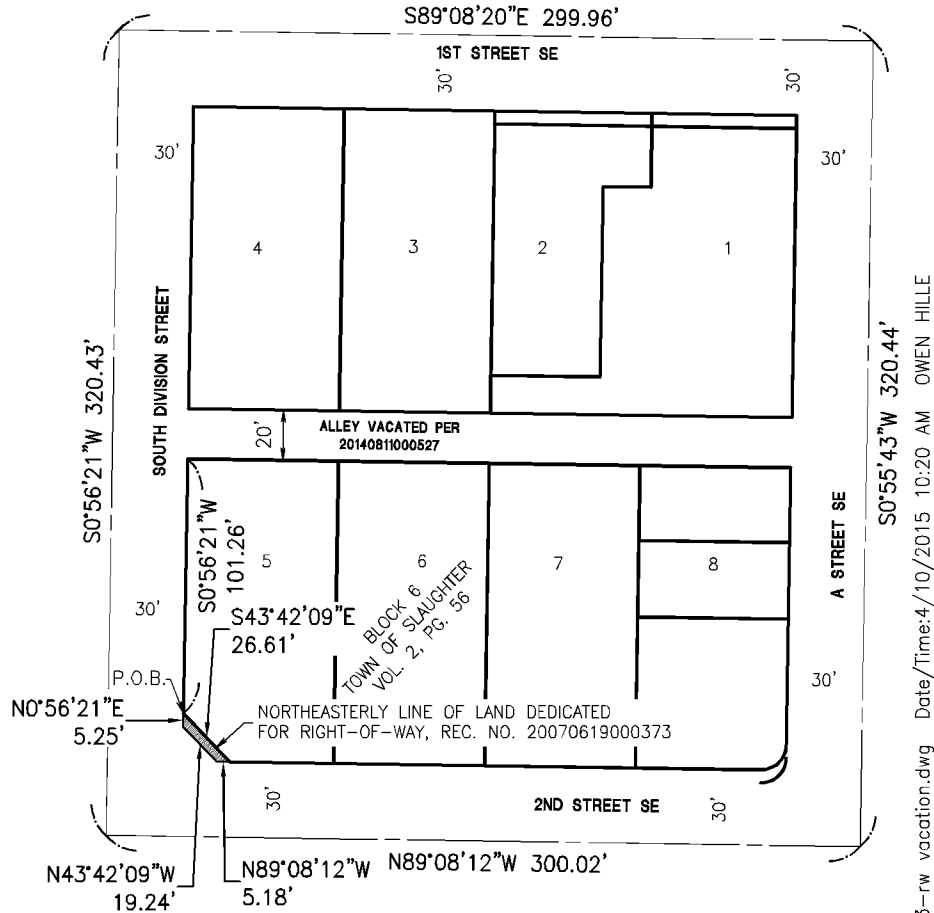
COMMENCING at the northwest corner of Lot 5 of said Block 6;
THENCE South 00°56'21" East, along the west line of said Block 6 a distance of 101.26 feet to the most northerly corner of lands dedicated to City of Auburn for right-of-way as recorded under rec. no. 20070619000373 and being the POINT OF BEGINNING;
THENCE along the northeasterly line of said dedication South 43°42'09" East, 26.61 feet to a point on the south line of said Block 6;
THENCE North 89°08'12" West, along said south line a distance of 5.18 feet;
THENCE North 43°42'09" West, 19.24 feet to the west line of said Block 6;
THENCE North 00°56'21" East, along said west line a distance of 5.25 feet to the POINT OF BEGINNING.

Area of vacation = 84.6 SQ. FT.



Project: Teutsch Partners, LLC
April 7, 2015
16840exh03.dwg
16840L.004.doc
OBH

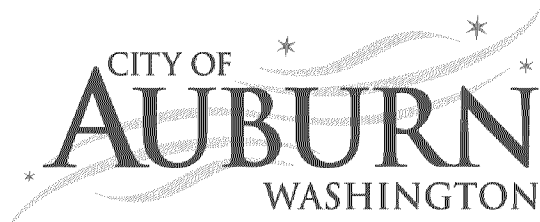
EXHIBIT B **MAP EXHIBIT FOR RIGHT-OF-WAY** **VACATION**



PTN. NE1/4, SE1/4 SEC. 13, T21N, R4E, W.M.

SCALE: HORIZONTAL 1"=60' VERTICAL N/A		For: TEUTSCH PARTNERS, LLC	JOB NUMBER 16840
 18215 72ND AVENUE SOUTH KENT, WA 98032 (425)251-6222 (425)251-8782 FAX CIVIL ENGINEERING, LAND PLANNING, SURVEYING, ENVIRONMENTAL SERVICES		Title: RIGHT-OF-WAY VACATION	16840L.004.DOC SHEET 1 of 1
DRAWN OBH		DATE 04/7/2015	

File:P:\16000s\16840\survey\16840Dexh03-rw vacation.dwg Date/Time:4/10/2015 10:20 AM OWEN HILLE



RIGHT-OF-WAY VACATION STAFF REPORT

Right-of-Way (ROW) Vacation Number V1-15

Applicant: City Initiated

Property Location: Right-of-Way located at the northeast corner of South Division Street and 2nd Street SE.

Description of right-of-way:

This ROW proposed for vacation consists of a portion of the northeast corner of South Division Street and 2nd Street SE. The ROW is adjacent to Parcel 7815700300. The proposed area of ROW for vacation is 84.6(+/-) square feet.

The ROW was dedicated by the City for street purposes to satisfy safe bus turning radii in connection with the Urban Center Transportation System Improvements Project (Project #C501A) on March 16, 2007 under Recording Number 20070619000373. Subsequent to the dedication of the ROW, additional improvements were completed at this location with the South Division Street Promenade Project (Project #CP1005) which adjusted the area needed for transit turning radius and removed the need for the ROW that is proposed to be vacated.

See Exhibits "A" and "B" for legal description and survey.

Proposal:

The City proposes to vacate the above described right-of-way to facilitate development of the adjoining parcels.

Applicable Policies & Regulations:

- RCW's applicable to this situation - meets requirements of RCW 35.79.
- MUTCD standards - not affected by this proposal.
- City Code or Ordinances - meets requirements of ACC 12.48.
- Comprehensive Plan Policy - not affected.
- City Zoning Code - not affected.

Public Benefit:

- The vacated area may be subject to property taxes.
- The street vacation decreases the Right-of-Way maintenance obligation of the City.
- The vacation allows the proposed development on the adjacent parcels better placement of the building footprint increasing the setback along A Street SE. This provides for improved sight distance at the intersection of A Street SE and 2nd Street SE and for a wider sidewalk and landscape zone along A Street SE.

Discussion:

The vacation application was circulated to Puget Sound Energy (PSE), Comcast, CenturyLink, and City staff.

1. PSE – No comments received.
2. Comcast – Comcast currently has no facilities in the proposed vacation area and has no objection to the proposed vacation.
3. CenturyLink – Please be advised that Qwest Corporation (d/b/a CenturyLink) currently has no facilities in the area addressed by this action, therefore we have no objection to the street vacation at this time.
4. Water – No comments.
5. Sewer – No comments.
6. Storm –No comments.

7. Transportation – No comments.
8. Planning – No comments.
9. Fire – No comments.
10. Police – No comments.
11. Streets – No comments.
12. Construction –No comments.
13. Innovation and Technology – No comments.

Assessed Value:

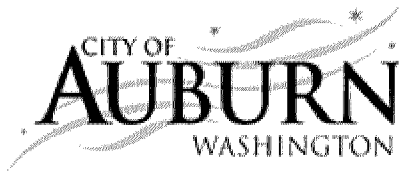
ACC 12.48 states “The city council may require as a condition of the ordinance that the city be compensated for the vacated right-of-way in an amount which does not exceed one-half the value of the right-of-way so vacated, except in the event the subject property or portions thereof were acquired at public expense or have been part of a dedicated public right-of-way for 25 years or more, compensation may be required in an amount equal to the full value of the right-of-way being vacated. The city engineer shall estimate the value of the right-of-way to be vacated based on the assessed values of comparable properties in the vicinity. If the value of the right-of-way is determined by the city engineer to be greater than \$2,000, the applicant will be required to provide the city with an appraisal by an MAI appraiser approved by the city engineer, at the expense of the applicant. The city reserves the right to have a second appraisal performed at the city’s expense.” Note: The city engineer has not required an appraisal for the value of this right-of-way since the right-of-way was acquired through dedication on March 16, 2007 from the City at no cost to the City.

Recommendation:

Staff recommends that the street vacation be granted with no conditions.

Right-of-Way Vacation #V1-15 South Division St and 2nd St SE





AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5148

Date:

May 26, 2015

Department:

Finance

Attachments:

Res 5148

WSDOT Grant Application Checklist

WSDOT Grant Application

Auburn Economic Impact Calculator

Airport Aid Grant Assurances Form

Budget Impact:

\$0

Administrative Recommendation:

City Council adopt Resolution No. 5148.

Background Summary:

An environmental assessment is the first step in completing the north and south runway enhancement project and planned purchase of property in the Runway 34 runway protection zone (RPZ). The runway enhancement will increase aircraft safety by providing additional pavement at both ends of the runway to be used for takeoff operations. The project also includes potential property acquisition of a parcel within the Runway 34 RPZ, for added safety. Grant funding from the Federal Aviation Administration (FAA) and the Washington State Department of Transportation, Aviation Division (WSDOT) is available to support the environmental assessment. However, before the FAA is able to award these funds, a resolution must be approved by the City including a specific statement of support.

The cost of the environmental assessment is estimated to total \$161,000.00. The City has submitted applications for grant funding from the FAA and the WSDOT. Funding is anticipated to be as follows:

**Environmental Assessment
Runway Enhancement Project
Sources of Funding
(listed in descending order)**

<u>Source</u>	<u>Amount</u>	<u>Percentage</u>
Federal Funds (FAA)	\$ 144,900.00	90.0%
Local Funds (Airport Fund #435)	8,050.00 (*)	5.0%

State Funds (WSDOT)	8,050.00	5.0%
Total	\$ 161,000.00	100.0%

(*) If WSDOT grant funding is not awarded, the City's share would increase to \$16,100, or 10% of the total project cost.

This Resolution enables the City to submit an application for and, if awarded, to accept WSDOT grant funds for this project. Council approval of this Resolution is requested.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: June 1, 2015

Item Number: RES.C

RESOLUTION NO. 5148

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE CITY TO APPLY FOR AND, IF AWARDED, TO ACCEPT GRANT FUNDS IN THE AMOUNT OF \$8,050.00 FROM THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, AVIATION DIVISION, TO PERFORM AN ENVIRONMENTAL ASSESSMENT AS PART OF THE NORTH AND SOUTH RUNWAY ENHANCEMENT PROJECT FOR THE AUBURN MUNICIPAL AIRPORT AND AUTHORIZING THE EXECUTION OF THE GRANT AGREEMENT THEREFOR

WHEREAS, the completion of an environmental assessment for the north and south runway enhancement project at the Auburn Municipal Airport is a necessary part of responsible airport facility management and maintenance and ensures the continued usability and safety of these surfaces for aircraft use; and

WHEREAS, the north and south runway enhancement project is an integral part of the most recent Airport Master Plan, which was approved by the Federal Aviation Administration and the Washington State Department of Transportation, Aviation Division; and

WHEREAS, the City of Auburn has submitted to the Federal Aviation Administration a request for federal grant funds in the amount of One Hundred Forty Four Thousand Nine Hundred Dollars (\$144,900.00), representing funds to be used towards the environmental assessment as specified above; and

WHEREAS, the Auburn Municipal Airport has also applied to the Washington State Department of Transportation, Aviation Division, for a matching grant of up to Eight Thousand Fifty Dollars (\$8,050.00) or 5.0%; and

WHEREAS, the City of Auburn has available and is willing to provide up to Sixteen Thousand One Hundred Dollars (\$16,100.00) or 10.0% of the funds needed as the City's local match for this airport project; and

WHEREAS, by virtue of this Resolution the City Council has expressed its statement of support of this project; and

WHEREAS, the Washington State Department of Transportation, Aviation Division, requires a resolution from the City of Auburn expressing support of this project prior to award of state grant funding;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON HEREBY RESOLVES AS FOLLOWS:

Section 1. **Purpose.** The Auburn City Council does hereby express its statement of support for the environmental assessment for the north and south runway enhancement project and authorizes the City's expenditure of Eight Thousand Fifty Dollars (\$8,050.00) as its 5% match of the funds needed to complete this project, or up to Sixteen Thousand One Hundred Dollars (\$16,100.00) if the requested Washington State Department of Transportation, Aviation Division grant funds are not awarded. The Mayor of the City of Auburn is hereby authorized to apply for the Washington State Department of Transportation, Aviation Division grant, and to accept this grant should it be awarded to the City of Auburn.

Section 2. **Implementation.** The Mayor of the City of Auburn is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this resolution.

Section 3. Effective Date. This Resolution shall take effect and be in full force upon passage and signatures hereon.

DATED and SIGNED THIS _____ DAY OF _____, 2015.

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Held, City Attorney

Airport Aid Application Checklist



**Washington State
Department of Transportation**

Sponsor: City of Auburn
 Airport: Auburn Municipal Airport
☒ NPIAS ☐ Non-NPIAS
 Amount Requested: \$ 8,050
 Local Match: \$ 8,050 - 5 %
 Expected Start: July 2015

Project Type

☐ Pavement
☐ Safety
☒ Maintenance, Operations, Security, and Planning
☐ Other _____
 Expected Completion: _____

<u>Item</u>	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Comments</u>
Application Signed (Original Signatures)	☐	☐		_____
Application Received by Deadline	☐	☐		_____
Amount Requested \$250,000 or Less	☐	☐		_____
Local Match (Minimum 5% or 5% FAA Match)	☐	☐		_____
Eligible Project	☐	☐		_____
Approved Airport Layout Plan	☐	☐	☐	_____
Protective Zoning in Place	☐	☐		_____
Project Data Sheet	☐	☐	☐	_____
• Project Layout Plan/Sketch	☐	☐	☐	_____
Supplemental Justification Sheet	☐	☐	☐	_____
Statement of Support from Elected Official(s)	☐	☐	☐	_____
Adopted Resolution – Matching Funds Available	☐	☐	☐	_____
Supporting Documentation	☐	☐	☐	_____
• Consultant Selection & Scope of Work	☐	☐	☐	_____
• Grant Assurances (Signed & Attached)	☐	☐		_____
• Plans & Specifications	☐	☐	☐	_____
• Detailed Project Schedule (Project Milestones)	☐	☐	☐	_____
• Detailed Cost Estimate or Bid Results	☐	☐	☐	_____
• Spending Plan (by Month)	☐	☐		_____
• Property Appraisal (Land Acquisition)	☐	☐	☐	_____
Engineering Drawings	☐	☐	☐	_____
Demonstrate FAA Funds Sought First (NPIAS Only)	☐	☐	☐	_____
Airport Information System Annual Update <i>Completed for Prior Year</i>	☐	☐		_____
Greenhouse Gas Emission Policies	☐	☐	☐	_____
Job Creation Data	☐	☐	☐	_____
Application Complete	☐	☐		_____



Airport Aid Application

"A Steward for Washington's Aviation System"

7702 Terminal Street SW
Tumwater, Washington 98501-7264

Date of Request

5/12/2015

1 Applicant: City of Auburn - Auburn Municipal Airport Applicant's Authorized Representative: Name: Shelley Coleman Title: Finance Director Address: 25 W Main Street Address 2: City: Auburn State: WA Zip: 98001 Phone: (253) 804-5019 Cell: Email: scoleman@auburnwa.gov	2 Project to be Managed by: Company: Century West Engineering Name: Matt Rogers Address: 1020 SW Emkay Drive Address 2: Ste 100 City: Bend State: OR Zip: 97702 Phone: (541) 322-8962 Cell: Email: wrogers@centurywest.com
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*Find your legislative and congressional district at:
<http://app.leg.wa.gov/districtfinder/>*

3 Airport: ☒ NPIAS ☐ Non-NPIAS	FAA Classification: General Aviation State Classification: Regional	Legislative District: 47th Congressional District: 8th
---	--	---

4 No.	Project Name and Description (list in order of priority)	Total Project Cost	Local Funds	Aviation Division Funds	Federal Funds	Other Funds (Name Source)
1	Runway Project: Environmental assessment for north and south runway extension.	161,000.00	8,050.00	8,050.00	144,900.00	0.00
2						
3						
4						
Totals		161,000.00	8,050.00	8,050.00	144,900.00	0.00

5 Does the airport have an up-to-date Master Plan or ALP Narrative Report?	☒ Yes ☐ No	Date: 12/05/2002
Does the airport have an approved Airport Layout Plan (ALP)?	☒ Yes ☐ No	Date: 12/05/2002
Was annual requirement to review and update Airport Information System (AIS) data met for the preceeding calendar year?	☒ Yes ☐ No	
Does the airport sponsor have policies to reduce greenhouse gas emissions? - If yes, submit a copy of the policies.	☐ Yes ☒ No	
Submitting copy via: _____		
Submit signed acceptance of <u>Airport Aid Grant Assurances</u> .	Submitting signed grant assurances via: <u>U.S. Mail - Printed Document</u>	
Submit adopted resolution; 1) Authorizing submittal of grant application, 2) Stating matching funds are available, and 3) Support of elected officials. <i>*Does not apply to private airport sponsors</i>	Submitting copy via: <u>U.S. Mail - Printed Document</u>	

6 Signature of Applicant's Authorized Representative <i>*If printing and submitting original paper document, provide signature here.</i> <i>*If submitting application electronically (.pdf document), Email must be sent directly from airport's authorized representative.</i>	_____
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Airport Aid Application Project Data Sheet

Complete a separate Project Data Sheet for each project listed from the Airport Aid Application (Form 900-030EF)

City of Auburn - Auburn Municipal Airport -	- Project No. 1 - Runway Project: Environmental assessment for north and south runway extension.
1 Project Category (Select One Only): ☐ Pavement ☐ Safety ☒ Planning ☐ Security ☐ Runway Safety ☐ Equipment ☐ Maintenance ☐ Property ☐ Other ☐ Master Plan / Airport Layout Plan ☐ Airport Layout Plan (ALP) Update ☒ Environmental ☐ Wildlife ☐ Other	
2 Detailed Project Description / Approach to Accomplishing Project: Environmental assessment for the north and south runway extension project and planned purchase of property located in the Runway 34 runway protection zone (RPZ). This will include a 474.5-foot extension on the north end and 243-foot extension on the south end of Runway 16/34.	
3 Project Justification: A runway extension will increase aircraft safety by adding additional pavement at both ends of the runway to be used for takeoff operations. This project will also include looking at property acquisition of a parcel within the Runway 34 RPZ for added safety.	
4 Cost Estimate Details: <i>Source of Project Cost Estimate - Engineer's Estimate</i> Total project cost is estimated to be \$161,000, which includes consultant services and sponsor administration costs. Costs include \$115,000 plus a 40 percent contingency for engineering, environmental, and sales tax costs, making a total project estimate to be \$161,000.	
5 Project Schedule: Expected Start of Project: <u>7/15/2015</u> Start of Work Covered by Grant: <u>7/15/2015</u> Expected Completion of Project: <u>6/30/2016</u> Completion of Work Covered by Grant: <u>6/30/2016</u> Submit a <u>detailed project schedule</u> (to include project milestones). Submitting project schedule via: _____	
6 Other Supporting project documentation (Required): Submit a spending plan identifying anticipated grant expenditures by month. Submitting via: <u>U.S. Mail - Printed Document</u> Submit job creation data using the <u>Aviation Economic Impact Calculator</u> . Submitting via: <u>U.S. Mail - Printed Document</u>	
7 Other Supporting project documentation (As Applicable): Submit documentation supporting your consultant selection process. Submitting via: <u>U.S. Mail - Printed Document</u> Submit a copy of your consultant's Scope of Work. Submitting via: _____ Have project plans and specifications been prepared? ☐ Yes ☐ No Has a property appraisal been completed for property acquisition? ☐ Yes ☐ No FAA AIP Project Number: _____ FAA Grant Contract Number: _____ Other supporting documentation? _____	



Airport Aid Application Supplemental Justification

"A Steward for Washington's Aviation System"

Airport Sponsor City of Auburn - Auburn Municipal Airport	Project Work Item Runway Project: Environmental asses	Date of Application 05/12/2015
--	--	-----------------------------------

		Score (WSDOT Use)
1.	Project will correct an identified airport safety hazard, deficiency, or non-standard item. If Yes, specify correction. <u>This project will provide additional runway length for aircraft operational safety and property .</u>	☒ Yes ☐ No ☐ Not applicable
2.	Grant will be used to match another source of funds. If Yes, specify other source. <u>FAA AIP funds and airport sponsor funds</u>	☒ Yes ☐ No
3.	Project serves a vital community need. If Yes, specify need. <u>Project will improve the safety for aircraft operations and provide additional pavement for larg</u>	☒ Yes ☐ No
4.	Project will promote economic development and self-sufficiency for the airport. If Yes, specify benefit. <u>Project will improve aircraft safety for larger aircraft that require additional runway length.</u>	☒ Yes ☐ No
5.	Describe specific actions which the airport sponsor has taken in working with its local jurisdiction to provide protective zoning of the airspace and land surrounding the airport. If the airport has been included in the local Comprehensive Plan and/or Development Regulations, specify date plan was passed and provide a copy of document(s) relative to the airport. <u>Zoning has been adopted by the City of Auburn to protect its land uses and prepare for future development.</u>	
6.	Project Readiness:	
a.	Required environmental documentation has been reviewed and approved. ☐ Yes ☐ No ☒ Not applicable	
b.	Plans, specifications, estimates, and engineering report completed. ☐ Yes ☐ No ☒ Not applicable	
c.	Non-State funds are available immediately. ☒ Yes ☐ No ☐ Not applicable	
d.	Project is ready to proceed immediately. ☒ Yes ☐ No ☐ Not applicable	
7.	Project has local community support, indicated by strong volunteer commitment or interest. ☒ Yes ☐ No ☐ Not applicable	
8.	Sponsor has increased local match for the project. ☐ Additional 5% ☐ Additional 10% ☐ Additional Other % _____	



Airport Name

Year

**Counties in the Economic
Impact Region**

Auburn Municipal
26103.11A

2015

King Pierce

Disclaimer

Welcome to the WSDOT Aviation Economic Impact Calculator. This tool is designed to assist users in estimating an airport's change in regional economic impacts based on potential changes in activity at the airport. The calculations in this tool are high-level estimates designed to give a sense of magnitude of economic impacts, but are not to be taken as specific projections. The tool uses averages and typical ranges to provide a reasonable estimate of impacts based on the types of changes entered, which should not be assumed to be precise calculations.

The base data used in the Calculator comes from the Airport Information System (AIS) database, which consists of airport activity information self-reported by airport managers. It is important to keep in mind that inaccuracies or out of date information in the AIS may result in estimates that are inconsistent with the current state of the airport.

Selected Economic Impact Scenario

Fuel Sales offered at this airport		
	Currently	New Scenario
Aviation Gas (AvGas)	Yes	Yes
Jet Fuel	No	No



Airport Name

Year

**Counties in the Economic
Impact Region**

Auburn Municipal
26103.11A

2015

King Pierce

Changes in Flight Activity		
	Currently	
Number of Runways	1	
Type of Runway(s)	Asphalt	
Airport Reference Code	B - I	
	Currently	New Scenario
General Itinerant Operations:	12,000	
Personal Aircraft		
Business Flights (Small Aircraft)		
Corporate Flights (Jet Aircraft)		
	Currently	New Scenario
General Local Operations:	130,000	
Personal Aircraft		
Business Flights (Small Aircraft)		
Corporate Flights (Jet Aircraft)		
	Currently	New Scenario
Commercial Air Taxi Operations (Charters):	0	
Assumed Airplane Seating Capacity		
Assumed % of Seats Filled (Load Factor)		
	Currently	New Scenario
Commercial Air Carrier Operations (Scheduled):	0	
Assumed Airplane Seating Capacity		
Assumed % of Seats Filled (Load Factor)		



Airport Name

Year

**Counties in the Economic
Impact Region**

Auburn Municipal
26103.11A

2015

King Pierce

Changes in Business Activity

	Est. New Sales	Est. New Wages	Est. New Jobs	Wages Per Jobs	Sales Per Job
Aircraft and Aircraft Engine Manufacturing					
Other Manufacturing/Fabrication					
Warehousing and Storage					
Mgmt., Scientific, and Technical Consulting Services					
Machinery/Equipment Repair and Maintenance					
Scientific Research and Development					
Sightseeing Transportation					
Retail Businesses					
Other Businesses and Support Services					

Changes in Cargo Activity

	New Operations	% Ops. Jet Fuel	Est. New Sales	Est. New Wages	Est. New Jobs
Cargo Activity		100%			

Capital Projects

	Federal Grants	State Grants	Local Funding	Other
Infrastructure(roads, utilities, etc.)				
New Buildings				



Airport Name

Year

Counties in the Economic
Impact Region

Auburn Municipal
26103.11A

2015

King Pierce

Aviation Calculator Results

The impacts of the airport's current activity (estimated in the original Aviation Economic Impact Study) and the new scenario activity you have entered are displayed in tables at the bottom of the interface. Impacts from airport business activity and construction activity are shown on the left. Impacts from visitor spending are shown on the right. The impacts of one-time capital projects are shown in the bottom left table.

Airport business and construction activity impacts (the left column of tables) are being estimated for a defined Economic Impact Region for each specific airport. The counties included in the Economic Impact Region are shown next to the airport selection drop down box at the top of the Calculator site. These counties define the geography in which estimated direct, indirect, and induced impacts are assumed to occur.

Impacts from visitor spending (the right column of tables) are estimated statewide.

- The first tables at the top show impacts from the airport's current economic activity. These impacts are based on actual activity occurring on the airport as could reasonably be estimated. **NOTE: These impacts are for aviation-dependent businesses only. For businesses that are located at the airport, but do not rely on aviation for their business, impacts are not shown.**
- The second row of tables shows the estimated impacts of the new scenario(s) you have run. Remember to click the recalculate button to make sure these impacts are reflecting your most recently entered scenario.
 - **Direct Impacts:** Direct impacts represent the amount of the initial business activity (from aviation-related businesses on the airport, or from visitors traveling through the airport) that remains within the local economy.

Jobs and wages that are entered in the Business Activity categories become direct jobs and wages in the impact tables because the jobs (and the wages associated with them) are all assumed to be located on the airport, which is within the economic impact region. However, if total sales are entered, the direct output is less than total sales because only a portion of those sales are assumed to be re-spent within the local economy.

- **Indirect and Induced Impacts:** Indirect and induced impacts result when the direct dollars are recirculated within the local economy, such as when an industry purchases supplies from another local business and when employees make local purchases for their households.
 - **Total Impacts:** Total impacts are the sum of the direct, indirect, and induced impacts.
- The third row of tables shows the sum of current and new scenario impacts.

All of the tables defined above show estimated annual ongoing impacts. Note that jobs are headcounts, not Full Time Equivalents.

- The fourth table on the left shows the one-time estimated impacts of construction. Unlike the other impacts, which are assumed to continue indefinitely, these impacts are only for the period of time during which construction is occurring.



Airport Name

Year

**Counties in the Economic
Impact Region**

Auburn Municipal
26103.11A

2015

King Pierce

Airport Business

CURRENT ESTIMATED ECONOMIC IMPACTS		
Direct	Indirect/Induced	Total Impact
Jobs		0.0
Labor Income		\$0
Total Output		\$0

Visitor Spending

CURRENT ESTIMATED ECONOMIC IMPACTS		
Direct	Indirect/Induced	Total Impact
Jobs		11.8
Labor Income		\$416,369
Total Output		\$1,279,201

NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS		
Direct	Indirect/Induced	Total Impact
Jobs		0
Labor Income		\$0
Total Output		\$0

NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS		
Direct	Indirect/Induced	Total Impact
Jobs		0.0
Labor Income		\$0
Total Output		\$0

TOTAL EXISTING + NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS		
Direct	Indirect/Induced	Total Impact
Jobs		0.0
Labor Income		\$0
Total Output		\$0

TOTAL EXISTING + NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS		
Direct	Indirect/Induced	Total Impact
Jobs		11.8
Labor Income		\$416,369
Total Output		\$1,279,201



Airport Name

Year

**Counties in the Economic
Impact Region**

Auburn Municipal
26103.11A

2015

King Pierce

NEW SCENARIO ONE-TIME ESTIMATED ECONOMIC IMPACTS (From Construction)			
	Direct	Indirect/Induced	Total Impact
Jobs			
	0.0	0.0	0.0
Labor Income			
	\$0	\$0	\$0
Total Output			
	\$0	\$0	\$0

The following Airport Aid Program Grant Assurances are incorporated herewith and form a part of the sponsor's application for funding under the Airport Aid Grant Program.

Signature of Applicant's Authorized Representative: _____

Title of Representative: _____

Date: _____

Chapter 468-260 WAC

Last Update: 3/14/13

AIRPORT AID PROGRAM GRANT ASSURANCES

WAC Sections

468-260-010 General.

468-260-020 Duration and applicability.

468-260-030 Sponsor certification.

468-260-010

General.

(1) Airport sponsors shall comply with these assurances pursuant to and for the purpose of carrying out the provisions of the state of Washington airport aid program grant agreements.

(2) Airport sponsors will submit these assurances as part of the project application requesting funds under the provisions of RCW 47.68.090. As used herein, the term "public agency sponsor" means any municipality or municipalities acting jointly or any Indian tribe recognized by the federal government or such tribes acting jointly in the planning, acquisition, construction, improvement, maintenance, or operation of an airport, owned or controlled, or to be owned or controlled by such municipality or municipalities or Indian tribe or tribes, to be held available for the general use of the public; the term "private sponsor" means any person or persons acting jointly in the planning, acquisition, construction, improvement, maintenance, or operation of an airport, owned or controlled, or to be owned or controlled by such person or persons, to be held available for the general use of the public; and the term "sponsor" includes both public agency sponsors and private sponsors.

(3) Upon a sponsor's acceptance of a grant offer by the department, these assurances are incorporated in and become part of the grant agreement.

[Statutory Authority: RCW 47.68.090. 13-07-037, § 468-260-010, filed 3/14/13, effective 4/14/13.]

468-260-020

Duration and applicability.

(1) **Washington airport aid program projects undertaken by a sponsor.** The terms, conditions, and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport project, not to exceed twenty years from the date of acceptance of a grant offer of state funds for the project. However, there shall be no limit on the duration of the assurances regarding exclusive rights and airport revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with state funds.

(2) **Airport planning undertaken by a sponsor.** Unless otherwise specified in this grant agreement, only Assurances C:1, 2, 3, 4, 6, 7, 8, 13, 20, 33, 34, and 35 apply to planning projects. The terms, conditions, and assurances of this grant agreement shall remain in full force and effect during the life of the project.

[Statutory Authority: RCW 47.68.090. 13-07-037, § 468-260-020, filed 3/14/13, effective 4/14/13.]

468-260-030

Sponsor certification.

The sponsor certifies, with respect to this grant that:

(1) **General state requirements.** It will comply with all applicable Washington state laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of state funds for this project including, but not limited to, the following:

(a) State legislation:

- ☐ Chapter 8.26 RCW (Relocation assistance – Real property acquisition policy)
- ☐ Chapter 27.34 RCW (State historical societies – Historic preservation)
- ☐ Chapter 27.44 RCW (Indian graves and records)
- ☐ Chapter 27.48 RCW (Preservation of historical materials)
- ☐ RCW 29A.84.620 (Hindering or bribing voter)
- ☐ Chapter 36.70A RCW (Growth management – Planning by selected counties and cities)
- ☐ Title 37 RCW (Federal areas – Indians)
- ☐ Chapter 39.12 RCW (Prevailing wages on public works)
- ☐ RCW 47.29.200 (Prevailing wages)
- ☐ RCW 47.68.280 (Investigations, hearings, etc. – Subpoenas – Compelling attendance)
- ☐ RCW 47.68.310 (Enforcement of aeronautics laws)
- ☐ Title 49 RCW (Labor regulations)
- ☐ Title 64 RCW (Real property and conveyances)
- ☐ Chapter 70.94 RCW (Washington Clean Air Act)
- ☐ Title 86 RCW (Flood control)
- ☐ Title 91 RCW (Waterways)
- ☐ Title 12 WAC (Transportation, department of (aeronautics commission))
- ☐ Title 18 WAC (Air pollution)
- ☐ Title 25 WAC (Archaeology and historic preservation, department of)
- ☐ WAC 330-01-050 (dispositions, metropolitan municipal corporations)
- ☐ Title 167 WAC (Drug abuse prevention office)
- ☐ Title 197 WAC (Ecology, department of (environmental policy, council on))
- ☐ Title 198 WAC (Environmental and land use hearings office)
- ☐ Title 199 WAC (Environmental hearings office (environmental and land use hearings board))
- ☐ Title 254 WAC (Historic preservation, advisory council on)
- ☐ Title 326 WAC (Minority and women's business enterprises, office of)
- ☐ Chapter 330-01 WAC (Procedures for corridor and design public hearings under RCW 35.58.273)
- ☐ Chapter 468-100 WAC (Uniform relocation assistance and real property acquisition)
- ☐ WAC 468-100-008 (Compliance with other laws and regulations)
- ☐ Title 357 WAC (Financial management, office of – State human resources director)
- ☐ Title 508 WAC (Ecology, department of (water resources))

(b) Executive orders:

- ☐ Governor's Executive Order 92-01 (Establishing Governor's Policy on a Drug-Free Work Place)
- ☐ Governor's Executive Order 96-04, Implementing the Americans with Disabilities Act and superseding Executive Order 93-03
- ☐ Governor's Executive Order 05-05 (Archaeological and Cultural Resources) Governor's Executive Order 11-01, superseding Executive Order 09-04, Amending Washington Council on Aerospace
- ☐ Governor's Executive Order 12-02 (Workforce Diversity and Inclusion)

(2) **General legal requirements.** It will comply with all applicable laws and ordinances, orders, guidelines, policies, directives, rules and regulations of municipal, county, and federal governmental authorities or regulatory agencies.

(3) **Responsibility and authority of the sponsor.**

(a) Public agency sponsor: It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

(b) Private sponsor: It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

(4) **Sponsor fund availability.** It has sufficient funds available for the portion of the project which is not paid by the state of Washington. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

(5) **Good title.** It holds good title, satisfactory to the department, to the areas of the airport or site thereof necessary for aircraft takeoff and landing as well as those necessary for the movement of aircraft to and from the landing and takeoff areas, or gives assurances satisfactory to the department that good title will be acquired prior to accepting grant funds.

(6) **Preserving rights and powers.**

(a) It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the department, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the department.

(b) It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property associated with this application or that portion of the property upon which state funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the department. If the transferee is found by the department to be eligible to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.

(c) If the sponsor is a private sponsor, it will, to the department's satisfaction, ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

(d) If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will, to the department's satisfaction, reserve and document in arrangements with said party sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with the regulations and the terms, conditions, and assurances in this grant agreement and shall ensure that such arrangement also requires compliance therewith.

(e) Sponsors of commercial service airports will not permit or enter into any arrangement that allows an owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport.

(f) Sponsors of general aviation airports entering into any arrangement that allows an owner of residential real property adjacent to or near the airport must comply with the requirements set forth in Section 136 of Public Law 112-95.

(7) **Consistency with local plans.** Certify, to the department's satisfaction, that the project is consistent with plans (existing at the time of submission of this application) of public agencies that are authorized to plan for the

development of the area surrounding the airport.

(8) **Consideration of local interest.** Certify, to the department's satisfaction, that it considered the interest of communities in or near where the project is located.

(9) **Consultation with users.** Certify to the department's satisfaction that when it made a decision to undertake any project, that it consulted with affected parties using the airport.

(10) **Public hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it held public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the department, submit a copy of the transcript of such hearings to the department. Further, for such projects, its management board contain(s/ed) either voting representation from the communities where the project is located or it advised communities that they have the right to petition the department concerning a proposed project.

(11) **Air and water quality standards.** In projects involving airport location, a major runway extension, or runway location, it will provide the department appropriate written certification that the project will be located, designed, constructed, and operated so as to comply with applicable federal, state, and local air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the administrator of the Environmental Protection Agency, or the secretary of the Department of Ecology, certification shall be obtained. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the department.

(12) **Pavement preventive maintenance.** With respect to a project for the replacement or reconstruction of airport pavement, it assures or certifies to the department's satisfaction that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with state financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the department determines may be useful.

(13) **Accounting system, audit, and recordkeeping requirements.**

(a) It shall keep all project accounts and records which fully disclose the amount and disposition of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with RCW 43.09.200 and the Washington state budgetary, accounting, and reporting system (BARS) manuals and financial reporting packages.

(b) It shall make available to the department and the Washington state auditor's office, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The department may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the department not later than six months following the close of the fiscal year for which the audit was made.

(14) **Wage rates.** It shall include in all contracts in excess of two thousand five hundred dollars, or as outlined in WAC 296-127-050, for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages under the Washington State Prevailing Wages on Public Works Act, chapter 39.12 RCW, which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work. This shall be documented by a statement of intent to pay prevailing wages and an affidavit of wages paid.

(15) **Nondiscrimination requirements.** It shall prohibit discrimination in all phases of contracted employment, contracting activities and training pursuant to Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Justice System Improvement Act of 1979, the Americans with Disabilities Act of 1990, the Civil Rights Restoration Act of 1987, 49 C.F.R. Part 21, chapter 49.60 RCW and other related laws and statutes.

(16) **Equal employment opportunity (EEO) responsibilities.** It shall comply with regulations relative to nondiscrimination in state-assisted programs of the department, which are herein incorporated by reference and made a part of this project. With regard to the work performed during the project, it shall not discriminate on the

grounds of race, color, gender, creed, national origin, age, sexual orientation, gender identity, marital status, disability or veteran status in the selection and retention of contractors, consultants and service providers, including procurement of materials and leases of equipment.

(17) **Veteran's preference.** It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to ensure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to honorably discharged military personnel who are veterans of any war of the United States, or of any military campaign for which a campaign ribbon shall have been awarded, and their widows or widowers, shall be preferred for appointment and employment. Age, loss of limb, or other physical impairment, which does not in fact incapacitate, shall not be deemed to disqualify them, provided they possess the capacity necessary to discharge the duties of the position involved as defined in RCW 73.16.010. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

(18) **Conformity to plans and specifications.** It will execute the project subject to plans, specifications, and schedules approved by the department. Such plans, specifications, and schedules shall be submitted to the department prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the department, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the department, and incorporated into this grant agreement.

(19) **Construction inspection and approval.** It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the department for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the department and such work shall be in accordance with regulations and procedures prescribed by the department. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the department shall deem necessary.

(20) **Planning projects.** In carrying out planning projects:

(a) It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved by the department.

(b) It will furnish the department with reports pertaining to the planning project and planning work activities, as designated by the department.

(c) It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the state of Washington.

(d) It will make all material prepared in connection with this grant available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

(e) It will give the department unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

(f) It will grant the department the right to disapprove the sponsor's selection of specific consultants and their subcontractors to do all or any part of projects funded by this grant as well as the right to disapprove the proposed scope and cost of professional services.

(g) It will grant the department the right to disapprove the use of the sponsor's employees to do all or any part of the project.

(h) It understands and agrees that the department's approval of this project grant or the department's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the department to approve any pending or future application for an airport aid grant.

(21) **Operation and maintenance.** The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States or the state of Washington, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably

operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for nonaeronautical purposes must first be approved by the department. In furtherance of this assurance, the sponsor will have in effect arrangements for:

(a) Operating the airport's aeronautical facilities whenever required;

(b) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and

(c) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

(22) **Hazard removal and mitigation.** It assures that such terminal airspace under the appropriate category of Federal Air Regulation Part 77, 14 C.F.R. 77, as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards. Where hazards are on land owned by others, the sponsor will make every effort to coordinate with owners to mitigate airport hazards.

(23) **Compatible land use.** It shall, either by the acquisition and retention of property interest, in fee or easement, or by seeking enforcement of local zoning action, prevent the construction of any object which may constitute an incompatible land use such as residential encroachment, wildlife attractants, uses that emit smoke, steam, glare, or electromagnetic interference, and height hazards. Sponsor will take proactive measures to discourage incompatible land uses adjacent to the airport, to include a formal consultation with local jurisdictions on land use issues, and support and/or recommend land use regulations consistent with WSDOT best management practices found in WSDOT's *Airports and Compatible Land Use Guidebook*.

(24) **Economic nondiscrimination.**

(a) It will make the airport available as an airport for public use and without discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

(b) In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

(i) Furnish said services on a reasonable, nondiscriminatory, basis to all users thereof; and

(ii) Charge reasonable, and nondiscriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

(c) Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

(d) Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

(e) Each air carrier using such airport (whether as a tenant, nontenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or nontenants and signatory carriers and nonsignatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

(f) It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation

operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to, maintenance, repair, and fueling) that it may choose to perform. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

(g) The sponsor may establish such reasonable, and nondiscriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

(25) **Exclusive rights.** It will not grant exclusive right for the use of the airport to any person(s) providing, or intending to provide, aeronautical services to the public. For purposes of this subsection, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if the following apply:

(a) It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services;

(b) If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities including, but not limited to, charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity existing at such an airport before the grant of any assistance under RCW 47.68.090; and

(c) It has received approval from the department.

(26) **Fee and rental structure.** It will maintain a competitive fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account factors such as the volume of traffic and economy of collection. No part of the state share of an airport development or airport planning project for which a grant is made under RCW 47.68.090 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

(27) **Airport revenues.** All revenues generated by the airport and any local taxes established after December 30, 1987, on aviation fuel, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this subsection:

(a) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

(b) If the department approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a twenty-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

(c) When requested by the department, the sponsor will obtain an audit that will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes, and indicate whether funds paid or transferred to the owner or operator were paid or transferred in a manner consistent with state law and any other applicable provision of law, including any regulation promulgated by the secretary. Any civil penalties or other

sanctions will be imposed for violation of this assurance in accordance with state law.

(28) Reports and inspections. It will:

(a) Submit to the department such annual or special financial and operations reports as the department may request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the department; for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the department upon request;

(b) In a format and time prescribed by the department, provide to the department and make available to the public following each of its fiscal years, an annual report listing in detail:

(i) All amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

(ii) All services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

(29) Use by government aircraft. It will not charge the state or its agencies (except for those under contract), for limited but reasonable, nonroutine, search and rescue, law enforcement or public safety use of public landing and aircraft parking facilities. The sponsor may require written verification of an entity's official government business status, and notification prior to use of facilities.

(30) Land for state facilities. It will furnish without cost to the state of Washington for use in connection with any air traffic control or air navigation activities, or weather reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or for these same purposes, rights in buildings of the sponsor as the department considers necessary for construction, operation, and maintenance at state expense of space or facilities. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the department.

(31) Airport layout plan.

(a) It will provide airport layout plans (ALPs) as prescribed in WSDOT's *Aviation Grant Procedures Manual*. It will keep up-to-date at all times an airport layout plan of the airport showing:

(i) Boundaries of the airport and all proposed additions thereto, together with the boundaries of all off-site areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

(ii) The location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars, and roads), including all proposed extensions and reductions of existing airport facilities;

(iii) The location of all existing and proposed nonaviation areas and of all existing improvements thereon; and

(iv) All proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the department which approval shall be evidenced by the signature of a duly authorized representative of the department on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations to the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the department and which might, in the opinion of the department, adversely affect the safety, utility, or efficiency of the airport.

(b) If a change or alteration in the airport or the facilities is made which the department determines adversely affects the safety, utility, or efficiency of any state-owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the department, the owner or operator will, if requested, by the department.

(i) Eliminate such adverse effect in a manner approved by the department; or

(ii) Bear all costs of relocating such property (or replacement thereof) to a site acceptable to the department and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of

operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the department's design standards beyond the control of the airport sponsor.

(32) Disposal of land.

(a) For land purchased under a grant for airport development purposes, it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the department an amount equal to the states' proportionate share of the fair market value of the land. The portion of the proceeds proportionate to the states' share of the cost of acquisition of such land will, upon application to the department, be reinvested or transferred to another eligible airport as prescribed by the department. The department shall give preference to the following, in descending order:

(i) Payment to the state of Washington for deposit in the aeronautics account; or

(ii) Reinvestment in an approved project that is eligible for grant funding under RCW 47.68.090.

(b) Land shall be considered to be needed for airport purposes under this assurance if:

(i) It may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land; and

(ii) The revenue from interim uses of such land contributes to the financial self-sufficiency of the airport.

(c) Disposition of such land will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

(33) Engineering and design services. It will award each contract, or subcontract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under WSDOT *Consultant Services Manual M-27-50.02* or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

(34) Foreign market restrictions. It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States trade representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction. Sponsors are encouraged to "Buy American" whenever feasible and appropriate.

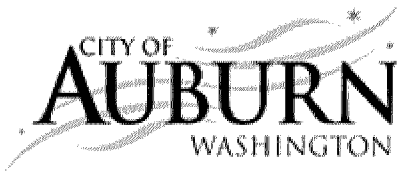
(35) Policies, standards, and specifications. It will carry out the project in accordance with policies, standards, and specifications approved by the department and included in this grant, and in accordance with applicable state policies, standards, and specifications.

(36) Relocation and real property acquisition. It will be guided in acquiring real property, to the greatest extent practicable under state law, by the land acquisition policies in RCW 8.26.180.

(37) Disadvantaged business enterprises. The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any department-assisted contract or in the administration of its DBE program or the requirements of Governor's Executive Order 12-02.

(38) Hangar construction. If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long-term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose. For the purpose of this section, a long-term lease is defined as not to exceed fifty years.

[Statutory Authority: RCW 47.68.090, 13-07-037, § 468-260-030, filed 3/14/13, effective 4/14/13.]



AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5149

Date:
May 27, 2015

Department:
Finance

Attachments:
RES 5149

Budget Impact:
\$0

Administrative Recommendation:

City Council adopt Resolution No. 5149.

Background Summary:

An environmental assessment is the first step in completing the north and south runway enhancement project and planned purchase of property in the Runway 34 runway protection zone (RPZ). The runway enhancement will increase aircraft safety by providing additional pavement at both ends of the runway to be used for takeoff operations. The project also includes potential property acquisition of a parcel within the Runway 34 RPZ, for added safety. Grant funding from the Federal Aviation Administration (FAA) and the Washington State Department of Transportation, Aviation Division (WSDOT) is available to support the environmental assessment. However, before the FAA is able to award these funds, a resolution must be approved by the City including a specific statement of support.

The cost of the environmental assessment is estimated to total \$161,000.00. The City has submitted applications for grant funding from the FAA and the WSDOT. Funding is anticipated to be as follows:

**Environmental Assessment
Runway Enhancement Project
Sources of Funding
(listed in descending order)**

Source	Amount	Percentage
Federal Funds (FAA)	\$ 144,900.00	90.0%
Local Funds (Airport Fund #435)	8,050.00 (*)	5.0%
State Funds (WSDOT)	8,050.00	5.0%
Total	\$ 161,000.00	100.0%

(*) If WSDOT grant funding is not awarded, the City's share would increase to \$16,100, or 10% of the total project cost.

This Resolution enables the City to submit an application for and, if awarded, to accept FAA grant funds for this project. Council approval of this Resolution is requested.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: June 1, 2015

Item Number: RES.D

RESOLUTION NO. 5149

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE CITY TO APPLY FOR AND, IF AWARDED, TO ACCEPT GRANT FUNDS IN THE AMOUNT OF \$144,900.00 FROM THE FEDERAL AVIATION ADMINISTRATION, TO PERFORM AN ENVIRONMENTAL ASSESSMENT AS PART OF THE NORTH AND SOUTH RUNWAY ENHANCEMENT PROJECT FOR THE AUBURN MUNICIPAL AIRPORT AND AUTHORIZING THE EXECUTION OF THE GRANT AGREEMENT THEREFOR

WHEREAS, the completion of an environmental assessment for the north and south runway enhancement project at the Auburn Municipal Airport is a necessary part of responsible airport facility management and maintenance and ensures the continued usability and safety of these surfaces for aircraft use; and

WHEREAS, the north and south runway enhancement project is an integral part of the most recent Airport Master Plan, which was approved by the Federal Aviation Administration and the Washington State Department of Transportation, Aviation Division; and

WHEREAS, the City of Auburn has submitted to the Federal Aviation Administration a request for federal grant funds in the amount of One Hundred Forty Four Thousand Nine Hundred Dollars (\$144,900.00), representing funds to be used towards the environmental assessment as specified above; and

WHEREAS, the Auburn Municipal Airport has also applied to the Washington State Department of Transportation, Aviation Division, for a matching grant of up to Eight Thousand Fifty Dollars (\$8,050.00) or 5.0%; and

WHEREAS, the City of Auburn has available and is willing to provide Eight Thousand Fifty Dollars (\$8,050.00) as its 5% match of the funds needed to complete this project, or up to Sixteen Thousand One Hundred Dollars (\$16,100.00) if the requested Washington State Department of Transportation, Aviation Division grant funds are not awarded; and

WHEREAS, by virtue of this Resolution the City Council has expressed its statement of support of this project; and

WHEREAS, the Federal Aviation Administration requires a resolution from the City of Auburn expressing support of this project prior to award of federal grant funding;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON HEREBY RESOLVES AS FOLLOWS:

Section 1. **Purpose.** The Auburn City Council does hereby express its statement of support for the environmental assessment for the north and south runway enhancement project and authorizes the City's expenditure of up to Sixteen Thousand One Hundred Dollars (\$16,100.00) as its 10% match of the funds needed to complete this project. The Mayor of the City of Auburn is hereby authorized to apply for the Federal Aviation Administration grant, and to accept this grant should it be awarded to the City of Auburn.

Section 2. **Implementation.** The Mayor of the City of Auburn is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this resolution.

Section 3. Effective Date. This Resolution shall take effect and be in full force upon passage and signatures hereon.

DATED and SIGNED THIS _____ DAY OF _____, 2015.

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney