

City Council Study Session
May 23, 2016 - 5:30 PM
Auburn City Hall
AGENDA

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I. CALL TO ORDER

A. Roll Call

II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

III. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. Mayor's Homelessness Task Force (20 Minute Presentation/20 Minute Q&A)* (Hinman)

Mayor's Homelessness Task Force Report

B. Vietnamese Memorial (5 Minute Presentation/5 Minute Q&A)* (Faber)

C. Ordinance No. 6593, Renewal of Franchise Agreement with PSE Natural Gas (5 Minute Presentation/5 Minute Q&A)* (Snyder)

An Ordinance of the City Council of the City of Auburn, Washington, authorizing the renewal and amendment of Ordinance No. 6018 for Puget Sound Energy, Inc. franchise agreement for the Transmission, Distribution and Sale of Natural Gas

D. 2017-2022 Transportation Improvement Plan Update (10 Minute Presentation/10 Minute Q&A)* (Snyder)

E. Resolution No. 5220 (5 Minute Presentation/5 Minute Q&A)* (Hinman)

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

F. Resolution No. 5232 - SpanaFlight, LLC Airport Lease (5 Minute Presentation/5 Minute Q&A)* (Snyder)

A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to negotiate and execute, on behalf of the City, an airport property lease with SpanaFlight LLC

G. Resolution No. 5233 - Les Gove Boundary Line Adjustment (5 Minute Presentation/5 Minute Q&A)* (Hinman)

A Resolution of the City Council of the City of Auburn, Washington, declaring certain real property as surplus and authorizing the Mayor to convey interest in

certain real property between the City of Auburn and Todd Hobert (for Parcel A) and James and Catherine Balzer (for Parcel B)

H. **Ordinance No. 6598 - Aggressive Begging (15 Minute Presentation/15 Minute Q&A)* (Heid/Lee)**

An Ordinance of the City Council of the City of Auburn, Washington, amending Sections 9.08.010 and 9.78.010 of the Auburn City Code relating to threatening and disruptive crimes – aggressive begging and disorderly conduct

I. **Downtown Parking Permit Program (10 Minute Presentation/10 Minute Q&A)* (Snyder)**

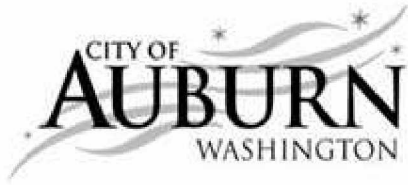
J. **Resolution No. 5234 - Verizon Contract (5 Minute presentation/5 Minute Q&A)* (Haugan)**

A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to negotiate and execute, on behalf of the City, an agreement with Verizon Wireless for Contract #GS-35F-0119P, related to GSA Federal Supply Schedule

IV. **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:

Mayor's Homelessness Task Force (20 Minute Presentation/20 Minute Q&A)

Date:

May 17, 2016

Department:

Administration

Attachments:

[Auburn Homelessness Task Force Report](#)

Budget Impact:

\$0

Administrative Recommendation:

For discussion only.

Background Summary:

In response to community concerns about the growing number of homeless individuals in the City, Mayor Nancy Backus created the "Auburn Mayor's Homelessness Task Force" in November 2015. The Task Force was composed of 17 individuals representing a diversity of residents, businesses, service providers and faith community stakeholders in Auburn. The mission of the Task Force was to: "... seek to better understand the scope and causes of homelessness in Auburn, the systems in place to address homelessness, and...consider the range of concerns and ideas identified by the community. The Task force will identify and recommend a set of short-term and longer-term actions that our community can undertake to address these issues."

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

Hinman

Meeting Date: May 23, 2016

Item Number: DI.A

Auburn Mayor's Homelessness Task Force

Task Force Report

April 2016

Executive Summary

In response to community concerns about the growing number of homeless individuals in the City, Mayor Nancy Backus created the "Auburn Mayor's Homelessness Task Force" in November 2015. The Task Force was composed of 17 individuals representing a diversity of residents, businesses, service providers and faith community stakeholders in Auburn. The mission of the Task Force was to: ***"...seek to better understand the scope and causes of homelessness in Auburn, the systems in place to address homelessness, and...consider the range of concerns and ideas identified by the community. The Task force will identify and recommend a set of short-term and longer-term actions that our community can undertake to address these issues."***

The Task Force met seven times, from November 2015 through April 2016. The Task Force was supported by a team from the City of Auburn staff, representatives from the King County Housing Authority and Valley Regional Fire Authority, and an independent facilitator. Task Force meetings were open to the public and public comment was taken on line and at meetings. The Task Force heard from a variety of city and other regional government representatives, regional homelessness response coalition staff, as well as many service providers operating in Auburn. Task Force members were able to participate in several site visits of facilities in Auburn and within the South King County region which are serving homeless individuals. In addition, four interviews with homeless individuals in the City were recorded and transcribed for the Task Force's review.

The Task Force believes that responding to homelessness is a priority for ensuring the quality of life in our community – for residents, businesses, and visitors, as well as the individuals experiencing homelessness. Many of the homeless in Auburn grew up in this City and went to school here: they are our friends and neighbors.

The situation demands immediate action and the engagement of all parts of our community. It is not simply a matter of asking the Police or others at City Hall to "do more." There are many things the community can do that will improve the situation, but they cannot be implemented overnight.

The Task Force offers 46 recommendations, in seven categories of activity. The Task Force's 15 priority recommendations within these seven categories are:

Improving public safety, sense of wellbeing

- Create a program where homeless are hired daily to help clean the community

- Ensure police have information to provide service and shelter referrals to homeless individuals

Expand emergency shelter options

- Open additional shelter in City –more than just the existing winter shelter for cold nights
- Expand shelter services to youth under the age of 18
- Increase the supply of low-barrier shelter beds in the City

Expand services

- Create a hygiene center / day center with storage, showers, laundry and access to resources. Explore siting in an existing vacant building
- Expand programs, facilities and services available to address behavioral health issues of homeless individuals

Expand permanent housing and related service capacity

- Provide additional subsidized housing for single adults without disabilities, children, or veteran status: currently, there are very limited resources for this population
- Provide landlord assistance for damages as well as rent guarantee / support the countywide Landlord Liaison Program

Improve public understanding and ability to assist

- Implement a program to help educate residents about homelessness
- Continue to expand City's involvement with county, state and the federal government to better support funding for and awareness of homelessness in South King County

Advocacy

- Advocate for more state funding for all types of behavioral health services-- mental health, substance abuse, detox beds, etc.
- Advocate for funding for individuals without state insurance/on disability to access mental health and substance abuse treatment
- Advocate to require utilities to expand subsidy for low income customers

Other

- Create best practice training for all systems to build connections between agencies

A successful response to homelessness in Auburn will require compassion, informed action, and a continued commitment to public safety. The Task Force strongly encourages the City and the people within the community to consider all of its recommendations, and has asked to be reconvened in six months to review progress. Members of the Task Force have also offered to serve on an inter-agency implementation team which they recommend the City create to lead the response to the recommendations in the report.

Auburn Mayor's Homelessness Task Force

Task Force Report

April 2016

Introduction

The Auburn Mayor's Task Force on Homelessness was created by Mayor Nancy Backus in November 2015. The Mayor's action came after concern was expressed by many local business owners and residents about visible street homelessness in the City. A "blog-spot" on the City's Website on the topic of homelessness received a record number of posts over much of 2015, more than any other subject on the "Talk Auburn" blog.

At the initial Task Force meeting, Mayor Backus charged the group with the following mission:

The Task Force will seek to better understand the scope and causes of homelessness in Auburn, the systems in place to address homelessness, and will consider the range of concerns and ideas identified by the community. The Task force will identify and recommend a set of short-term and longer-term actions that our community can undertake to address these issues.

This report presents our recommendations.

Task Force Members and Process

The Task Force consists of seventeen (17) members, representing a diversity of resident, business, service providers and faith community interests in Auburn. Three resident members were selected after soliciting interest from the entire community. The members of the Task Force and our affiliations are identified at **Attachment A**. Mayor Backus selected Denise Daniels and Carla Hopkins to serve as co-chairs of the Task Force.

The Task Force met seven times, from November 17, 2015 through April 15, 2016. We were supported by a team of City staff from various departments, as well as representatives from the King County Housing Authority and the Valley Regional Fire Authority. The support team members sat at the table with us and engaged in the dialogue at each meeting. A full list of the support team members is presented at **Attachment B**. In addition to bringing the staff support team to our table, the City also secured an independent facilitator to help shape our work plan and facilitate our meetings.

Our meetings were open to the public and all the agendas and materials reviewed at our meetings were posted on the City's website, as were summaries of our meetings. We took brief oral comments at our meetings, and encouraged written comments to be submitted from members of the public attending our meetings, as well as on the City's website. All comments submitted were transcribed and provided to us.

At the beginning of our deliberations, we adopted a charter to guide our decision making process. We then spent most of our first four meetings learning about homelessness in Auburn.

We began by learning what City staff have heard from local residents and business owners about the impacts of homelessness on their neighborhoods and places of business. Then we heard more about the issue of homelessness regionally as well as locally: The Seattle King County Coalition on Homelessness presented information describing how homelessness is prevalent across King County. We reviewed the “One Night Count” data on the numbers of homeless, and information on the causes of homelessness. “All Home,” the agency managing the County’s overall strategies to address homelessness, described for us how governments and service providers are responding to this challenge. As individual Task Force members, we shared with each other our own perceptions as to the causes of, and concerns associated with, homelessness in our community.

After that, we heard presentations from several City departments—Police, Community Services, Parks, Planning and Development -- who deal daily with individuals experiencing homelessness in our City. All the presenters noted that the homeless population—particularly single adults-- is increasingly visible and growing, and that there is a lack of shelters and other safe places for homeless individuals to go in Auburn. Assistant Police Chief William Pierson stressed for us that while the Police Department is committed to protecting the safety of the community, being homeless in and of itself is not a crime, and the City cannot arrest its way out of this challenge. The Parks Department and Community Development Departments spoke to the challenges of addressing encampments and related environmental impacts on public property. The Community Services Department noted the lack of services available to meet the needs of the homeless—particularly, the lack of hygiene and laundry facilities.

Helpful information was also provided by staff from other government agencies. Valley Regional Fire Authority staff also presented information to us, noting they are seeing an increase in the homeless population, particularly among younger people—teens and those in their early 20s. Staff from the Auburn School District spoke to us regarding the challenges of serving homeless students and the federal McKinney Vento law requirements around this. Staff from the Auburn Library shared with us information about their programs and how they treat visitors to their facilities, including homeless individuals, and how library staff seek to treat everyone consistent with their mission “to provide free, open, and equal access to ideas and information to all members of the community.” Staff from the King County Housing Authority shared with us an overview of that agency’s programs and services, which include several subsidized and workforce housing developments in Auburn.

The Director of the King County Dept. of Community and Human Services also spoke with us, noting that in the homelessness crisis, what we are experiencing is the failure of several systems over the last several decades: lack of access to mental health care treatment and in-patient beds; insufficient support for persons with development disabilities; and rapidly growing housing costs. She shared with us maps showing prevalence of a series of demographic markers around poverty, health indicators, and factors placing people at risk of homelessness, all of which showed a heavy concentration of these challenges in South King County.

Between Task Force meetings, we had the opportunity to visit sites where services for the homeless are now provided in the City and nearby. Site visit locations included:

- Auburn Youth Resources/Arcadia House
- First United Methodist Church (free meal site)/Auburn Food Bank
- Multi-Service Center (shelter for families, located in Kent)
- Valley Cities Landing and Phoenix Rising

We wanted to ensure that we heard the perspectives of homeless individuals in our deliberations. To accomplish this, in addition taking public comment at the meetings (where we heard from homeless individuals as well as residents and service providers), four interviews were conducted with different homeless people in the City, through the efforts of our Co-Chair, Carla Hopkins, and City staffer Erica Azcueta. Transcripts of these conversations were provided to us.

City staff kept a running list of all our information requests and we received responses to all these questions.

We spent our last three meetings developing a problem statement, our definition of success, criteria for our recommendations, a framework for recommendations, and developing a list of potential recommendations. We identified 56 different potential recommendations (presented in Attachment B), and sorted them within categories of our adopted framework (described below).

Our 56 ideas for recommendations were placed on a ballot and each Task Force member was asked to rate each idea from 1 to 5, with 5 being “strongly support” and 1 being “strongly oppose.” Results were tabulated and presented at our seventh and last Task Force meeting. In discussion at that last meeting, some items were re-voted on. The final results of that voting and deliberation are included at **Attachment C**.

Per our charter, items supported by at least 80% of the Task Force members voting were considered to be “**consensus**” items; items supported by at least 60% but less than 80% were considered to be “**recommended**” items. These “consensus” and “recommendation” items together constitute our recommendations; they are presented below at **Table 1**.

Problem Statement

Auburn residents, business owners, nonprofit service organizations, the faith community, and those in City Hall, have all observed an increase in the number of homeless individuals in the City over the past few years. Their presence is seen and felt in downtown Auburn, the Library, City parks and open spaces, in other commercial areas of town and in neighborhoods.

The January 2016 One Night Count of the homeless reported 110 homeless individuals in Auburn. This was a decline compared to the 132 people counted in 2015, but service providers attribute this to heavy rains flooding out traditional encampment sites along the Green River.

And, of significant concern, in 2016 the South King County Region¹ saw a 53% increase in the homeless count compared to 2015. Countywide, there was a 19% increase in the number of homeless individuals reported in the One Night Count in January 2016 as compared to January 2015.

The City's Public Works Department reports a constant stream of homeless encampments in City green spaces. "Unwanted person" calls have become the second highest call category for the City Police Department, second only to traffic issues. The Valley Regional Fire Authority reports a growing increase in the number of visible homeless in the City, particularly young adults.

The homelessness in our City are people of all ages. The Auburn School District reports it had 265 students identified as homeless in the 2014-2015 school year—a 26% increase over the 2013-14 school year. And the 2013-14 school year had 17% more homeless students than the 2012-2013 school year.

A growing number of families in Auburn are at risk of homelessness. Indicators of this trend are found in data about poverty levels, comparing income to rent, looking at the growing use of the Auburn Food Bank, and tracking the number of families seeking subsidized housing:

- Over 10% of families in Auburn were below the federal poverty line in the 2010 census.²
- Over 41% of Auburn households pay more than 30% of their income for housing.²
- 4,495 families are registered with the Auburn Food Bank this year – some 118,000 people were served last year, up to 145 people a night at weekly community meals.³
- 35-50 individuals per night are staying at the cold weather shelter operated by the Auburn Food Bank.³
- Rental costs in South King County have increased 27% since 2010. A person earning minimum wage, or on TANF (welfare), or receiving social security disability income cannot afford an average one bedroom apartment in South King County.⁴
- In Auburn last year, 871 families applied for public housing assistance – seeking to get on the King County Housing Authority Section 8 Voucher waiting list. Only 98 of those applicants were fortunate enough to get a slot on the waiting list—and they can expect to wait as long as 5 years for space in public housing to open up.⁵

At the same time, the City hears growing frustration from businesses and homeowners. They ask what is being done to address the number of homeless individuals panhandling, or sleeping

¹ Of that increase, 91% can be attributed to areas counted last year, most of which have been counted for many years. The South King County Region consists of areas in: Federal Way, Kent, Renton, Auburn, and Southwest King County (select areas of Burien, Des Moines, SeaTac, Tukwila, and White Center). Source for One Night Count data: Seattle King County Coalition on Homelessness.

² Source: All Home.

³ Source: Auburn Food Bank.

⁴ Source: Seattle King County Coalition on Homelessness, reporting 2015 information from Dupre & Scott Apartment Advisors.

⁵ Source: King County Housing Authority.

in doorways, or loitering in commercial areas. There is a high degree of community concern about homelessness, as evidenced by the number of comments on the City's web-blog on homelessness which has received more comments than any other City blog. Most, but not all, of the input from the community expresses support for helping the homeless in our community find the services and shelter they need. Over half of the comments received online stated there is significant need for more supportive services including emergency shelters, mental health and substance abuse services, and policy or system changes.

And, while the fear and frustration registered through public comments is growing, we are also clear that the City cannot arrest its way out of homelessness. Being homeless is not a crime. And, cycling individuals through short jail stays on trespassing or public nuisance charges only to have them released back in to the community doesn't address the underlying causes of homelessness or solve the problem.

What we are seeing in Auburn is not unique. Across King County, Washington state, and nationally, we are seeing the suburbanization of poverty, as the poor are priced out of housing in urban centers. In Washington State, decades of underinvestment in mental health care, developmental disabilities services, and substance abuse treatment are translating into increasing homelessness. In King County we combine those systemic failures with an alarming increase in the cost of housing and the problem is further exacerbated.

The Task Force understands that the following conditions are being experienced and observed in the City, by residents and business owners:

- Problem behaviors of homeless individuals, including loitering, trespassing in private buildings to use restrooms, get clean and sleep
- Property damage including breaking of locks on buildings to gain access to private buildings, or dumpsters
- Increasing number of visible homeless individuals throughout our City, particularly younger individuals
- Customers and employees of local businesses being frightened of or confronted by homeless individuals
- Residents wanting the City to "fix" the problem of homelessness
- Residents afraid to use the library due to groups of homeless adults loitering in the entryways and in the Library
- Residents afraid to visit public parks, trails and open space due to groups of apparently homeless individuals living or loitering in these areas
- Trash, debris, belongings, drug paraphernalia left behind by the homeless
- Increasing numbers of homeless encampments in open space within the City
- Mental illness and substance abuse issues suffered by the homeless
- Significant increases in the cost of housing
- Growth in poverty

As a result of these issues and conditions, community concerns include:

- Auburn becoming less safe and less attractive for residents, workers, and visitors

- Negative community views about the homeless, a lack of public understanding and tolerance for the homeless
- Concern for the safety of the homeless in the City and concern about their human suffering
- A lack of services and housing available for the homeless – either in Auburn or in nearby cities

Constraints and obstacles to addressing these concerns and issues include:

- **Lack of Places for Homeless Individuals to Be**
 - No shelter for youth under 18 anywhere in South King County
 - One shelter for young adults (ages 18-24) in all of South County, here in Auburn (Auburn Youth Resources)
 - Other than a limited winter shelter in severe weather conditions, there are no emergency shelter beds to house homeless adults in Auburn
 - There are very few transitional shelter beds in the City
 - Lack of approved places for the homeless to stay anywhere in the City (e.g. parking lots or “tent cities”)
 - Lack of day centers where homeless individuals can be during the day, other than limited hours of service in a facility for youth provided by Auburn Youth Resources
 - No hygiene center anywhere in the City where homeless individuals can get clean, or take care of basic bodily functions
 - Rents increasing far faster than incomes, and already beyond the reach of those at the bottom of the income scale
 - Insufficient public housing and shelter capacity to meet the needs of the population (housed and unhoused)
 - Lack of housing with supportive services to meet the needs of the homeless
 - Lack of sites where new homeless facilities can locate, and lack of clarity as to whether there is public support for such siting.
- **Difficult for the Homeless to Help Themselves**
 - Limited family and social networks
 - Lack of transportation to get to services and jobs
 - Lack of knowledge on the part of both the homeless and the public about resources available to assist the homeless
 - Lack of service capacity, including medical care, mental health care, substance abuse treatment, job training
 - Lack of enough outreach services to connect homeless to services they need
 - Lack of places for the homeless to securely store their belongings
- **Hard for Supportive Agencies to Help Homeless Families and Individuals**
 - Lack of public understanding of the complexity of homelessness
 - Some homeless opt out of staying in shelters or using services available to them
 - Growing poverty in the region, increasingly generational poverty

- Growing housing costs place more at risk of homelessness, and make it more expensive to find new housing for the homeless
- Lack of adequate resources to address the challenges

What does success look like?

The challenge of homelessness in Auburn is growing. The Task Force believes there is an urgent need for action. But what does success look like? Here are some of the ways we think our community should define success in addressing homelessness:

- **For the homeless:**
 - More shelter beds in our community.
 - A place in our City where the homeless can care for their personal needs—get clean, do laundry.
 - Greater access to “Housing First” resources—safe housing with wrap-around services, that people can live in without abandoning their pets, or without the expectation that they will be addiction-free overnight.
 - Greater access to health services and better health outcomes, including but not limited to greater access to substance abuse treatment.
 - Greater access to transportation.
 - Ultimately, everyone who wants a home or shelter can have one.
 - Greater visibility of services available to assist homeless individuals.
- **For our community:**
 - Greater perceived and actual feeling of safety.
 - A cleaner city, with less debris left behind by the homeless, and no unauthorized encampments.
 - Expanded engagement of the business community and of the entire community in constructively addressing homelessness.
 - Greater understanding of the complexity of homelessness and how we can each help to meet this challenge.
 - Broader awareness that homelessness and crime are not synonymous.
 - An acknowledgement that the homeless are part of our community.
 - More landlords open to renting to individuals and families with Section 8 housing certificates.
- **For our public and nonprofit service providers:**
 - Stronger connections between service providers across South King County.
 - A seamless system that works to help the homeless and those at risk of homelessness—understanding the barriers to homeless and efficiently and quickly connecting people with resources.
 - A reduction in emergency room visits by homeless individuals.
 - Increased resources.

- Police, fire/emergency medical and public works resources are able to apply more of their resources to their core missions.
- Collaborative engagement in securing grants.

We will not end homelessness. But there is much we can and should do to address this challenge in our City. One size does not fit all, in terms of solutions. While there are some actions we can take that will result in immediate improvement, others will take much longer. We need to think strategically, and be committed to sustaining our efforts over the long haul.

Criteria and Framework for Task Force Recommendations

The Task Force agreed that recommendations would be included for consideration by the Task Force if they meet all these criteria:

- **Actionable** – Recommendation is feasible to implement as a community. Stakeholders needed are part of Auburn/South King County community and have means to take action necessary to accomplish the change sought. Financial feasibility should be included as a consideration (without setting a specific dollar threshold for what is feasible).
- **Positive Community Impact** – It is reasonable to expect that implementation of the recommendation will result in overall positive community impact, and respond to the community’s concerns.
- **Consistent with federal law** – (But recommendations could include advocating for changes in state law and funding)
- **Sustainable**—phased roll-outs of solutions may be needed, but sustained action is required.

We approved a “framework” for recommendations that sorted ideas into seven categories:

- A. Improving public safety, sense of wellbeing
- B. Expand emergency shelter options
- C. Expand services
- D. Expand permanent housing (& related service capacity)
- E. Improve public understanding, ability to assist
- F. Advocacy
- G. Other

Task Force members and the support team identified fifty-six (56) potential action items. Staff provided us with an initial assessment for each ideas in terms of (1) who would be the likely “lead” to implement the action, (2) who would be an appropriate “partner” working in support of the item, (3) roughly, how much would it cost to implement the item, and (4) how long

would it take to implement. This information was included on the ballot for our consideration when voting, and is presented in **Attachment C** – the final ballot results.

Our Recommendations

After voting and final deliberation, we are recommending forty-six (46) separate items. Twenty-eight (28) of these are **consensus** items, receiving support of at least 80% of Task Force Members voting; another eighteen (18) are **recommendation** items” supported by 60-79% of the Task Force Members voting. The full slate of recommendations is presented at **Table 1**.

Among these 46 recommendations, we call out 15 priorities: those items receiving the strongest level of support from Task Force members across the seven categories of our recommendation framework. These priority items are noted with an asterisk (*) in **Table 1**.

We strongly encourage the City and community to consider *all* of our recommendations. The paragraphs below explain the rationale for our recommendations, which span many areas. This span is important, since the causes of homelessness—and effective solutions—cross many areas of activity: from policing, to public education, to crisis intervention services, and ultimately, housing.

A. Improving public safety, sense of wellbeing

We want Auburn to be an attractive and safe community for our residents, businesses and visitors. Many community members have expressed safety fears related to the homeless individuals in our City, particularly in terms of visiting City parks and the library. Community members also expressed concern for the safety of the people experiencing homelessness. It is important that the City respond to these issues.

B. Expand emergency shelter options

People can become homeless for many reasons—job loss, major health issue, family relationship breakdown, or being priced out of their apartments. Shelter is the immediate safety net that should be in place for people experiencing homelessness. There are no emergency shelter beds in the City today, except for winter shelter beds. To stop the cycle of homelessness, shelter beds are critical. And since many--perhaps most--people experiencing homelessness in Auburn *are from Auburn*, local shelters can help them remain invested in our community.

C. Expand services

Shelter is only one aspect of what many people need if they become homeless. Other needs include a place to take care of personal hygiene, laundry, to store their possessions, find employment, health care, or treatment for recovery from mental health and/or substance use challenges. To make it possible for people to return to a sustainable housed status, services are needed. There is a lack of sufficient appropriate services to meet the needs of homeless individuals in Auburn.

D. Expand permanent housing (& related service capacity)

Ultimately, ending homelessness requires places for people to call home. The vacancy rates in private rental housing are extremely low and rents are very high—and growing. The market is simply not providing housing that many people in our community can afford. And wait lists for *public housing* are five years long. Additional publicly subsidized housing is needed if we are to address the problem of homelessness.

E. Improve public understanding, ability to assist

Homelessness is an extremely complex issue. As Task Force members, we each learned things over the course of this project about what is happening here in Auburn, increasing our understanding of the root causes of homelessness, learning about services available and service gaps in our community, and understanding how to create systemic, sustainable and effective responses to homelessness. With better understanding of these issues, people can make a shift from blaming and fearing people experiencing homelessness towards building a collective community consciousness that seeks to meet the needs of homeless residents. An aware and educated community can also help identify additional private actions that can help address this challenge.

F. Advocacy

Homeless individuals may not be able to speak for themselves in a way that is heard by those who are in a position to help. The City, working with other governments and service providers, should continue advocate for the larger systemic changes needed to effectively address homelessness. Several coalitions exist today for this purpose, and the City is a member of many of these. Advocacy for system changes—particularly around mental health and substance use disorder treatment and increasing the supply of public housing—are necessary to improving the situation at the local level: these are systems controlled at the regional, state and federal levels.

G. Other

We have a handful of other recommendations that do not fall neatly within the categories above.

Our recommendations are not an implementation plan; that work is still ahead. Given the number of recommendations we are making, and the fact that many cannot be achieved quickly, it is important to develop a phased implementation plan that can be effectively managed to achieve demonstrable progress.

Table 1: Matrix of Task Force Recommendations

KEY:				
Item # Numbers match ballot numbers (see Attachment C). Numbers are not sequential, since not all ballot items were recommended by the Task Force. Asterisked items (*) are Task Force priorities.	Task Force Rating: R = Recommendation Item (60-79% support) C = Consensus Item (80%+ support)	Estimated Cost (Rough) \$ = <\$25K \$\$ = \$25-50K \$\$\$ = \$50-100K \$\$\$\$ = \$100 – 500K \$\$\$\$\$ = > \$500K	Timeframe to Implement <i>ST = Short Term -- 1-2yrs.</i> <i>NT = Near Term -- 2-5 yrs.</i> <i>LT = Long Term -- > 5 yrs.</i>	Stakeholder Groups that Should Participate in Implementation L = Lead P = Other partner needed

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
A. Improving public safety, sense of wellbeing	A.1	More patrol and control of parks and library area to ensure safe access for families and kids. This is important to addressing community concerns, particularly in Les Grove and Game Farm parks.	R	\$- \$\$\$\$ ⁶	ST	L	P						
	A.2	Outreach and education to homeless people to encourage good conduct (obey laws, respect other’s property) and environmental stewardship in order to improve community sense of safety,	R	\$	ST	L	P		P	P			P

⁶ Depending on whether new staff required

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
		reduce impacts to the environment and improve public health.											
	A.3*	Create a program where homeless are hired daily to help clean the community	C	\$\$\$	ST	P	P			L			P
	A.5*	Ensure police have information to provide service and shelter referrals to homeless individuals	C			L							
B. Expand emergency shelter options	B.1	Partner with agencies (businesses, governments, churches, etc.) that have parking lots to make them available for overnight for "safe parking" that is time limited, policed, kept clean and has a restroom facility	R	\$-\$\$\$	ST	P	L		P	P			
	B.3	Provide short-term Shelter Housing in the City by partnering with - motels willing to reduce price with open rooms, and with Landlords with unrented apartments	R	\$	ST	P	P			L			
	B.4	Provide additional outdoor restroom facilities at existing available parking lots at businesses like gas stations	R	\$\$	ST	P	L			P			
	B.5*	Open additional Shelter in City –more than just the existing winter shelter for cold nights	C	\$\$\$\$\$	ST-NT	P	P	P	P	P	L		
	B.6	Provide transitional housing in immediate Auburn area	R	\$\$\$\$\$	NT	P			P	P	L		

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
	B.7	City should provide support for the siting and construction of the proposed Arcadia House project (transitional housing and shelter, with services, for young adults)	R	\$\$\$- \$\$\$\$	ST	L				P		P	
	B.8*	Expand shelter services to youth under the age of 18	C	\$\$\$\$\$	NT	P			P	L	P	P	
	B.10*	Increase the supply of low-barrier shelter beds in the City (currently there are no shelter beds, excepting the winter shelter open during the extreme weather)	C			P				L		P	
C. Expand services	C.1*	Hygiene center / Day center with storage, showers, laundry and access to resources. Explore siting in an existing vacant building	C	\$\$\$- \$\$\$\$\$	ST-NT	P	P	P	P	L	P	P	P
	C.2	Engage owners of private but vacant buildings in City to host locations for needed services	C	\$\$\$\$- \$\$\$\$\$	NT	P	P			L		P	
	C.3	Coordinate meal programs for each day of the week to ensure homeless have a hot meal, a place for companionship, and safety each and every day. (Currently 5 of 7 days of the week are covered by such programs in Auburn.) Promote best practices in the operation of these programs to mitigate impacts on neighboring properties/residents.	C	\$-\$\$\$	ST	P	P	P	L	P		P	P

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
	C.4	Expand Health Care services available for homeless - Basic and beyond with follow-up and case management	C	\$\$\$\$\$	NT	P	P	P	P	L	P	P	P
	C.5*	Expand programs, facilities and services available to address behavioral health issues of homeless (Behavioral health = substance abuse, addiction, mental health).	C	\$\$\$\$\$	ST-LT	P				P		L	
	C.6	Work with other cities and agencies to create Diversion/Crisis solution centers in South King County.	C	\$\$\$\$\$	NT	P	P	P	P	P		L	
	C.7	Expanded wrap-around services for homeless that will assist them in addressing their barriers to stable housing.	C	\$\$\$\$\$	NT	P	P	P	P	L	P	P	
	C.8	Enhance collaboration and communication between service agencies to better ensure a “warm handoff” of individuals from agency to agency -- so people don’t get lost in the system. Include city in these efforts.	C	\$\$	NT	P				L		P	
	C.9	Periodically update brochure providing information about resources in the community (city, professional, nonprofit, etc.) available to help homeless. (At least annual updates)	R	\$	ST	L	P		P	P	P		P

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
	C.11	Expand number of bus passes available for homeless individuals.	R	\$\$\$\$	NT	P	P	P				L	P
	C.12	Find a private laundromat willing to be open for free for homeless residents one day a week (City of Burien project)	C	\$	ST	P	P	P	L?	L?		P	P
	C.14	Provide short-term transitional housing for those coming out of jail or foster care to help transition people to longer term housing and employment	C	\$\$\$\$	NT	P				L		P	
	C.15	Provide a central place well known in the community where homeless can come and be connected to resources.	C	\$\$	ST	P	P	P	L	L		P	P
D. Expand permanent housing (& related service capacity)	D.1	Expand the supply of permanent “Housing First” low barrier housing in and around Auburn.	R	\$\$\$\$	NT-LT	P				P	L	P	
	D.2	Support efforts of South King County (SKC) regional planning/homelessness advisory group in their efforts to: (1) Assess what housing and services currently exist and are currently available to homeless populations; (2) Determine gap between need and available resources; and (3) Coordinate where and housing will be located. Each city should agree to locate specific housing and service	R	\$\$\$	ST	P				P	P	P	

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
		program in their locality, spreading resources across SKC.											
	D.4	Build new low-income/subsidized housing located close to resources and services.	R	\$\$\$\$\$	NT-LT	P	P	P			L	P	
	D.5	Organize shared housing placement and services. Make list or audit of all existing, available or potentially available housing that could be used to house the homeless.	R	\$\$	ST	P	P	P	L?	L?	L?		P
	D. 6*	Provide additional subsidized housing for Single adults w/o disabilities, children, or Veteran status. Currently, there are very limited resources for this population.	C	\$\$\$\$\$	NT	P	P	P	P	P	L	P	P
	D.7	Build communal / micro-housing: i.e. dormitory-like apartment, private rooms for sleeping, individuals or couples with shared kitchen and living rooms. 4-6 people to a pod.	R	\$\$\$\$\$	NT-LT	P	P				L	P	
	D.9*	Landlord assistance for damages as well as rent guarantee / support countywide Landlord Liaison Program	C	\$\$\$\$	NT	P	P	P			P	L	

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
E. Improve public understanding, ability to assist	E.1*	Implement a program to help educate residents about homelessness— why people become homeless, the limits of police action, the rights of the homeless, and how the Police, other City Departments, and service providers are currently responding on the issue. Tactics could include a citizen's academy, town halls, web-postings, news articles, etc. Being homeless doesn't make you less of a person but rather just person who may need a hand up.	C	\$	ST	L	P	P	P	P	P	P	P
	E.3	Encourage ministers to include discussion in parish sermons during worship services to help parishioners with understanding and helping the homeless	R	--					L				
	E.4*	Continue to expand city's involvement with county, state and federal government to better support money and awareness of homelessness in South King County as a whole.	C	\$	ST	L					P	P	
	E.5	Clarify availability of resources to help homeless on single website	R	\$	ST	P	P		P	L	P	P	

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
F. Advocacy	F.1	Find funding to provide more services.	C	\$	SN-NT	P	P	P	P	P	P	P	P
	F.2*	Advocate for more state funding for all types of behavioral health services-- mental health, substance abuse, detox beds, etc.	C	\$	SN-NT	P	P	P	P	P	P	L	P
	F.3*	Advocate for funding for individuals without state insurance/on disability to access mental health and substance abuse treatment	C	\$	NT	P	P	P	P	L	P	P	P
	F.4	Encourage the state legislature to act next session to authorize a “Medicaid Supportive Housing Services Benefit” that will allow those providing services to residents in permanent supportive housing to bill more of the costs of those services to Medicaid rather than have the service providers absorb these costs.	R	\$	ST	P	P	P	P	L	P	P	P
	F.6*	Advocate to require utilities to expand subsidy for low income customers	C	\$	NT	P	P	P	P	L	P	P	P
	F.7	Advocate for expanded funding available to transporting homeless students	C	\$	NT	P	P	P	P	P	P	L	P
	F.8	Advocate for improved bus service within Auburn and between South King County cities to increase ease of access by the homeless to needed services	C										

CATE- GORY	Item #	Recommendation Asterisked items (*) are Task Force priorities.	Task Force Rating	Est. Cost	Time- frame to Impl.	Stakeholder Groups – Which should lead implementation? Who are necessary partners? Lead = L Other partners needed = P							
						City	Business Community	Residents	Faith Community	Nonprofit Service /Shelter Providers	Low Income Housing Providers	Other Cities, local gov't agencies, County	Homeless Individuals
G. Other	G.1	The City should undertake a short term concerted effort to gather more accurate data on the number of homeless individuals in Auburn. Strategies could include using yourgov app, first responders document all contacts, include photo.	R	\$	NT	L						L	
	G.2	City should continue to strengthen partnerships with service providers whose programs serve homeless individuals	C	--	ST	L				P			
	G.3*	Create best practice training for all systems. Employees trained together to build connections between agencies.	C	\$	NT	P				L	P	P	

Conclusion

Addressing homelessness in our community is an important quality of life issue for residents, business owners and visitors to our City. It is also a matter of basic compassion to try to help people experiencing homelessness in our community.

We cannot wait to address this challenge, but we know that many of the recommendations we pose are not easy or quick to implement. Yet we believe there are many recommendations in our report on which we can make significant progress in a short period of time, and we hope that it will be a priority for our community to do so.

Implementing our recommendations will require that all parts of our community come together. It is not simply a matter of asking the Police or others at City Hall to “do more.” Success requires compassion, informed action, as well as a continued commitment to public safety. Additional resources are needed if we are going to make significant progress—and while some will need to come from the City, financial support from the County, state, other cities, and the federal government are all needed.

We wish to thank the Mayor for her leadership in convening this Task Force. We also thank the several members of our support team for their assistance throughout this process, as well as the many speakers who gave their time and experience to help inform our deliberations.

Because of our commitment to this issue, we have asked the Mayor to reconvene this Task Force in six months to hear about progress in implementing our recommendations, and she has kindly agreed to this request. Because we know that our recommendations cannot be accomplished all at once, and many will take longer than even a year or two, our final recommendation is the creation of a multi-agency implementation team in Auburn to help create a work plan around the Task Force recommendations -- prioritizing them, developing specific action plan, and then taking action. We see this as a City-led effort, in partnership with many others. We encourage the Mayor to look to the Task Force membership for some of the participation on the implementation team.

Attachments:

A: List of Task Force Members

B: List of Support Team Members

C: Final Tabulation of Task Force Votes on All Proposed Action Items

Attachment A: Members of the Auburn Mayor’s Task Force on Homelessness

Community Sector	NAME/Title/Affiliation	
Tribal Nation	Jeremy James Council Member, Muckleshoot Indian Tribe	
Schools	Denise Daniels (Co-Chair) Equity, Outreach, and Engagement Coordinator, Auburn School District	
	Dennis Grad McKinney Vento Liaison, Auburn School District	
Veterans	Josh Wheeldon⁷ Auburn Resident, veteran’s programs representative	
Businesses ⁸	Julia Jordan President & CEO, Auburn Chamber of Commerce	
	Ron Roberts Owner, Gosanko Chocolate	
Nonprofit providers	Debbie Christian Executive Director, Auburn Food Bank	Alternate: Pam Johnson Auburn Food Bank
	Sylvia Fuerstenberg Executive Director, Auburn Youth Resources	Alternate: Sarah Christensen Director of Residential and Homeless Services, Auburn Youth Resources
	Cara Brinkley PATH Outreach Case Manager Sound Mental Health	
	Alexander Foster Standard Supportive Housing, Program Therapist Valley Cities Behavioral Health	
Les Gove Campus	Carla Hopkins (Co-Chair) King County Library System Algona-Pacific/Auburn/Muckleshoot Libraries	Alternate: Jonna Chissus Operations Manager, KCLS Auburn Library
Faith Community	Laura Kniss Church Program Volunteer Messiah Lutheran	
Medical	Diane Cimino-Kelly Director, South King County Personal Health Partner Program MultiCare Health System	Alternate: Valerie Chontofalsky Social Worker, MultiCare Health System
	Virginia Gannon Executive Director Christ Community Free Clinic	
	Alexis Schleiss Behavioral Health Care Coordinator HealthPoint	Alternate: Nancy LaVielle Auburn Health Center Manager, HealthPoint
Auburn Residents	Kathie Blaschke	
	Ted Leonard	
	Leticia Figueroa	

⁷ Mr. Wheeldon resigned mid-way through the process due to a change in jobs making his continued participation impracticable.

⁸ Two additional business members were recruited to participate in the Task Force but neither attended more than one meeting, so they were dropped from the membership roster.

Attachment B: Task Force Support Team

NAME	Title/Agency
Erica Azcueta	Human Services Manager, Department of Community Services City of Auburn
Dana Hinman	Director of Administration City of Auburn
Tami Kapule	Code Compliance Officer Planning and Development City of Auburn
Jamie Kelly	Parks Planning and Development Manager Parks and Recreation City of Auburn
Bill Pierson	Assistant Chief of Police City of Auburn
Eric Robertson	Administrator Valley Regional Fire Authority
Kristin Winkel	Director of Leased Housing Programs King County Housing Authority
Karen Reed	Facilitator Karen Reed Consulting LLC

Attachment C: Final Tabulation of Task Force Votes on All Proposed Action Items

Proposed Recommendations			% of TF Members Rating Item 1-5					Combined Rating			Results
Category	Item	Proposed Action Asterisked items (*) represent Task Force Priorities	1	2	3	4	5	4 and 5	3	2 and 1	
Improving Public Safety, senses of well-being	A.1	More patrol and control of parks and library area to ensure safe access for families and kids. This is important to addressing community concerns, particularly in Les Grove and Game Farm parks.	0%	0%	35%	24%	41%	65%	35%	0%	R
	A.2	Outreach and education to homeless people to encourage good conduct (obey laws, respect other's property) and environmental stewardship in order to improve community sense of safety, reduce impacts to the environment and improve public health.	0%	6%	18%	29%	47%	76%	18%	6%	R
	A.3*	Create a program where homeless are hired daily to help clean the community	0%	0%	12%	29%	59%	88%	12%	0%	C
	A.4	Increase police patrols in vicinity/around the times of church meal programs and other areas where homeless individuals congregate	6%	6%	35%	29%	24%	53%	35%	12%	
	A.5*	Ensure police have information to provide service and shelter referrals to homeless individuals	0%	0%	0%	18%	82%	100%	0%	0%	C
Expand emergency shelter	B.1	Partner with agencies (businesses, governments, churches, etc.) that have parking lots to make them available for overnight for "safe parking" that is time limited, policed, kept clean and has a restroom facility	6%	0%	24%	35%	35%	71%	24%	6%	R
	B.2	Find a location to host a Tent City in Auburn, to offer community to homeless. Provide showers and laundry facilities	24%	12%	24%	24%	18%	41%	24%	35%	
	B.3	Provide short-term Shelter Housing in the City by partnering with - motels willing to reduce price with open rooms, and with Landlords with unrented apartments	6%	6%	12%	29%	47%	76%	12%	12%	R

Proposed Recommendations				% of TF Members Rating Item 1-5					Combined Rating			Results	
	B.4	Provide additional outdoor restroom facilities at existing available parking lots at businesses like gas stations		6%	6%	12%	53%	24%		76%	12%	12%	R
	B.5*	Open additional Shelter in City –more than just the existing winter shelter for cold nights		0%	0%	12%	24%	65%		88%	12%	0%	C
	B.6	Provide transitional housing in immediate Auburn area		0%	6%	18%	41%	35%		76%	18%	6%	R
	B.7	City should provide support for the siting and construction of the proposed Arcadia House project (transitional housing and shelter, with services, for young adults)		0%	0%	29%	29%	41%		71%	29%	0%	R
	B.8*	Expand shelter services to youth under the age of 18	This item was re-voted at Meeting 7 and moved up to a consensus recommendation.						100%	0%	0%	C	
	B.9	utilize school and other public facilities as overnight shelters for the currently underserved groups, including families with children		12%	6%	24%	29%	29%		59%	24%	18%	
	B.10*	Increase the supply of low-barrier shelter beds in the City (currently there are no shelter beds, excepting the winter shelter open during the extreme weather)		6%	0%	6%	29%	59%		88%	6%	6%	C
Expanding Services	C.1*	Hygiene center / Day center with storage, showers, laundry and access to resources. Explore siting in an existing vacant building		6%	0%	0%	24%	71%		94%	0%	6%	C
	C.2	Engage owners of private but vacant buildings in City to host locations for needed services		6%	0%	6%	47%	41%		88%	6%	6%	C
	C.3	Coordinate meal programs for each day of the week to ensure homeless have a hot meal, a place for companionship, and safety each and every day. (Currently 5 of 7 days of the week are covered by such programs in Auburn.) Promote best practices in the operation of these programs to mitigate impacts on neighboring properties/residents.		6%	0%	12%	24%	59%		82%	12%	6%	C

Proposed Recommendations				% of TF Members Rating Item 1-5					Combined Rating			Results	
	C.4	Expand Health Care services available for homeless - Basic and beyond with follow-up and case management		6%	0%	6%	35%	53%		88%	6%	6%	C
	C.5*	Expand programs, facilities and services available to address behavioral health issues of homeless (Behavioral health = substance abuse, addiction, mental health).		0%	0%	6%	24%	71%		94%	6%	0%	C
	C.6	Work with other cities and agencies to create Diversion/Crisis solution centers in South King County.		6%	0%	12%	24%	59%		82%	12%	6%	C
	C.7	Expanded wrap-around services for homeless that will assist them in addressing their barriers to stable housing.		6%	0%	12%	24%	59%		82%	12%	6%	C
	C.8	Enhance collaboration and communication between service agencies to better ensure a “warm handoff” of individuals from agency to agency -- so people don’t get lost in the system. Include city in these efforts.		0%	0%	12%	24%	65%		88%	12%	0%	C
	C.9	Periodically update brochure providing information about resources in the community (city, professional, nonprofit, etc.) available to help homeless. (At least annual updates)		0%	0%	29%	18%	53%		71%	29%	0%	R
	C.10	Transportation – provide a free bus for Valley floor area, with service centralized around Auburn to help get from one end to the other		6%	12%	35%	24%	24%		47%	35%	18%	
	C.11	Expand number of bus passes available for homeless individuals.		6%	0%	18%	29%	47%		76%	18%	6%	R
	C.12	Find a private laundromat willing to be open for free for homeless residents one day a week (City of Burien project)		0%	0%	12%	29%	59%		88%	12%	0%	C
	C.13	Create Storage facilities for homeless individuals to place their belongings: secure, accessible and locked		6%	6%	41%	18%	29%		47%	41%	12%	
	C.14	Provide short-term transitional housing for those coming out of jail or foster care to help transition people to longer term housing and employment		6%	0%	12%	35%	47%		82%	12%	6%	C

Proposed Recommendations				% of TF Members Rating Item 1-5					Combined Rating			Results	
	C.15	Provide a central place well known in the community where homeless can come and be connected to resources.		6%	0%	6%	24%	65%		88%	6%	6%	C
Expand Permanent house (and related service capacity)	D.1	Expand the supply of permanent “Housing First” low barrier housing in and around Auburn.		0%	6%	18%	29%	47%		76%	18%	6%	R
	D.2	Support efforts of South King County (SKC) regional planning/homelessness advisory group in their efforts to: (1) Assess what housing and services currently exist and are currently available to homeless populations; (2) Determine gap between need and available resources; and (3) Coordinate where and housing will be located. Each city should agree to locate specific housing and service program in their locality, spreading resources across SKC.		6%	0%	24%	24%	47%		71%	24%	6%	R
	D.3	Provide housing for everyone who would like it-- not temporary housing-- a permanent place to call home.		12%	6%	24%	18%	41%		59%	24%	18%	
	D.4	Build new low-income/subsidized housing located close to resources and services.		6%	0%	29%	29%	35%		65%	29%	6%	R
	D.5	Organize shared housing placement and services. Make list or audit of all existing, available or potentially available housing that could be used to house the homeless.		6%	0%	29%	18%	47%		65%	29%	6%	R
	D. 6*	Provide additional subsidized housing for Single adults w/o disabilities, children, or Veteran status. Currently, there are very limited resources for this population.		6%	12%	0%	35%	47%		82%	0%	18%	C
	D.7	Build communal / micro-housing: i.e. dormitory-like apartment, private rooms for sleeping, individuals or couples with shared kitchen and living rooms. 4-6 people to a pod.		6%	12%	12%	41%	29%		71%	12%	18%	R
	D.8	Create a fund to help offset costs of rent or purchase of housing for qualified homeless		6%	6%	29%	35%	24%		59%	29%	12%	

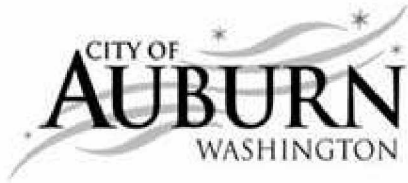
Proposed Recommendations				% of TF Members Rating Item 1-5					Combined Rating			Results	
	D.9*	Landlord assistance for damages as well as rent guarantee / support countywide Landlord Liaison Program		6%	6%	6%	41%	41%		82%	6%	12%	C
Improving public understanding, ability to assist	E.1*	Implement a program to help educate residents about homelessness— why people become homeless, the limits of police action, the rights of the homeless, and how the Police, other City Departments, and service providers are currently responding on the issue. Tactics could include a citizen’s academy, town halls, web-postings, news articles, etc. Being homeless doesn’t make you less of a person but rather just person who may need a hand up.		0%	0%	19%	19%	63%		81%	19%	0%	C
	E.2	Encourage residents to reach out to relatives, friends of the homeless to help identify underlying reason for homelessness and possibly direct help to the individual.		6%	18%	24%	0%	35%		35%	24%	24%	
	E.3	Encourage ministers to include discussion in parish sermons during worship services to help parishioners with understanding and helping the homeless		0%	6%	18%	18%	53%		71%	18%	6%	R
	E.4*	Continue to expand city's involvement with county, state and feds to better support money and awareness of homelessness in South King County as a whole.		0%	0%	18%	18%	65%		82%	18%	0%	C
	E.5	Clarify availability of resources to help homeless on single website		0%	0%	29%	0%	71%		71%	29%	0%	R
	E.6	Fundraiser to build public awareness of issues, barriers, provide public opportunity to provide input. Use proceeds to fund programs		0%	0%	41%	6%	47%		53%	41%	0%	
Advocacy	F.1	Find funding to provide more services.		0%	0%	18%	24%	59%		82%	18%	0%	C
	F.2*	Advocate for more state funding for all types of behavioral health services-- mental health, substance abuse, detox beds, etc.		0%	0%	6%	18%	76%		94%	6%	0%	C

Proposed Recommendations				% of TF Members Rating Item 1-5					Combined Rating			Results	
	F.3*	Advocate for funding for individuals without state insurance/on disability to access mental health and substance abuse treatment		6%	0%	6%	18%	71%		88%	6%	6%	C
	F.4	Encourage the state legislature to act next session to authorize a “Medicaid Supportive Housing Services Benefit” that will allow those providing services to residents in permanent supportive housing to bill more of the costs of those services to Medicaid rather than have the service providers absorb these costs.		0%	0%	24%	12%	65%		76%	24%	0%	R
	F.5	Provide training or tools to homeless individuals to share their story during legislative session.		6%	0%	47%	12%	35%		47%	47%	6%	
	F.6*	Advocate to require utilities to expand subsidy for low income customers.		0%	0%	12%	35%	53%		88%	12%	0%	C
	F.7	Advocate for expanded funding available to transporting homeless students.		0%	0%	18%	24%	59%		82%	18%	0%	C
	F.8	Advocate for improved bus service within Auburn and between South King County cities to increase ease of access by the homeless to needed services.		6%	6%	6%	24%	59%		82%	6%	12%	C
Other	G.1	The City should undertake a short term concerted effort to gather more accurate data on the number of homeless individuals in Auburn. Strategies could include using yourgov app, first responders document all contacts, include photo.		0%	12%	24%	29%	35%		65%	24%	12%	R
	G.2	City should continue to strengthen partnerships with service providers whose programs serve homeless individuals		0%	0%	18%	12%	71%		82%	18%	0%	C
	G.3*	Create best practice training for all systems. Employees trained together to build connections between agencies.		0%	0%	12%	41%	47%		88%	12%	0%	C

28 consensus items (80%+ approval)

18 recommendation items (60-79% approval)

10 items not recommended



AGENDA BILL APPROVAL FORM

Agenda Subject:

Vietnamese Memorial (5 Minute Presentation/5 Minute Q&A)

Date:

May 16, 2016

Department:

Parks/Art and Recreation

Attachments:

[Resolution 5012](#)
[Updated Memorial Design](#)
[Les Gove M P Memorial](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council review/discuss installation of Vietnamese memorial at Les Gove Park.

Background Summary:

The Auburn City Council approved support for a Vietnam Veterans Memorial to be located at Les Gove Park, in accordance with City of Auburn Resolution No. 5012 (attached), on December 22, 2013.

Since the adoption of Resolution 5012, the City of Auburn and the Vietnam War Memorial Alliance have been finalizing design of the Memorial and Honor Wall as well as determining the exact location for placement in Les Gove Park. Based on the approved design (attached) fundraising is set to begin Memorial Day Weekend. Outstanding support has been shown throughout the Vietnamese Community for this Memorial that will serve as a gathering place for reflection, a place to host Memorial Events in cooperation with the new Community Center, as well as a gathering place for other park activities. The location (attached) of the Memorial was also a key element of the Les Gove Master Plan and is proposed to be located near the walkway along the eastern border of the park. In addition to numerous primary donors, it is anticipated that approximately 1000 tiles will be sold for an "Honor Wall" as the primary method of funding the project.

- It is understood that the US flag pole shall be a minimum of 6 inches taller than the flagpole for the Vietnamese Heritage and Freedom Flag. (This arrangement complies with the requirements of the US Flag Code.)
- It is understood that the Alliance will be responsible for all aspects of construction including a temporary construction fence and storage area. Construction may require the use of a generator to be supplied by Alliance.
- The City of Auburn will be responsible for electrical and water to the site sufficient to meet the demands of the permanent Memorial. The Alliance may utilize the City of Auburn sound system for special events on a reservation basis.

- The City of Auburn will supply and install surveillance equipment consistent with City standards.
- In coordination with the Alliance the City of Auburn will provide irrigation and plantings that are consistent with the Memorial Design and park setting.

No action is required at this meeting.

Reviewed by Council Committees:

Councilmember:

Staff: Faber

Meeting Date: May 23, 2016

Item Number: DI.B

RESOLUTION NO. 5 0 1 2

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF AUBURN, WASHINGTON, APPROVING
THE REQUEST FOR PLACEMENT OF A JOINT
VIETNAM VETERANS MEMORIAL TO BE LOCATED
IN LES GOVE PARK

WHEREAS, the City of Auburn is an inclusive community and strives to make all of its citizens feel welcome and a part of the City; and

WHEREAS, the City also recognizes the importance of parks and City property in the community and the use of city parks to acknowledge and recognize issues of value and importance to the community; and

WHEREAS, in accordance with the process set forth in City of Auburn Ordinance No 6480 and Chapter 2.97 of the Auburn City Code, the City has received an application from the American-Vietnamese War Memorial Alliance (AVWMA) for a Memorial to recognize and honor the veterans of the Vietnam War, and to express thanks and appreciation for the efforts of those who were engaged in that war; and

WHEREAS, the City of Auburn acknowledges that many servicemen and women returning from Vietnam were met with the hostility that accompanied the anti-war sentiment that was prevalent in much of American society at the time, and

WHEREAS, it is appropriate, particularly in light of Auburn's participation in the program celebrating the 50th Anniversary Commemoration of the Vietnam War that Auburn acknowledge and recognize the efforts of those who served in the Vietnam War, thanking them for their service and acknowledging the validity of their mission, and

WHEREAS, the proposed Memorial seeks to display the American flag along with the Vietnamese Freedom and Heritage Flag as a way to recognize those who fought for the freedom of South Vietnam, recognizing, as well, the validity and noble purpose of their efforts, and

WHEREAS, the City Council finds value in the proposed Memorial and sees it as meeting the purposes and criteria for approval of Chapter 2.97 of the City Code for placement of memorials in city parks, and

WHEREAS, in order to accommodate the request of the AVWMA for the Memorial and to support the many people who have endorsed the proposal for the Memorial being located in Auburn, it is appropriate that placement of the Memorial in a City park be approved; and

WHEREAS, the City Council also finds and acknowledges that the commitment of support by the City is a crucial component for the American-Vietnamese War Memorial Alliance to be able to solicit and collect funds, and to expend funds for the design, construction, installation and maintenance of the proposed Memorial

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

Section 1. The City Council approves the request for the proposed Memorial in conformity with the application received from the American-Vietnamese War Memorial Alliance, provided that the location of the Memorial shall be at Les Gove Park, and provided that the AVWMA shall commit to be obligated to maintain the Memorial in perpetuity, and provided that the English

Language text of the message of the Memorial shall list the "United States" before the "Republic of Vietnam."

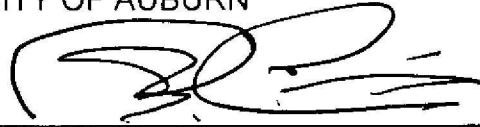
Section 2. The City Council hereby authorizes the placement of the Memorial at a suitable location approved by the City Council at Les Gove Park so as to empower the AVWMA to engage in fund raising for the proposed memorial, and to complete design, construction and installation of the Memorial at Les Gove Park, and entitling the AVWMA to make commitments there for So that the AVWMA shall have sufficient time and opportunity to collect funds, complete design, and commence construction and installation of the Memorial, the City's commitment for and authorization of placement of the Memorial shall be for a period of ten (10) years after the date of the passage of this Resolution, by which time construction and installation of the Memorial shall have been commenced; provided that AVWMA shall present to the City Council a status report within five (5) years of the date of the passage of this Resolution, and further provided that if additional time is needed by AVWMA to commence construction and installation of the Memorial, the AVWMA shall be granted one five (5) year extension of the time-period described herein above

Section 3 The City Council further authorizes the Mayor to implement such administrative procedures as may be necessary to carry out the directives of this legislation, including execution of written agreements with AVWMA to formalize the commits and obligations of the AVWMA and the City for the design, construction, installation and maintenance of the Memorial.

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

Dated and Signed this 2nd day of December, 2013

CITY OF AUBURN



PETER B LEWIS, MAYOR

ATTEST



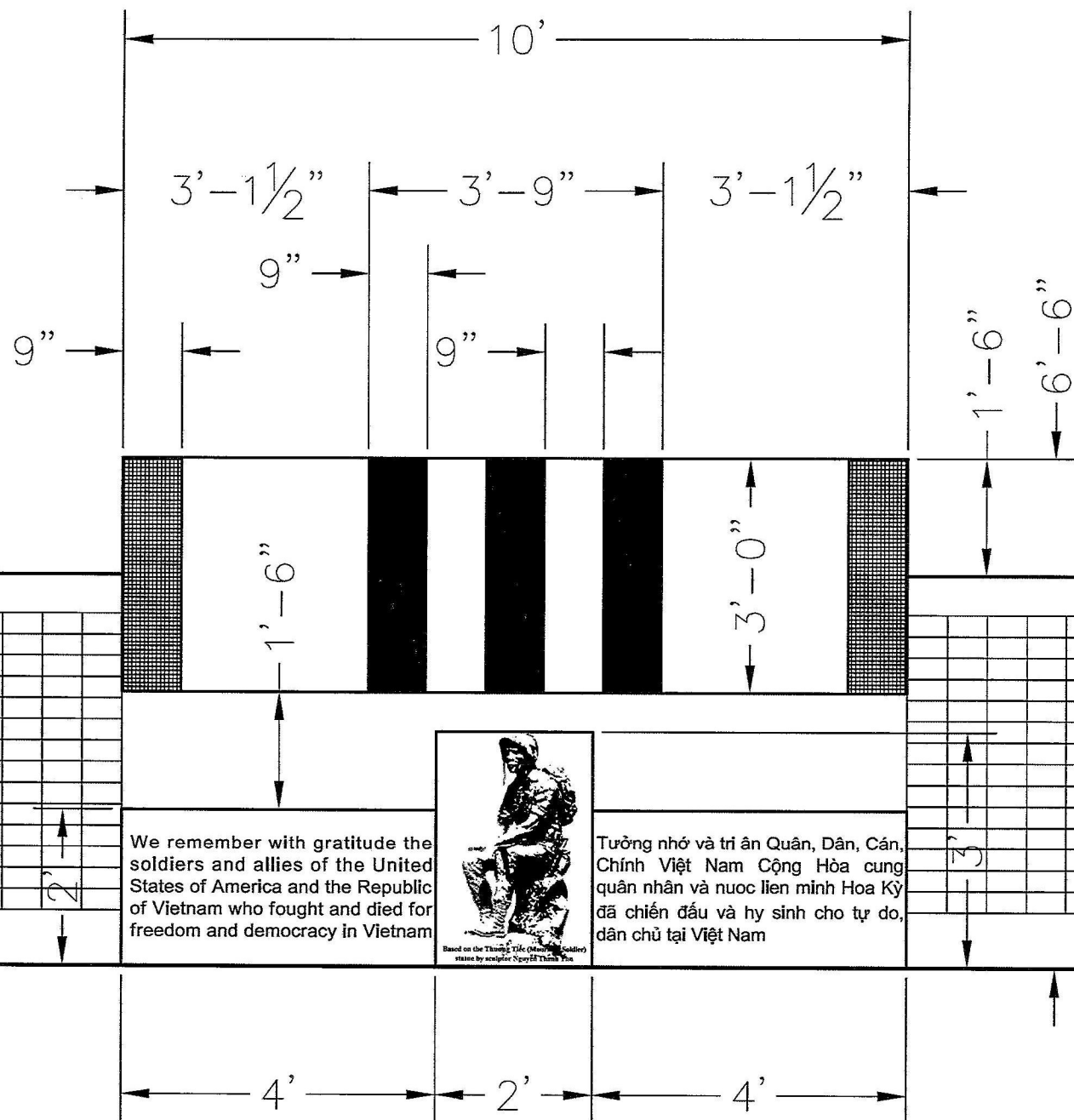
Danielle E. Daskam, City Clerk

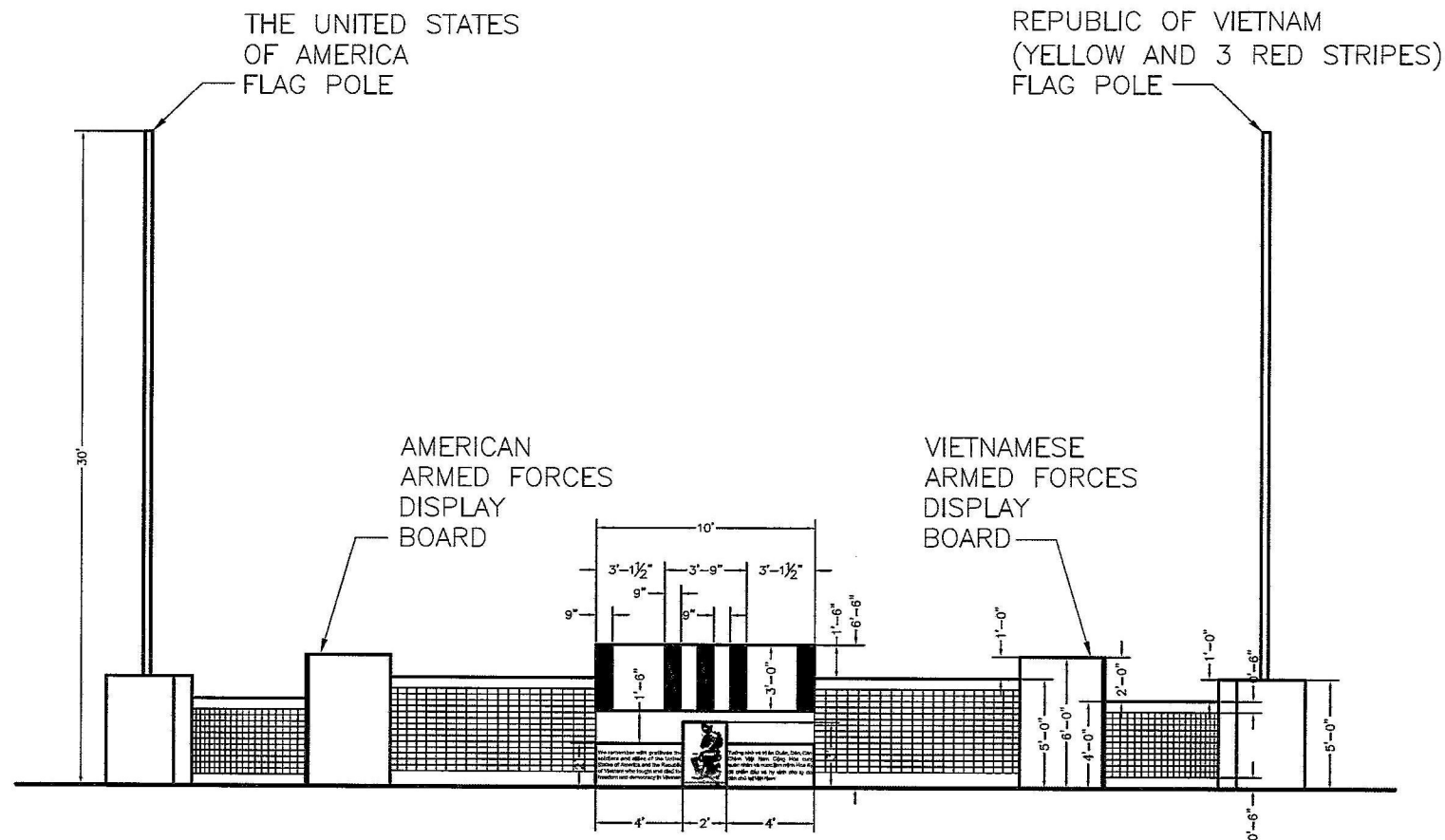
APPROVED AS TO FORM:



Daniel B Heid, City Attorney

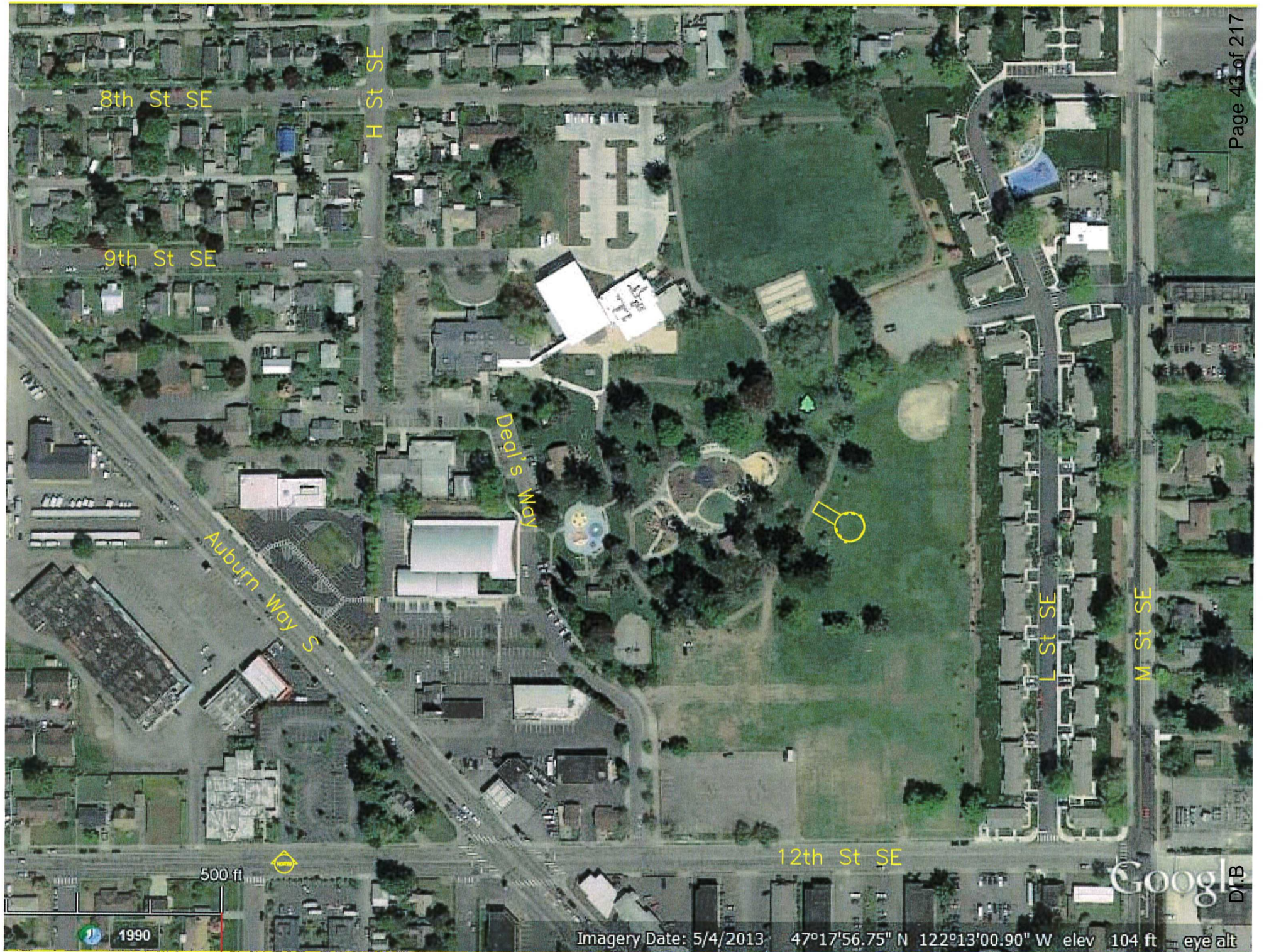
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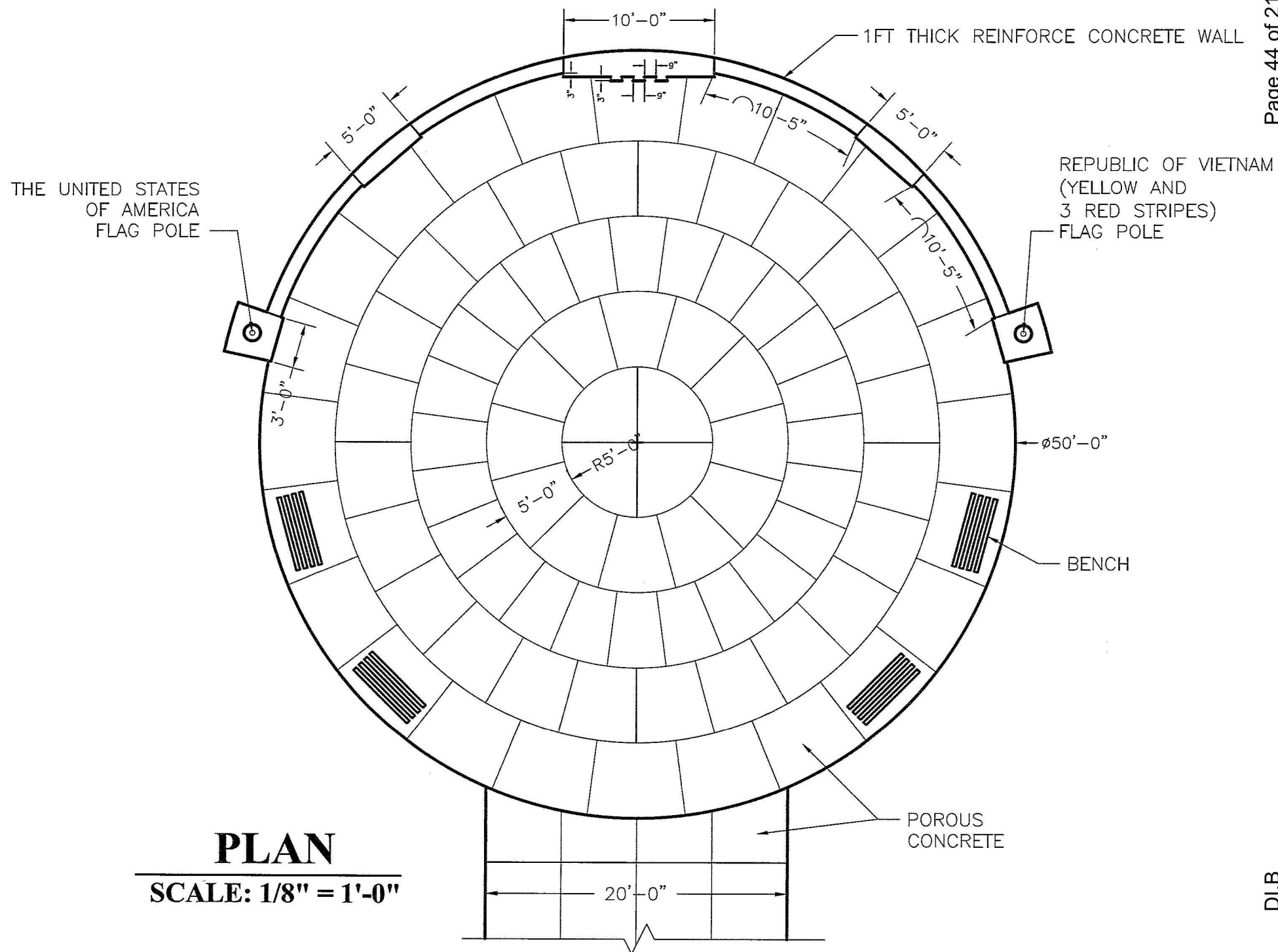


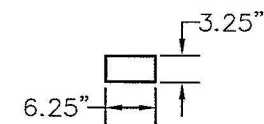
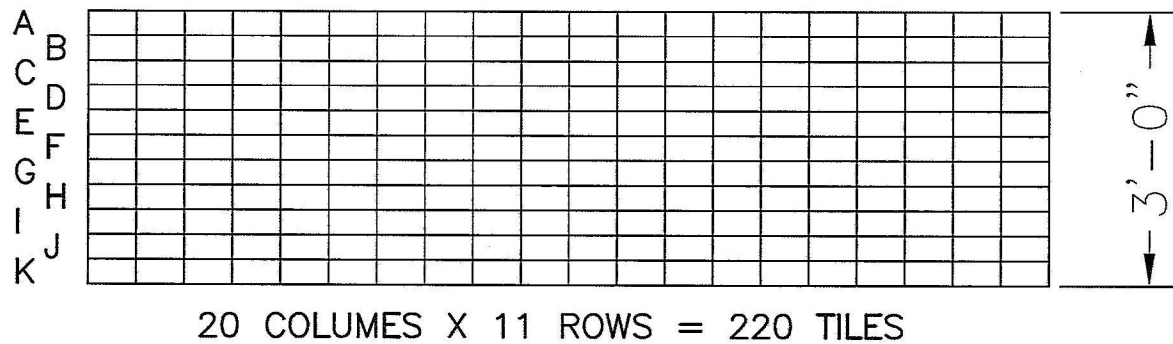
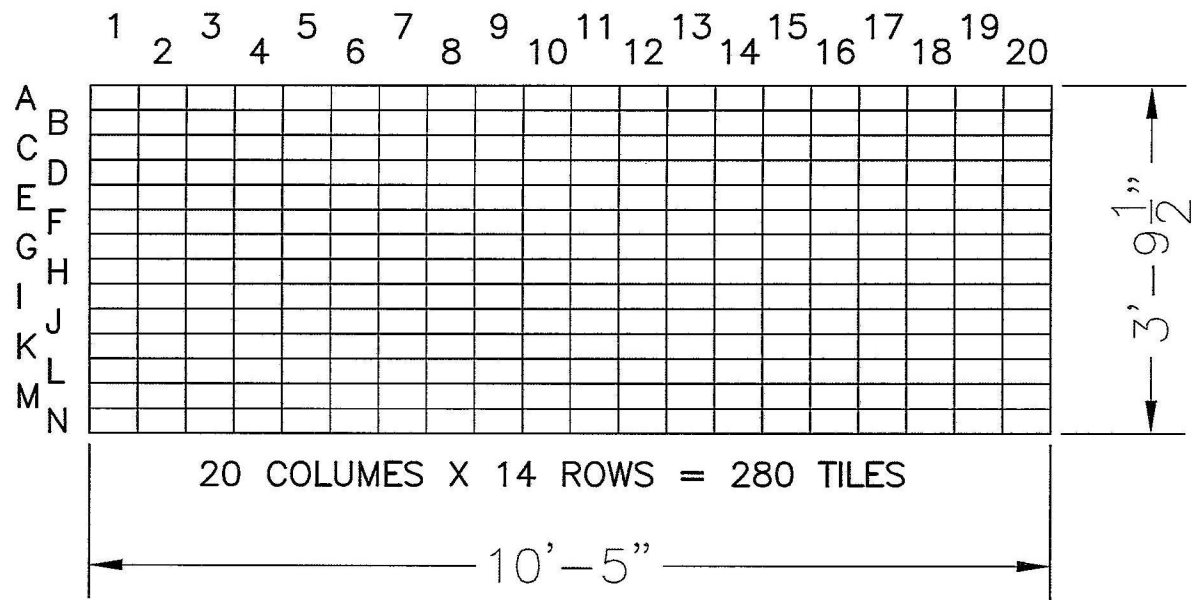


FRONT VIEW

SCALE: 1/8" = 1'-0"



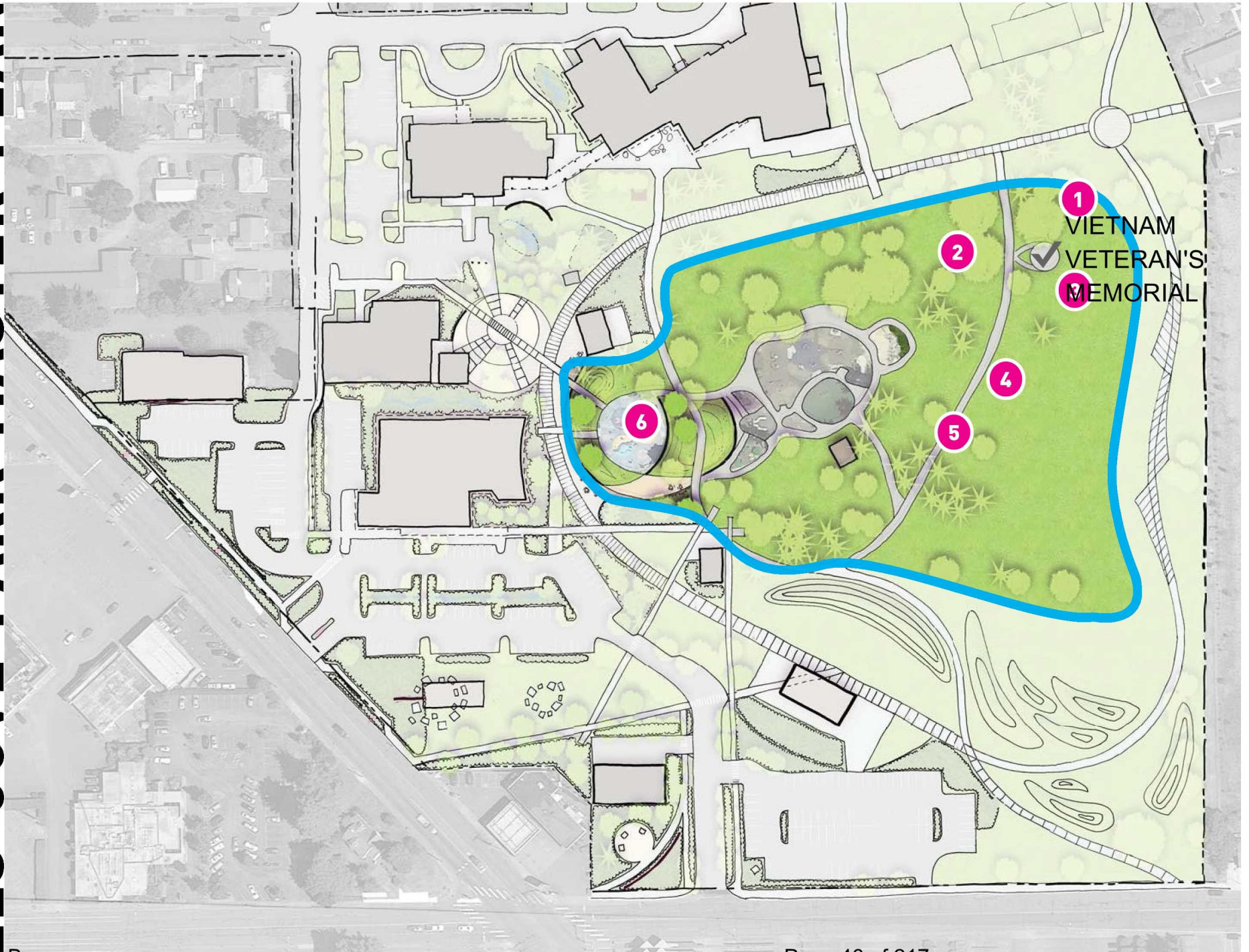


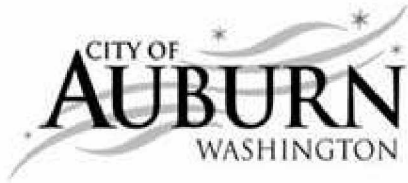


TOTAL: $(280+220) \times 2 = 1,000$ TILES

LES GOVE PARK MASTER PLAN

Dr.B





AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6593, Renewal of Franchise Agreement with PSE Natural Gas (5 Minute Presentation/5 Minute Q&A)

Date:

May 16, 2016

Department:

CD & PW

Attachments:

[Ordinance No. 6593](#)

[Ordinance No. 6018](#)

Budget Impact:

\$0

Administrative Recommendation:

Discussion of Ordinance No. 6593 for Puget Sound Energys Natural Gas Franchise Renewal

Background Summary:

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

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

Per Auburn City Code Chapter 20.06.130 and Section 14 of existing Franchise Agreement No. 06-21, Ordinance No. 6018, the Grantee may renew this Franchise for an additional five year period upon submission and approval of the application specified under ACC 20.06.130. A Public Hearing for this renewal was held before City Council on May 16, 2016 in accordance with Auburn City Code Chapter 20.06.140 and a staff presentation was provided at that time.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: May 23, 2016

Item Number: DI.C

ORDINANCE NO. 6593

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

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

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

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

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

WHEREAS, based upon the foregoing recital clauses and from
information presented at such public hearing and from facts and circumstances
developed or discovered through independent study and investigation, the City
Council now deems it appropriate and in the best interest of the City and its
inhabitants that the renewal and amendment of Ordinance No. 6018 be granted
to PSE.

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

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

Section 2. Section 17.6 and Section 17.7 of Ordinance No. 6018 are hereby amended as follows;

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

problems or issues identified by the City, and to actively communicate with the City regarding each problem or issue from the time it is first identified by the City until the time it is resolved. PSE shall update the list a minimum of annually or more frequently as necessary to ensure that it remains current and shall give written notice of the change to the City.

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

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

Section 4. This Ordinance shall supersede Ordinance No. 6018 to the extent that it contains terms and conditions that change, modify, delete, add to, supplement or otherwise amend the terms and conditions of Ordinance No. 6018. All other provisions of Ordinance No. 6018 shall remain unchanged and in full force and effect.

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

Section 6. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 7. Effective date. This Ordinance shall take effect and be in force five days from and after its passage, approval and publication as provided by law.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney

Published: _____

EXHIBIT "B"

STATEMENT OF ACCEPTANCE

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

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

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

STATE OF _____)
)ss.
COUNTY OF _____)

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

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

Signature

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

Ordinance No. 6593
PSE Gas Franchise Agreement Renewal
May 3, 2016
Page 6 of 6

ORDINANCE NO. 6018

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

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

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

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

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

Section 1. Definitions.

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

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

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

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

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

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

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

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

Section 2. Facilities Within Franchise Area.

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

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

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

Section 3. Noninterference and Maintenance of Facilities.

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

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

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

Section 4. Permits; Restoration.

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

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

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

Section 5. Maps and Drawings.

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

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

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

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

Section 6. Right to Complete Work.

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

Section 7. Relocation of Facilities.

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

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

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

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

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

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

Section 8. Trench Repair for Street Restorations.

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

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

Section 9. Indemnification.

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

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

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

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

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

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

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

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

Section 10. Reservation of Rights.

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

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

Section 11. Recovery of Costs; Permit Fees.

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

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

Section 12. Default.

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

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

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

Section 13. Nonexclusive Franchise.

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

Section 14. Franchise Term.

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

Section 15. Insurance; Bond.

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

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

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

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

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

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

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

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

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

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

Section 16. Assignment.

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

Section 17. Miscellaneous.

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

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

17.2.1 References this Franchise; and

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

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

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

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

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

PSE's notice address shall be:

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

The City's notice address shall be:

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

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

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

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

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

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

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

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

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

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

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

Section 18. Changes in Laws.

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

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

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

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

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

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

Section 19. Severability.

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

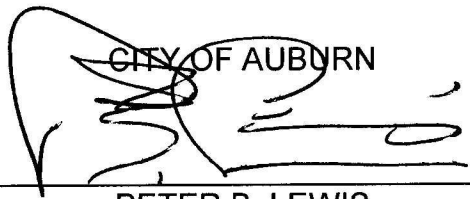
Section 20. Ratification.

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

Section 21. Effective Date.

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

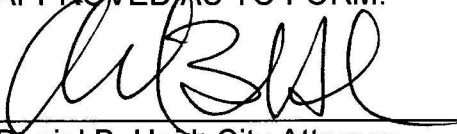
INTRODUCED: JUN 5 2006
PASSED: JUN 5 2006
APPROVED: JUN 5 2006


CITY OF AUBURN
PETER B. LEWIS
MAYOR

ATTEST:


Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

A handwritten signature in black ink, appearing to read 'DBH', written over a horizontal line.

Daniel B. Held, City Attorney

Published: June 9, 2006

EXHIBIT A

HONORABLE MAYOR AND CITY COUNCIL CITY OF AUBURN, WASHINGTON

232-5
CITY OF AUBURN, WA
CITY CLERK'S OFFICE

In the matter of the application
of Puget Sound Energy, Inc., a
Washington corporation, for a
franchise to construct, operate
and maintain facilities in, upon,
over under, along, across and
through the franchise area of the
City of Auburn,
Washington

Franchise Ordinance No. 6018

ACCEPTANCE

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

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

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

IN TESTIMONY WHEREOF said Puget Sound Energy, Inc. has caused this written Acceptance to be executed in its name by its undersigned Terry J. Oxley thereunto duly authorized on this 14 day of June, 2006.

ATTEST:

Jason Van Thut

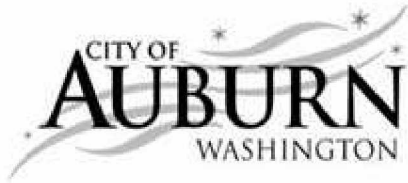
Copy received for City of Auburn

on June 23, 2006

By: David E. Dasher
City Clerk

PUGET SOUND ENERGY, INC.

By: Terry J. Oxley



AGENDA BILL APPROVAL FORM

Agenda Subject:

2017-2022 Transportation Improvement Plan Update (10 Minute Presentation/10 Minute Q&A)

Date:

May 17, 2016

Department:

CD & PW

Attachments:

[2017 - 2022 Transportation Improvement Plan Summary Sheet](#)
[Draft Transportation Improvement Plan](#)

Budget Impact:

\$0

Administrative Recommendation:

For discussion only.

Background Summary:

The Six-Year Transportation Improvement Program (TIP) is 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 while projects in years 4, 5, and 6 can be partially or completely un-funded.

The TIP is a multiyear planning tool and document for the development of transportation facilities within the City and does not represent a financial commitment by the City. Once the TIP is approved, projects are budgeted and funded through the City's biennial budget. The TIP sets priorities for the acquisition of project funding and is a prerequisite of most grant programs. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements.

SUMMARY OF PROPOSED AMENDMENTS TO THE 2017-2022 TIP

Deletions: The following projects were removed from the 2017-2022 TIP:

TIP 2: Auburn Way South Pedestrian Improvements (Dogwood to Fir) **Completed**

TIP 7: 15th St SW Reconstruction **Re-Prioritized**

TIP 29: S 277th St Wetland Mitigation **Completed**

TIP 46: 104th & Green River Road Study **Completed**

TIP 47: Traffic Management Center Improvements **Completed**

TIP 48: A St SE & 6th St SE Safety & Access Improvements **Re-Prioritized**

TIP 55: W Main Street Multimodal Corridor & ITS Improvements **Completed**
TIP 58: Auburn Way South Corridor Improvements (Fir to Hemlock) **Completed**
TIP 59: Auburn Ave & 3rd St NE Ped & Access Improvements **Reprogrammed**
TIP 67: Traffic Signal Safety Improvements **Completed**
TIP 70: Auburn Way North Preservation **Completed**

Additions: The following projects are proposed to be added to the 2017-2022 TIP:

TIP 2: A St Traffic Signal Improvements
TIP 29: S 272nd/277th St Corridor Environmental Monitoring
TIP 58: M St SE Storm Improvements
TIP 59: Regional Growth Center Access Improvements
TIP 70: B ST NW Reconstruction
TIP 75: Auburn Way North Preservation Phase 2
TIP 76: Auburn Way North Preservation Phase 3
TIP 77: A St SE Preservation
TIP 78: Auburn Way South Sidewalk Improvements

Other Modifications: The following projects are highlighted to point out significant changes in scope, cost, or funding status:

TIP 9: Auburn Way South Corridor Improvements (Hemlock to Academy)
TIP 23: Riverwalk Drive SE
TIP 32: Citywide Sidewalk Repairs and Improvements
TIP 33: Neighborhood Traffic Calming Program
TIP 50: ITS Dynamic Message Signs
TIP 51: Lake Tapps Parkway ITS Expansion
TIP 56: Evergreen Heights Safe Routes to School Improvements Phase 1

NEXT STEPS:

Staff will continue to develop the 2017-2022 TIP update in coordination with the City's Capital Facilities Plan process and budget development. Council and administration comments will be addressed and the next draft will be presented at City Council on June 6th with the resolution to set a public hearing. A second study session review is scheduled for June 13th. The public hearing and final adoption are scheduled for the June 20th Council meeting which will meet the required deadline for adoption per RCW 35.77.010.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: May 23, 2016

Item Number: DI.D

City of Auburn
2017-2022
Transportation Improvement Program Summary

Project Number	TIP #	Project Title	Grant Status	Prior to 2017	2017	2018	2019	2020	2021	2022	Beyond 2022	Total Project Cost	Project Category
c207a0	1	A St NW - Phase 1 (3rd St NW to 14th St NW)	Secured	8,339,212	25,000	25,000	25,000	25,000	25,000	25,000	125,000	8,614,212	Wetland Monitoring
cp1118	2	AWS Ped Improvements											
cpXXX	2	A Street Traffic Signal Improvements	Unsecured	-	-	-	125,000	900,000	-	-	-	1,025,000	Intersection, Signal & ITS
c409a0	3	Auburn Way Corridor (4th St NE to 4th St SE)	Unsecured	78,251	-	-	-	818,700	3,000,000	-	-	3,896,951	Roadway
c415a0	4	I Street NE Corridor (45th St NE to S 277th St)	Unsecured	3,892	-	-	-	6,760,000	-	-	-	6,763,892	Roadway
c201a0	5	M Street Underpass (3rd St SE to 8th St SE)	Secured	22,347,711	130,080	129,500	128,920	128,350	12,800	127,500	2,244,500	22,359,127	Roadway
c222a0	6	S 277th Street (AWN to L Street NE)	Secured	8,664,461	200,000	-	-	-	-	-	-	8,864,461	Roadway
cpxxxx	7	15th St SW Reconstruction											
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	-	100,000	50,000	1,750,000	1,750,000	5,000,000	5,000,000	10,000,000	23,650,000	Roadway
CP1416	10	F Street SE (4th St SE to AWS)	Unsecured	650,000	40,000	2,502,000	-	-	-	-	-	3,192,000	Roadway
cpxxxx	11	M Street NE (E Main St to 4th St NE)	Unsecured	-	50,000	350,000	1,250,000	-	-	-	-	1,650,000	Roadway
cpxxxx	12	Grade-Separated Crossing of BNSF Railyard	Unsecured	-	-	-	-	-	-	1,125,000	31,000,000	32,125,000	Roadway
CP0767	13	Mohawk Plastics Site Mitigation Project	N/A	594,389	20,000	-	-	-	-	-	-	614,389	Environmental Monitoring
cpxxxx	14	M Street SE/12th Street SE Traffic Signal	Unsecured	-	-	-	-	625,000	-	-	-	625,000	Intersection, Signal & ITS
cpxxxx	15	8th Street NE Widening (Pike St NE to R St NE)	Unsecured	-	-	-	450,000	1,000,000	-	-	-	1,450,000	Roadway
cpxxxx	16	49th Street NE (Auburn Way North to I St NE)	Unsecured	-	-	-	-	850,000	2,500,000	-	-	3,350,000	Roadway
CP0611	17	Harvey Rd NE/8th NE Intersection Improvements	N/A	1,817,400	85,383	85,200	84,800	84,400	84,400	84,200	489,400	1,809,393	Intersection, Signal & ITS
cpxxxx	18	M St SE & 29th St SE Intersection Improvements	Unsecured	50,000	-	-	-	400,000	-	-	-	450,000	Intersection, Signal & ITS
cpxxxx	19	Auburn Way N/1st Street NE Signal Improvements	Unsecured	-	-	50,000	550,000	-	-	-	-	600,000	Intersection, Signal & ITS
cpxxxx	20	R St SE & 21st St SE Intersection Improvements	Unsecured	75,000	-	-	-	800,000	-	-	-	875,000	Intersection, Signal & ITS
CP1406	21	Downtown Traffic Signal Upgrades	Secured	470,000	20,000	-	-	-	-	-	-	490,000	Intersection, Signal & ITS
cpxxxx	22	Lake Tapps Parkway Preservation (City Limit to Lakeland Hills Way)	Unsecured	124,380	828,470	-	-	-	-	-	-	952,850	Preservation
cpxxxx	23	Riverwalk Drive Non-Motorized Improvements	Unsecured	-	-	250,000	1,500,000	-	-	-	-	1,750,000	Non-Motorized
cpxxxx	24	Academy Drive Multi Use Trail	Unsecured	-	-	-	-	425,000	425,000	-	-	850,000	Non-Motorized
cpxxxx	25	46th Place S Realignment	N/A	-	-	-	-	-	825,000	-	-	825,000	Roadway
NA	26	METRO Shuttle: Lakeland Hills Shuttle	N/A	240,000	260,000	260,000	280,000	280,000	280,000	280,000	-	1,880,000	Transit
CP1110	27	A Street SE Safety Improvements Study	N/A	51,230	5,000	-	-	-	-	-	-	56,230	Study
cp1008	28	Annual Bridge Structure Preservation	N/A	-	-	50,000	-	50,000	-	50,000	-	150,000	Preservation
cxxxx	29	S 277th Street - Wetland Mitigation-											
CPXXXX	29	S 272nd/277th St Corridor Monitoring	N/A	-	-	20,000	20,000	20,000	20,000	20,000	100,000	200,000	Environmental Monitoring
Various	30	Citywide Pedestrian Accessibility and Safety Program	N/A	100,000	50,000	50,000	60,000	50,000	50,000	50,000	-	410,000	Non-Motorized
Various	31	Citywide Arterial Bicycle & Safety Imp	N/A	190,000	-	100,000	-	-	-	-	-	390,000	Non-Motorized
Various	32	Citywide Sidewalk Repairs and Improvements	N/A	572,500	200,000	200,000	200,000	200,000	200,000	200,000	-	1,772,500	Non-Motorized
cpxxxx	33	Neighborhood Traffic Calming Program	N/A	194,000	100,000	150,000	150,000	150,000	150,000	150,000	-	1,044,000	Roadway
Various	34	Traffic Signal Improvements	N/A	175,000	175,000	175,000	200,000	200,000	200,000	200,000	-	1,325,000	Intersection, Signal & ITS
Various	35	Arterial Street Preservation Program	N/A	4,717,037	580,000	970,500	836,720	1,017,560	1,800,000	1,800,000	-	11,721,817	Preservation
Various	36	Arterial Street Crack Seal	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000	Preservation
Various	37	Local Streets Improvement Program	N/A	6,309,865	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	15,909,865	Preservation
CP0820	38	C St SW & 15th St SW Intersection Improvements	Unsecured	-	-	-	-	200,000	1,000,000	-	-	1,200,000	Intersection, Signal & ITS
cpxxxx	39	124th Ave SE & SE 320th St Intersection Imp.	Unsecured	-	-	-	-	350,000	1,600,000	-	-	1,950,000	Intersection, Signal & ITS
cpxxxx	40	124th Ave SE Corridor Improvements - Phase 2	Unsecured	-	-	-	400,000	1,100,000	2,500,000	-	-	4,000,000	Roadway
cpxxxx	41	R Street Bypass	Unsecured	-	-	-	-	-	-	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	2,947,147	20,000	-	-	-	-	-	-	2,967,147	Roadway
cpxxxx	44	Downtown Transit Center Access Improvements	Unsecured	-	-	-	250,000	-	-	-	-	250,000	Transit
cpxxxx	45	124th Ave SE & SE 284th St Intersection Safety Improvements	Unsecured	-	-	100,000	600,000	-	-	-	-	700,000	Intersection, Signal & ITS
epXXXX	46	104th & Green River Road											
cpxxxx	47	Traffic Management Center Improvements											
cpxxxx	48	A St SE & 6th St SE Intersection											
cpxxxx	49	West Valley Hwy Improvements (15th St NW to W Main St)	Unsecured	-	-	-	100,000	600,000	3,000,000	-	-	3,700,000	Roadway
cpxxxx	50	ITS Dynamic Message Signs	Unsecured	150,000	100,000	150,000	150,000	150,000	150,000	-	-	850,000	Intersection, Signal & ITS
cpxxxx	51	Lake Tapps Parkway ITS Expansion	Unsecured	105,000	900,000	-	-	-	-	-	-	1,005,000	Intersection, Signal & ITS
cpxxxx	52	A St SE & Lakeland Hills Way SE Intersection Safety & Capacity Improvements	Unsecured	50,000	25,000	-	-	-	-	-	-	75,000	Intersection, Signal & ITS
CP1114	53	AWS and 12th Street SE Intersection Improvements	Unsecured	50,000	150,000	-	-	-	-	-	-	200,000	Intersection, Signal & ITS
cpxxxx	54	Kersey Way SE Corridor Study	N/A	30,000	20,000	-	-	-	-	-	-	50,000	Study
cp1415	55	W Main St Multimodal Corridor Improvements											
cpxxxx	56	Evergreen Heights Safe Routes to School Improvements	Unsecured	-	300,000	410,000	2,270,000	-	-	-	-	2,980,000	Non-Motorized
cpxxxx	57	Arterial Bridge Deck Rehabilitation	N/A	-	-	100,000	100,000	100,000	100,000	100,000	-	500,000	Preservation
cp1119	58	Auburn Way South Corridor (Fir to hemlock)											
CP1511	58	M St SE Storm Improvements	Secured	350,000	100,000	-	-	-	-	-	-	450,000	Roadway
cpxxxx	59	Regional Growth Center 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	-	-	-	100,000	1,800,000	-	-	-	1,900,000	Intersection, Signal & ITS
cpxxxx	64	Lea Hill Rd Segment 1 (R St NE to 105th Pl SE)	Unsecured	580,000	100,000	-	-	2,450,000	10,000,000	-	-	13,130,000	Roadway
cpxxxx	65	Lea Hill Rd Segment 2 (105th Pl SE to 112th Ave SE)	Unsecured	-	-	-	-	-	3,500,000	8,500,000	-	12,000,000	Roadway
cpxxxx	66	Lea Hill Rd Segment 3 (112th Ave SE to 124th Ave SE)	Unsecured	-	-	-	-	1,000,000	3,000,000	-	-	4,000,000	Roadway
CP1501	67	Traffic Signal Safety Improvements											
CP1502	68	37th Street SE and A Street SE Traffic Signal Safety Improvement	Unsecured	750,535	183,965	-	-	-	-	-	-	934,500	Intersection, Signal & ITS
cpxxxx	69	I street NE and 22nd Street NE Roundabout Safety Improvement	Unsecured	280,000	-	1,175,000	-	-	-	-	-	1,455,000	Intersection, Signal & ITS
ep1507	70	Auburn Way North Preservation											
CP1520	70	B St NW Reconstruction	Unsecured	300,734	1,470,500	-	-	-	-	-	-	1,771,234	Preservation
cpxxxx	71	15th Street NE/NW Preservation (SR-167 to NE 8th Street)	Unsecured	135,000	1,500,000	-	-	-	-	-	-	1,635,000	Preservation
cpxxxx	72	W Valley Hwy Improvements (SR-18 to 15th Street SW)	Unsecured	-	-	100,000	500,000	2,500,000	-	-	-	3,100,000	Roadway
cpxxxx	73	Stewart Road (Lake Tapps Parkway)	Unsecured	-	-	100,000	-	-	-	-	-	100,000	Roadway
cpxxxx	74	R St SE Corridor Extension	Unsecured	-	-	-	-	-	2,000,000	8,000,000	-	10,000,000	Roadway
cpxxxx	75	Auburn Way North Preservation Ph 2	Unsecured	-	120,000	1,508,000	-	-	-	-	-	1,628,000	Preservation
cpxxxx	76	Auburn Way North Preservation Ph 3	Unsecured	-	-	222,440	1,727,840	-	-	-	-	1,950,280	Preservation
cpxxxx	77	A St SE Preservation	Unsecured	-	-	-	198,720	1,564,880	-	-	-	1,763,600	Preservation
cpxxxx	78	Auburn Way South Sidewalk Improvements	Unsecured	-	-	260,000	1,190,000	-	-	-	-	1,450,000	Non-Motorized

Total	61,851,522	9,558,398	11,292,640	17,797,000	37,586,390	58,953,800	37,911,700	74,658,900	305,814,326
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Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 1

Project Title: **A Street NW - Phase 1 (3rd St NW to 14th St NW)**
 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:	2016 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Unrestricted Street Revenue	123,276	-	-	-	-	-	-	-	-	123,276
Secured Grants (Fed,State)	6,562,702	-	-	-	-	-	-	-	-	6,562,702
Traffic Impact Fees	1,189,853	80,000	25,000	25,000	25,000	25,000	25,000	25,000	125,000	1,544,853
Other (Developer)	383,381	-	-	-	-	-	-	-	-	383,381
Total Funding Sources:	8,259,212	80,000	25,000	25,000	25,000	25,000	25,000	25,000	125,000	8,614,212
Capital Expenditures:										
Design	2,247,331	-	10,000	10,000	10,000	10,000	10,000	10,000	30,000	2,337,331
Right of Way	821,341	-	-	-	-	-	-	-	-	821,341
Construction	5,000,640	-	-	-	-	-	-	-	-	5,000,640
Monitoring	189,900	80,000	15,000	15,000	15,000	15,000	15,000	15,000	95,000	454,900
Total Expenditures:	8,259,212	80,000	25,000	25,000	25,000	25,000	25,000	25,000	125,000	8,614,212

Six Year Transportation Improvement Plan

TIP# 2

ARTERIAL STREET FUND (102)

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 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
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# 19

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

NEW

STIP# AUB-N/A

LOS Corridor ID# 2

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 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:	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2016	2017	2018	2019	2020	2021	2022		Beyond 2022
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

Six Year Transportation Improvement Plan

TIP# 4

ARTERIAL STREET FUND (102)

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 5

Project Title: **M Street Underpass (3rd St SE to 8th St SE)**
 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 PWTF L debt repayment. Other Agencies are King County Metro Sewer, Port of Seattle, Port of Tacoma, and BNSF Railway

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$21,827.

Activity:		2016 YE	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Secured Grants (Fed, State)	9,731,904	-	-	-	-	-	-	-	-	9,731,904
REET2	1,140,000	-	-	-	-	-	-	-	-	1,140,000
Traffic Impact Fees (Construction)	4,309,782	-	-	-	-	-	-	-	-	4,309,782
Traffic Impact Fees (Debt Service)	279,423	130,654	130,080	129,500	128,920	128,350	128,000	127,500	2,244,500	3,426,927
Traffic Mitigation Fees	660,000	-	-	-	-	-	-	-	-	660,000
PWTF L (30 years)	3,284,857	-	-	-	-	-	-	-	-	3,284,857
Other (Agencies)	3,090,514	-	-	-	-	-	-	-	-	3,090,514
	22,217,057	130,654	130,080	129,500	128,920	128,350	128,000	127,500	2,244,500	22,359,127
Capital Expenditures:										
Design	2,688,924	-	-	-	-	-	-	-	-	2,688,924
Right of Way	3,358,443	-	-	-	-	-	-	-	-	3,358,443
Construction	16,169,690	-	-	-	-	-	-	-	-	16,169,690
PWTF L Debt Service	279,423	130,654	130,080	129,500	128,920	128,350	12,800	127,500	2,244,500	3,311,727
	22,217,057	130,654	130,080	129,500	128,920	128,350	12,800	127,500	2,244,500	22,359,127

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 6

Project Title: **S 272nd/277th St Corridor Capacity & Non-Motorized Trail Improvements**
 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:	2016 YE		Budget			Forecast Project Cost				
Funding Sources:	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	Total Project Cost
Unrestricted Street Revenue	390,336	17,906	-	-	-	-	-	-	-	408,242
Secured Federal Grant	960,009	60,691	-	-	-	-	-	-	-	1,020,700
Secured State Grant		4,000,000	-	-	-	-	-	-	-	4,000,000
Traffic Impact Fees	3,719	931,800	-	-	-	-	-	-	-	935,519
Other (RPG)	1,300,000	1,000,000	-	-	-	-	-	-	-	2,300,000
Other (105 Fund)	-	-	200,000	-	-	-	-	-	-	200,000
Total Funding Sources:	2,654,064	6,010,397	200,000	-	-	-	-	-	-	8,864,461
Capital Expenditures:										
Pre-Design	10,448	-	-	-	-	-	-	-	-	10,448
Design	1,343,616	61,000	-	-	-	-	-	-	-	1,404,616
Right of Way	1,300,000	36,870	-	-	-	-	-	-	-	1,336,870
Construction	-	5,912,527	200,000	-	-	-	-	-	-	6,112,527
Total Expenditures:	2,654,064	6,010,397	200,000	-	-	-	-	-	-	8,864,461

Six Year Transportation Improvement Plan

ARTERIAL 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:

delete

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL 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 improve the connection between A St NW, Phase 1 to the Sound Transit Station and Central Business District. Also this project will create a new connection between A St SW and A ST SE to relieve major congestion and improve circulation. This project could be partially or fully funded by development and/or Soundtransits parking garage/access improvements. The project is approximately 0.2 miles long.

Progress Summary:

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

Future Impact on Operating Budget:

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

Activity:	2016 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
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)**

STIP# AUB-N/A

Project No: **cpxxxx**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# 4

MODIFIED

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$25,000.

Activity:	Funding Sources:	2016 YE Prior to 2016 Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
	Unsecured Federal Grant	-	-	-	1,720,000	2,580,000	2,000,000	8,650,000	16,435,000	31,385,000
	Traffic Impact Fees	-	100,000	50,000	140,000	210,000	175,000	675,000	1,282,500	2,632,500
	Other (MIT)	-	100,000	50,000	140,000	210,000	1,175,000	675,000	1,282,500	3,632,500
	Total Funding Sources:	-	200,000	100,000	2,000,000	3,000,000	3,350,000	10,000,000	19,000,000	37,650,000
	Capital Expenditures:									
	Pre-Design	-	200,000	100,000	-	-	-	-	-	300,000
	Design	-	-	-	2,000,000	3,000,000	-	-	-	5,000,000
	Right of Way	-	-	-	-	-	3,350,000	-	-	3,350,000
	Construction	-	-	-	-	-	-	10,000,000	19,000,000	29,000,000
	Total Expenditures:	-	200,000	100,000	2,000,000	3,000,000	3,350,000	10,000,000	19,000,000	37,650,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 9

Project Title: **Auburn Way S Improvements (Hemlock St SE to Academy Dr SE) Phase 1**

STIP# AUB-N/A

Project No: **cpxxxx**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# 4

MODIFIED

Description:

Widen Auburn Way South (SR-164) between Hemlock St SE and approximately 1,700 feet southeast of Poplar St SE to accommodate 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 improvements, streetscape and stormwater management improvements. The project length is approximately 4,000 ft.

Progress Summary:

Corridor plan will be coordinated with the MIT, WSDOT, and other key stakeholders in 2016. This project is planned as a partnership between the City of Auburn and the MIT. 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:	Funding Sources:	2016 YE Prior to 2016 Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
	Unsecured Federal Grant	-	-	-	1,500,000	1,500,000	2,500,000	4,250,000	8,500,000	18,250,000
	Traffic Impact Fees	-	100,000	50,000	250,000	250,000	300,000	375,000	750,000	2,075,000
	Other (MIT, ASD)	-	-	-	-	-	2,200,000	375,000	750,000	3,325,000
	Total Funding Sources:	-	100,000	50,000	1,750,000	1,750,000	5,000,000	5,000,000	10,000,000	23,650,000
	Capital Expenditures:									
	Pre-Design	-	100,000	50,000	-	-	-	-	-	150,000
	Design	-	-	-	1,750,000	1,750,000	-	-	-	3,500,000
	Right of Way	-	-	-	-	-	5,000,000	-	-	5,000,000
	Construction	-	-	-	-	-	-	5,000,000	10,000,000	15,000,000
	Total Expenditures:	-	100,000	50,000	1,750,000	1,750,000	5,000,000	5,000,000	10,000,000	23,650,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 10

Project Title: **F Street SE Non-Motorized Improvements (Downtown to Les Gove)**
 Project No: **cp1416**
 Project Type: **Capacity, Non-Motorized**
 Project Manager: **Seth Wickstrom**

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. Construction grant funding was applied for in 2016.

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 11

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 2017 to refine project scope, alignment, and cost.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,500.

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 12

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

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. Staff anticipates to receive early release from the monitoring period in 2016 or 2017.

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

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:	Funding Sources:	2016 YE Prior to 2016 Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
	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# 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:	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2016	2017	2018	2019	2020	2021	2022	Beyond 2022
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

ARTERIAL STREET FUND (102)

TIP# 16

Project Title: 49th Street NE (Auburn Way N to I St NE)

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 29

Description:

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

Progress Summary:

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$27,050.

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 17

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 18

Project Title: **M Street SE & 29th Street SE Intersection Safety Improvements**
 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 initiated in 2016. Construction will be completed when project is fully funded.

Future Impact on Operating Budget:

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

Activity:	2016 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
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

ARTERIAL STREET FUND (102)

TIP# 19

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 2018.

Future Impact on Operating Budget:

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

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	50,000	125,000	-	-	-	-	175,000
Grants (Fed,State,Local)	-	-	-	-	425,000	-	-	-	-	425,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (REET2 in 328)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	50,000	550,000	-	-	-	-	600,000
Capital Expenditures:										
Design	-	-	-	50,000	-	-	-	-	-	50,000
Right of Way	-	-	-	-	100,000	-	-	-	-	100,000
Construction	-	-	-	-	450,000	-	-	-	-	450,000
Total Expenditures:	-	-	-	50,000	550,000	-	-	-	-	600,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 20

Project Title: **R Street SE & 21st Street SE Intersection Safety Improvements**
 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 intersection safety improvements.

Progress Summary:

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

Future Impact on Operating Budget:

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

Activity:	2016 YE	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2016	Estimate	2017	2018	2019	2020	2021		2022
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

ARTERIAL STREET FUND (102)

TIP# 21

Project Title: **W Main St & C St Traffic Signal Upgrade**
 Project No: **cp1406**
 Project Type: **Non-Capacity**
 Project Manager: **Luis Barba**

STIP# AUB-N/A

LOS Corridor ID# 11

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 22

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP # 23

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

MODIFIED

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$10,000.

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

Six Year Transportation Improvement Plan
ARTERIAL STREET FUND (102)

TIP# 24

Project Title: **Academy Drive Multi-Use Trail**
 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 \$25,000.

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 26

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 (PT497) from the Lakeland Hills neighborhood to Auburn Station and King County Metro Transit's Route 910.

Progress Summary:

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

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 27

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. 2016 design will complete conceptual corridor plan for future improvements.

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

TIP# 28

ARTERIAL PRESERVATION FUND (105)

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 29

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.

delete

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
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# 29****ARTERIAL STREET FUND (102)**

Project Title: **S 272nd/277th St Corridor Capacity & Non-Motorized Trail Improvements**
Project No: **cpxxxx**
Project Type: **Environmental Monitoring**
Project Manager: **TBD**

STIP# N/A**LOS Corridor ID# 15****Description:**

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

NEW**Progress Summary:**

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

Future Impact on Operating Budget:

The annual maintenance costs for this project is estimated to be \$27,250.

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 30

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:	2016 YE		Budget			Forecast Project Cost				Total Project Cost
	Funding Sources:	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	
Unrestricted Street Revenue	-	100,000	50,000	50,000	50,000	50,000	50,000	50,000	-	400,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	100,000	50,000	50,000	50,000	50,000	50,000	50,000	-	400,000
Capital Expenditures:										
Design	-	10,000	5,000	5,000	15,000	5,000	5,000	5,000	-	50,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	90,000	45,000	45,000	45,000	45,000	45,000	45,000	-	360,000
Total Expenditures:	-	100,000	50,000	50,000	60,000	50,000	50,000	50,000	-	410,000

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. And community feedback.

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
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	-	100,000	-	10,000	-	10,000	-	-	-	120,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	90,000	-	90,000	-	90,000	-	-	-	270,000
Total Expenditures:	-	190,000	-	100,000	-	100,000	-	-	-	390,000

Six Year Transportation Improvement Plan

CAPITAL IMPROVEMENT FUND (328)

TIP# 32

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

STIP# AUB-N/A

LOS Corridor ID# N/A

MODIFIED

Description:

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

Progress Summary:

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

CAPITAL IMPROVEMENT FUND (328)

TIP# 33

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

MODIFIED

Description:

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

Progress Summary:

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

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

Progress Summary:

Project continues to complete various intersection improvements.

Future Impact on Operating Budget:

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

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

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. 2016 projects included providing matching funds for three federally funded preservation projects, participating in one utility project, and completing the 2015 preservation project.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Arterial Preservation Fund	4,106,338	478,699	580,000	970,500	836,720	1,017,560	1,800,000	1,800,000	-	11,589,817
Secured Federal Grant	-	-	-	-	-	-	-	-	-	-
Other (ICON)	132,000	-	-	-	-	-	-	-	-	132,000
Total Funding Sources:	4,238,338	478,699	580,000	970,500	836,720	1,017,560	1,800,000	1,800,000	-	11,721,817
Capital Expenditures:										
Design	200,000	-	50,000	100,000	36,720	117,560	120,000	120,000	-	744,280
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	4,038,338	478,699	530,000	870,500	800,000	900,000	1,680,000	1,680,000	-	10,977,537
Total Expenditures:	4,238,338	478,699	580,000	970,500	836,720	1,017,560	1,800,000	1,800,000	-	11,721,817

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

Six Year Transportation Improvement Plan

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:	Previous 2 years Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Local Street Preserv. Fund	-	755,900	-	-	-	-	-	-	-	755,900
Transfer In (Utilities)	300,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,350,000
Sales Tax on Construction	3,653,965	1,450,000	1,450,000	1,450,000	1,450,000	1,450,000	1,450,000	1,450,000	-	13,803,965
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	3,953,965	2,355,900	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	15,909,865
Capital Expenditures:										
Design	600,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	-	2,700,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	3,353,965	2,055,900	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	-	13,209,865
Total Expenditures:	3,953,965	2,355,900	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	15,909,865

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 2020. Construction will be sheduled once full funding is secured.

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 39

Project Title: 124th Avenue SE & SE 320th Street Intersection Improvements

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 23, 25

Description:

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

Progress Summary:

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

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:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
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

ARTERIAL STREET FUND (102)

TIP# 41

Project Title: **R Street Bypass (M Street SE to SR-18)**

STIP# AUB-N/A

Project No: **cpxxxx**

Project Type: **Capacity**

Project Manager: **TBD**

LOS Corridor ID# N/A

Description:

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

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
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

ARTERIAL STREET FUND (102)

TIP# 42

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:	2016 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
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
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 accomodate turn-lanes and pedestrian and bicycle facilities, upgrade pavement markings, install pedestrian signals and audible pedestrian push buttons, and upgrade traffic signals to change the phasing and to improve the visibility of the signal heads.

Progress Summary:

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

Future Impact on Operating Budget:

This project is expected to have a neglible impact on operating budgets.

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 44

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 46

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:

delete

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 47

Project Title: **Traffic Management Center Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity, ITS**
 Project Manager: **Scott Nutter**

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:

delete

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
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.

delete

Activity:	2016 Yr Budget					Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 50

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

STIP# AUB-N/A

MODIFIED

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 51

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

STIP# AUB-N/A

LOS Corridor ID# 17

MODIFIED

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 52

Project Title: **A Street SE & Lakeland Hills Way SE Intersection Safety & Capacity Improvements**
 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 for intersection improvements.

Progress Summary:

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

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 53

Project Title: **Auburn Way S & 12th Street SE Intersection Improvements**
 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:	2016 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Unrestricted Street Revenue	-	50,000	150,000	-	-	-	-	-	-	200,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	50,000	150,000	-	-	-	-	-	-	200,000
Capital Expenditures:										
Design	-	50,000	150,000	-	-	-	-	-	-	200,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	-	50,000	150,000	-	-	-	-	-	-	200,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 54

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

Six Year Transportation Improvement Plan

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

TIP# 55

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:	2016 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
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# 56

ARTERIAL STREET FUND (102)

Project Title: **Evergreen Heights Safe Routes to School Improvements Phase 1**
 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 52nd Avenue S to the west of the Evergreen Elementary School frontage, to accommodate the addition of bike lanes and sidewalks along the north side of the street, matching the existing roadway cross-section to the east of the school. The S 316th Street improvements include the vertical realignment of the existing roadway along the school frontage which creates sight-distance problems associated with the school driveways and at the intersection with 56th Avenue S.

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

Progress Summary:

MODIFIED

Future Impact on Operating Budget:

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

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

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:	2016 YE		Budget			Forecast Project Cost				
Funding Sources:	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	Total Project Cost
Arterial Preservation Fund	-	-	-	100,000	100,000	100,000	100,000	100,000	-	500,000
Utility Tax	-	-	-	-	-	-	-	-	-	-
Bond proceeds	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	100,000	100,000	100,000	100,000	100,000	-	500,000
	-									
Capital Expenditures:										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	100,000	100,000	100,000	100,000	100,000	-	500,000
Total Expenditures:	-	-	-	100,000	100,000	100,000	100,000	100,000	-	500,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 58

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 funds in the amount of \$836,601.

Future Impact on Operating Budget:

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

Activity:	2016 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2016	Estimate	2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Unrestricted Street Revenue	195,060	-	5,000	-	-	-	-	-	-	200,060
Secured State Grant	508,176	1,917,226	-	-	-	-	-	-	-	2,425,402
Traffic Impact Fees	200,000	450,000	-	-	-	-	-	-	-	650,000
Other (Comcast,Clink)	94,107	215,362								
Other (WSDOT)		116,038								
Other (MIT)	173,382	663,219	-	-	-	-	-	-	-	836,601
Total Funding Sources:	1,170,725	3,361,845	5,000	-	-	-	-	-	-	4,112,063
Capital Expenditures:										
Design	666,617	106,365	-	-	-	-	-	-	-	772,982
Right of Way	431,732	-	-	-	-	-	-	-	-	431,732
Construction	-	3,255,480	5,000	-	-	-	-	-	-	3,260,480
Total Expenditures:	1,098,349	3,361,845	5,000	-	-	-	-	-	-	4,465,194

Six Year Transportation Improvement Plan

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

TIP# 55

Project Title: **M St SE Storm Improvements**
Project No: **CP1511**
Project Type: **Non-Capacity, Preservation, Non-Motorized**
Project Manager: **Matt Larson**

STIP# AUB-50

LOS Corridor ID# 11

Description:

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

NEW

Progress Summary:

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

Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2017	2018	2019	2020	2021	2022	Beyond 2022	
	Unrestricted Street Revenue	-	-	50,000	-	-	-	-	-	-	50,000
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Other (Sidewalk Imp. Funds)	-	100,000	-	-	-	-	-	-	-	100,000
	Other (Arterial Pres. Fund)	-	250,000	50,000	-	-	-	-	-	-	300,000
	Total Funding Sources:	-	350,000	100,000	-	-	-	-	-	-	450,000
	Capital Expenditures:										
	Pre-Design	-	-	-	-	-	-	-	-	-	-
	Design	-	20,000	-	-	-	-	-	-	-	20,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	330,000	100,000	-	-	-	-	-	-	430,000
	Total Expenditures:	-	350,000	100,000	-	-	-	-	-	-	450,000

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 accommodate 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:	Prior to 2016	2016 YE Estimate	Budget		Forecast Project Cost				Total Project Cost
			2017	2018	2020	2021	2022	Beyond 2022	
Funding Sources:									
Unrestricted Street Revenue	8,778	-	-	-	-	-	-	-	8,778
Unsecured Grant	-	-	-	250,000	-	-	-	-	250,000
Traffic Impact Fees	-	-	-	50,000	-	-	-	-	100,000
REET2	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	8,778	-	-	50,000	-	-	-	-	358,778
Capital Expenditures:									
Design	8,778	-	-	50,000	-	-	-	-	58,778
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	300,000	-	-	-	-	300,000
Total Expenditures:	8,778	-	-	50,000	-	-	-	-	358,778

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 59

Project Title: **Auburn Regional Growth Center Access Improvements**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-xx

LOS Corridor ID# 10

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

Progress Summary:

Federal Grant funding was applied for in 2016.

NEW

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 60

Project Title: **M Street SE Corridor (8th St SE to AWS)**
 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:	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2016	2017	2018	2019	2020	2021	2022	Beyond 2022
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	-	-

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 61

Project Title: **SR-18 to Auburn Way South (SR-164) Bypass**
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$37,500.

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

Six Year Transportation Improvement Plan

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

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

Six Year Transportation Improvement Plan

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 late 2016.

Future Impact on Operating Budget:

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

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

Six Year Transportation Improvement Plan

TIP# 65

ARTERIAL STREET FUND (102)

Project Title: **Lea Hill Rd Segment 2 (105th Pl 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:	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2016	2017	2018	2019	2020	2021	2022 Beyond 2022	
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
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	-	3,500,000	8,500,000	12,000,000
Capital Expenditures:									
Design	-	-	-	-	-	-	2,000,000	-	2,000,000
Right of Way	-	-	-	-	-	-	1,500,000	-	1,500,000
Construction	-	-	-	-	-	-	-	8,500,000	8,500,000
Total Expenditures:	-	-	-	-	-	-	3,500,000	8,500,000	12,000,000

Six Year Transportation Improvement Plan

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

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:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
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: **Luis Barba**

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

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 69

Project Title: **22nd Street NE & I Street NE intersection**
 Project No: **CP1513**
 Project Type: **Capacity (Safety)**
 Project Manager: **TBD**

STIP# AUB-xx

LOS Corridor ID# 21

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

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

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 70

Project Title: **B St NW Reconstruction**
 Project No: **CP1520**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Jai Carter**

NEW

STIP# AUB-N/A

LOS Corridor ID# N/A

Description: The project will reconstruct the failed pavement section between 37th ST NW and north of 49th St NW.

Progress Summary:

Design began in 2016. construction is scheduled for 2017.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Arterial Preservation Fund	-	300,734	1,470,500	-	-	-	-	-	-	1,771,234
Unsecured Federal Grant	-	-	-	-	-	-	-	-	-	-
Other (ICON)	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	300,734	1,470,500	-	-	-	-	-	-	1,771,234
Capital Expenditures:										
Design	-	300,734	-	-	-	-	-	-	-	300,734
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	1,470,500	-	-	-	-	-	-	1,470,500
Total Expenditures:	-	300,734	1,470,500	-	-	-	-	-	-	1,771,234

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 70

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:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
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

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:	2016 YE Prior to 2016 Estimate	Budget			Forecast Project Cost				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
	<i>Arterial Preservation Fund</i>	-	67,500	750,000	-	-	-	-	-	817,500
	<i>Secured Federal Grant</i>	-	67,500	750,000	-	-	-	-	-	817,500
	<i>Other</i>	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	135,000	1,500,000	-	-	-	-	-	1,635,000
	Capital Expenditures:									
	<i>Design</i>	-	135,000	-	-	-	-	-	-	135,000
	<i>Right of Way</i>	-	-	-	-	-	-	-	-	-
	<i>Construction</i>	-	-	1,500,000	-	-	-	-	-	1,500,000
	Total Expenditures:	-	135,000	1,500,000	-	-	-	-	-	1,635,000

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

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.

Future Impact on Operating Budget:

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

Activity:	Funding Sources:	2016 YE Prior to 2016	2016 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2017	2018	2019	2020	2021	2022	Beyond 2022	
	<i>Unrestricted Street Revenue</i>	-	-	-	66,000	-	-	-	-	-	66,000
	<i>Unsecured Grant</i>	-	-	-	-	-	-	-	-	-	-
	<i>Traffic Impact Fees</i>	-	-	-	-	-	-	-	-	-	-
	<i>Traffic Mitigation Fees</i>	-	-	-	34,000	-	-	-	-	-	34,000
	Total Funding Sources:	-	-	-	100,000	-	-	-	-	-	100,000
	Capital Expenditures:										
	<i>Design</i>	-	-	-	-	-	-	-	-	-	-
	<i>Right of Way</i>	-	-	-	-	-	-	-	-	-	-
	<i>Construction</i>	-	-	-	100,000	-	-	-	-	-	100,000
	Total Expenditures:	-	-	-	100,000	-	-	-	-	-	100,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP # 74

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

Six Year Transportation Improvement Plan**TIP# 75****ARTERIAL PRESERVATION FUND (105)**

Project Title: **Auburn Way N Preservation Phase 2 (8th St NE to 22nd St NE)**
Project No: **cpxxxx**
Project Type: **Non-Capacity, Preservation**
Project Manager: **TBD**

STIP# AUB-xx**LOS Corridor ID# 1/2**

Description: This project will grind and overlay Auburn Way N from the 22nd Street NE to 8th Street NE, remove unused driveways, and upgrade all curb ramps and pedestrian signals to meet ADA requirements.

Progress Summary:

Federal Grant funding was applied for in 2016.

NEW**Future Impact on Operating Budget:**

There is no impact to the street maintenance budget.

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Costs				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Arterial Preservation Fund	-	-	120,000	618,280	-	-	-	-	-	738,280
Unsecured Federal Grant	-	-	-	889,720	-	-	-	-	-	889,720
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	120,000	1,508,000	-	-	-	-	-	1,628,000
Capital Expenditures:										
Design	-	-	120,000	-	-	-	-	-	-	120,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	1,508,000	-	-	-	-	-	1,508,000
Total Expenditures:	-	-	120,000	1,508,000	-	-	-	-	-	1,628,000

Six Year Transportation Improvement Plan

TIP# 76

ARTERIAL PRESERVATION FUND (105)

Project Title: **Auburn Way N Preservation Phase 3 (4th St SE to 8th St NE)**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **TBD**

STIP# AUB-xx

LOS Corridor ID# 2

Description: This project will grind and overlay Auburn Way N from approximately 8th Street NE to approximately 4th St SE, remove unused driveways, and upgrade all curb ramps and pedestrian signals to meet ADA requirements.

NEW

Progress Summary:

Federal Grant funding was applied for in 2016.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Costs				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Arterial Preservation Fund	-	-	-	111,220	863,920	-	-	-	-	975,140
Unsecured Federal Grant	-	-	-	111,220	863,920	-	-	-	-	975,140
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	222,440	1,727,840	-	-	-	-	1,950,280
Capital Expenditures:										
Design	-	-	-	222,440	-	-	-	-	-	222,440
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	1,727,840	-	-	-	-	1,727,840
Total Expenditures:	-	-	-	222,440	1,727,840	-	-	-	-	1,950,280

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 77

Project Title: **A St SE Preservation (E Main St to 17th St SE)**
 Project No: **cpxxxx**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **TBD**

STIP# AUB-xx

LOS Corridor ID# 10

Description: This project will grind and overlay A St SE between E Main St and 17th St SE, remove unused driveways, and upgrade all curb ramps and pedestrian signals to meet ADA requirements.

Progress Summary:

Federal Grant funding was applied for in 2016.

NEW

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Prior to 2016	2016 YE Estimate	Budget			Forecast Project Costs				Total Project Cost
			2017	2018	2019	2020	2021	2022	Beyond 2022	
Funding Sources:										
Arterial Preservation Fund	-	-	-	-	99,360	782,440	-	-	-	881,800
Unsecured Federal Grant	-	-	-	-	99,360	782,440	-	-	-	881,800
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	198,720	1,564,880	-	-	-	1,763,600
Capital Expenditures:										
Design	-	-	-	-	198,720	-	-	-	-	198,720
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	1,564,880	-	-	-	1,564,880
Total Expenditures:	-	-	-	-	198,720	1,564,880	-	-	-	1,763,600

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 78

Project Title: **Auburn Way South (SR-164) Sidewalk Improvements**
Project No: **cpxxxx**
Project Type: **Capacity**
Project Manager: **TBD**

STIP# AUB-xx

LOS Corridor ID# 10

Description:

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

Progress Summary:

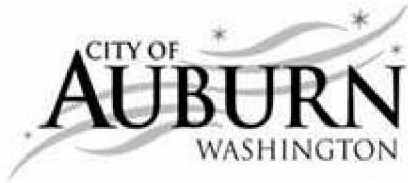
Federal Grant funding was applied for in 2016.

NEW

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

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



AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5220 (5 Minute Presentation/5 Minute Q&A)

Date:

May 16, 2016

Department:

Administration

Attachments:

[Resolution No. 5220](#)
[Exhibit A to Resolution No. 5220](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council to adopt Resolution No. 5220

Background Summary:

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

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

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

Reviewed by Council Committees:

Councilmember:

Staff:

Hinman

Meeting Date: May 23, 2016

Item Number: DI.E

RESOLUTION NO. 5 2 2 0

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

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

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

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

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

and

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

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

Resolution No 5220

May 13, 2016

Page 1

D.I.E

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

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

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

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

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

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

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

dedicated to the City of Auburn for park purposes; and

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

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

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

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

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

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

Section 1 FINDINGS

The City Council hereby enters the below Findings.

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

and the inclusion within the Plat of Tract P

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

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

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

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

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

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

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

Resolution No. 5220

May 13, 2016

Page 4

D.I.E

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

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

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

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

Section 3. ADMINISTRATIVE PROCEDURES.

Resolution No. 5220
May 13, 2016
Page 5

D.L.E

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

Section 4 EFFECTIVE DATE.

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

Dated and Signed this _____ day of _____, 20____

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

NORTH TAPPS ESTATES

SHEET 1 OF 10

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

BASIS OF BEARING: PIERCE COUNTY HORIZONTAL CONTROL DATA, HELD THE EAST END OF THE N.E. 1/4, SEC. 5, N. 032844"E PER PIERCE COUNTY SECTION SUBDIVISION

GRAPHIC SCALE - FEET

0 600 1200 1800

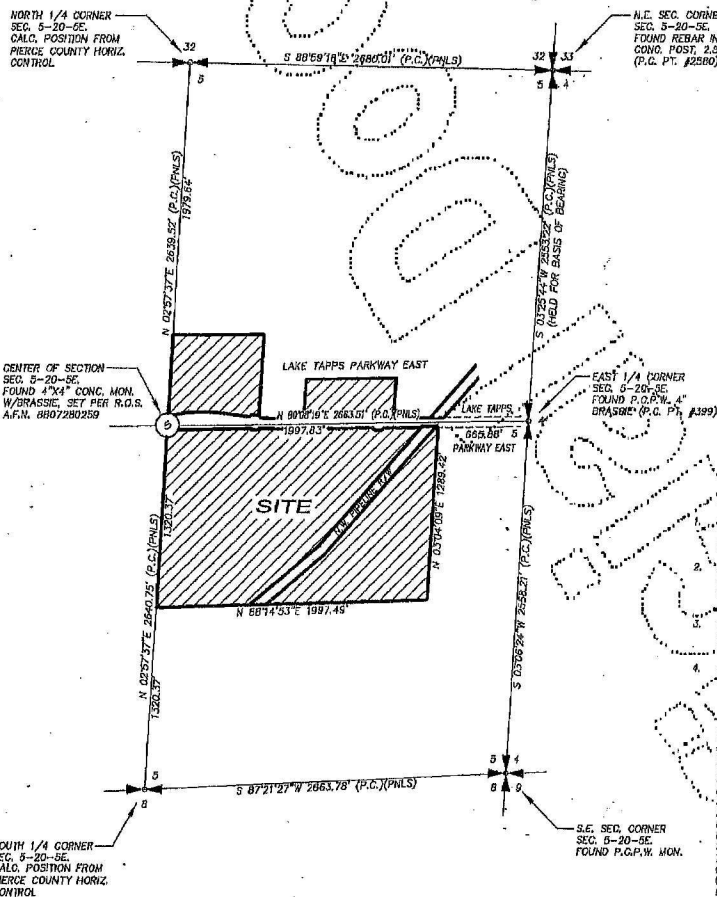
REFERENCE MATERIALS

1. PIERCE COUNTY ASSESSOR MAP'S FOR SECTION 05-20-5E.
2. SUBDIVISION GUARANTEE PREPARED BY TUTOR TYLE COMPANY OF TACOMA ON DECEMBER 13, 2009 UNDER ORDER NO. 308924 AND ON MARCH 21, 2007.
3. PIERCE COUNTY PUBLIC WORKS DEPARTMENT SECTION FILE FOR SEC. 05-20-5E, AND O.L.O. NOTES AND PLAT FOR SEC. 05-20-5E.
4. HEARINGS EXAMINER SUMMARY OF DECISION DATED NOVEMBER 14, 2005, PAGES 1 THRU 15, PARAGRAPH 1 THRU 44, INCLUSIVE, RECORDS OF THE OFFICE OF THE PIERCE COUNTY HEARINGS EXAMINER.
5. THE FOLLOWING DOCUMENTS ARE RECORDS OF THE PIERCE COUNTY AUDITOR'S OFFICE:

R.O.S. 3187
R.O.S. 8807200258
R.O.S. 200306115009
S.P. 9702140348

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

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



LEGEND

- FOUND OR CALC. SURVEYOR'S CORNER POSITION, AS DESCRIBED.
- (PHLS) BEARING AND DISTANCE, CALC. OR MEAS., BY PACIFIC N.W. LAND SURVEYOR'S, LLC.
- SET PIERCE COUNTY STANDARD MONUMENT, UNLESS OTHERWISE NOTED.

SURVEYOR'S NOTES

1. SURVEY INSTRUMENT USED: NIKON DTM-521, TOTAL STATION, JUNIPER DATA COLLECTOR.
2. DATE VISITED SITE AND MONUMENTS: JANUARY, 2004.
3. THIS SURVEY MEETS OR EXCEEDS PRECISION REQUIREMENTS AS SET FORTH IN W.A.C. 332-130-090.
4. FIELD METHOD USED: FIELD TRAVERSE.
5. LIST OF RECORDED EASEMENT FOR SLOPE MAINTENANCE AND DRAINAGE:
DRAINAGE EASEMENT, A/FN 200501181151 & 200501181152
SLOPE EASEMENT, A/FN 200501181156, 200501181157, 200501181158, 200501181159 & 200501181160

WETLAND NOTES

1. NOTICE: THIS SITE LIES WITHIN A CRITICAL AREA, AS DEFINED WITHIN TITLE THE PIERCE COUNTY CODE. RESTRICTIONS ON USE, OR ALTERATION OF THE SITE MAY EXIST DUE TO NATURAL CONDITIONS OF THE SITE AND RESULTING REGULATIONS.
2. ALL WETLANDS AND BUFFER AREAS CURRENTLY EXISTING ON THE SITE SHALL REMAIN UNDISTURBED. THERE SHALL BE NO GRADING, CLEARING, OR OTHER KIND OF VEGETATION REMOVAL, FILLING, DRAINAGE, PAINT CONSTRUCTION, OR CONSTRUCTION OF ANY KIND WITHIN THE UNDISTURBED WETLAND AND BUFFER TRACT.
3. THE WETLAND APPROVAL FOR PLAT WAS RECORDED AT THE PIERCE COUNTY AUDITOR'S OFFICE ON JULY 20, 2004, RECORDING NUMBER 20040700142. THIS APPROVAL CONTAINS CONVENTIONS RESTRICTING CERTAIN USES WITHIN THE WETLAND AND BUFFER TRACT.
4. THE WETLAND BOUNDARY WAS DELINEATED BY HABITAT TECHNOLOGIES, IN JULY 2003, WAS FIELD SURVEYED BY PACIFIC NORTHWEST LAND SURVEYOR'S, LLC IN AUGUST, 2003.

NOTE

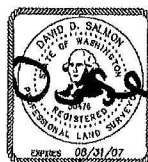
THE OWNER/DEVELOPER SHALL DEFEND, INDEMNIFY AND HOLD THE CITY OF AUBURN, ITS OFFICERS, OFFICIALS, EMPLOYEES AND VOLUNTEERS HARMLESS FROM ANY AND ALL CLAIM, INJURIES, DAMAGES, LOSSES OR SUITS INCLUDING ATTORNEY FEES, ARISING OUT OF OR IN CONNECTION WITH THE COMPLETION OF ALL REQUIRED PUBLIC FACILITY IMPROVEMENTS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

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT IS BASED ON AN ADJUDICATED SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE BEARINGS AND DISTANCES ARE SHOWN CORRECTLY, THAT THE PERIMETER MONUMENTS HAVE BEEN SET WITH PIERCE COUNTY STANDARD MONUMENTS AND THE MONUMENTS ALONG 01H STREET, CT. E., 10TH STREET CT. E., 11TH STREET E., 178TH AVE. E., 177TH AVE. E., 175TH AVE. E., 173TH AVE. E., 171TH AVE. E., 169TH AVE. E. HAVE BEEN SET WITH A STANDARD SURFACE BRASS AND LOT FRONT AND REAR CORNERS HAVE BEEN SET WITH 5/8" REBAR AND YELLOW PLASTIC CAP STAMPED "LS 16628/LS 35476", THAT I HAVE COMPLIED WITH ALL STATE AND COUNTY REGULATIONS GOVERNING PLATING AND THAT CONFORMS WITH THE APPROVED PRELIMINARY PLAT AND CONDITIONS OF APPROVAL.

DAVID D. SALMON, PLS 35476
PACIFIC NORTHWEST LAND SURVEYORS, LLC
2500 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

4/16/07
DATE



AUDITOR'S CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF THE CITY OF AUBURN THIS 31st DAY OF MAY 2007 AT 02:02 MINUTES LAST
AND RECORDED IN VOLUME 27 OF PLAT, PAGE 1 RECORDS OF PIERCE COUNTY, WASHINGTON.

COUNTY RECORDING NUMBER 200705035001

PAT MCCARTHY
PIERCE COUNTY AUDITOR

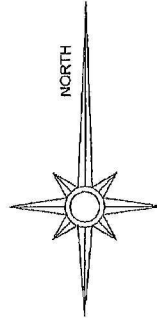
FEE: \$184.50

BY: [Signature]

Pacific Northwest
Land Surveyors, LLC
2500 East Main Avenue
Puyallup, Washington 98372
(253) 841-3953

SHEET 2 OF 10

1-032



60 0 60 120 180

GRAPHIC SCALE - FEET

LAKE TAPPS PARKWAY EAST
N 09°08'19"E 444.77'

4-070

4-069

4-022

4-036

4-037

8-010

LOT 3
8-009



**Pacific Northwest
Land Surveyors, LLC**
2006 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

JOB NO. 03-212-005
DWG NO. 03212FP2.DWG

- SEE SHEET 7 OF 10 -

- SEE SHEET 3 OF 10 -

TRACT "A"
STORM POND
TO BE DEDICATED TO
CITY OF AUBURN

A survey map showing a section of land labeled "N.W. PIPELINE PROPERTY". The map includes several boundary lines with bearings and distances. One line is labeled "E 62.35°" and another is labeled "N 74°01'57\"

TRACT "O"

TRACT "O"

WETLAND AND BUFFER

.....

.....

Figure 1



100

22

100

SEE ALSO

SEE SHE

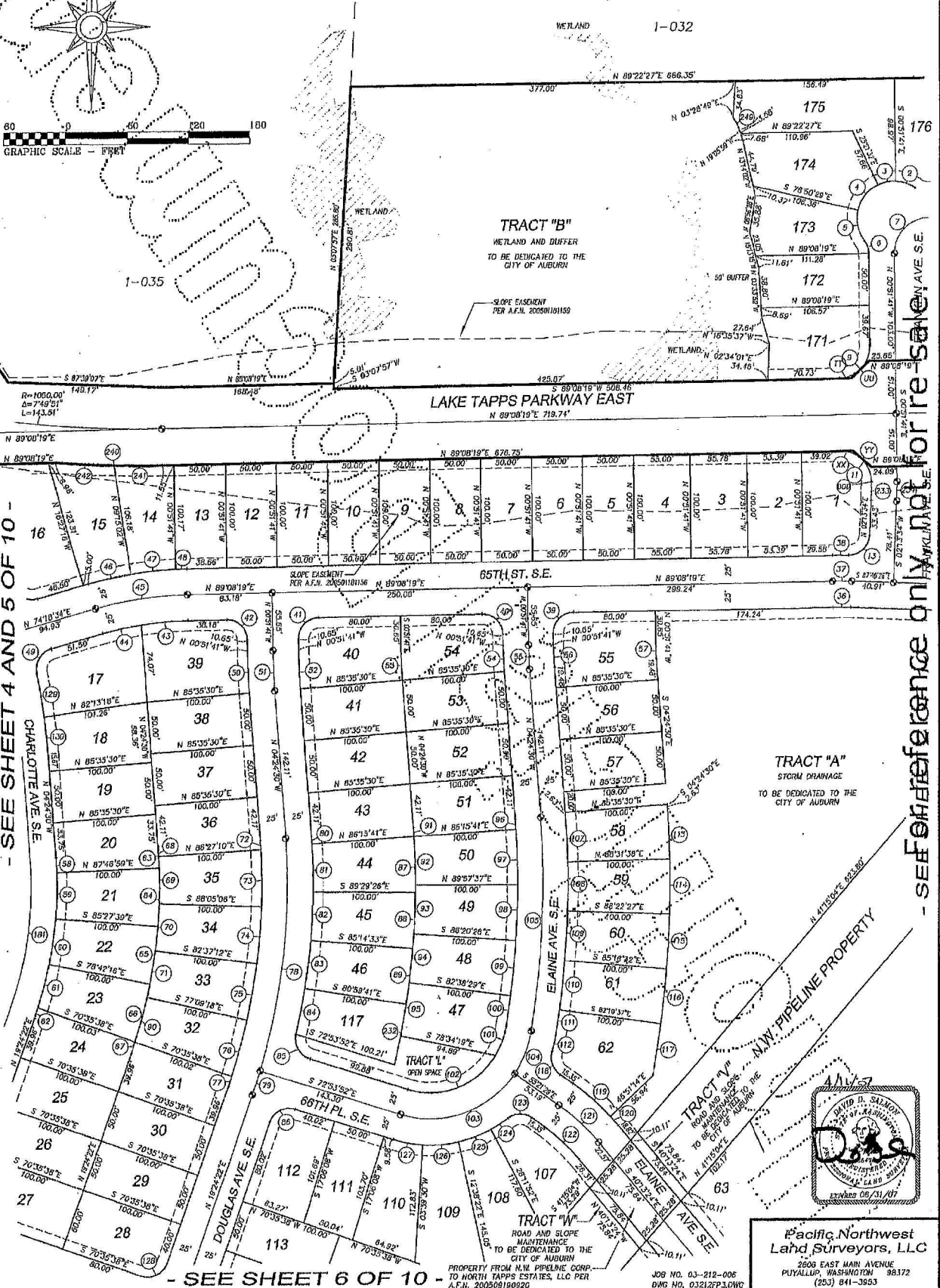
For reference only, not for re-sale.

2, 3, 4

NORTH TAPPS ESTATES

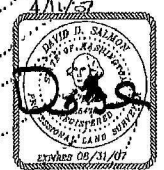
SHEET 3 OF 10

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



- SEE SHEET 4 AND 5 OF 10 -

- SEE SHEET 6 OF 10 -

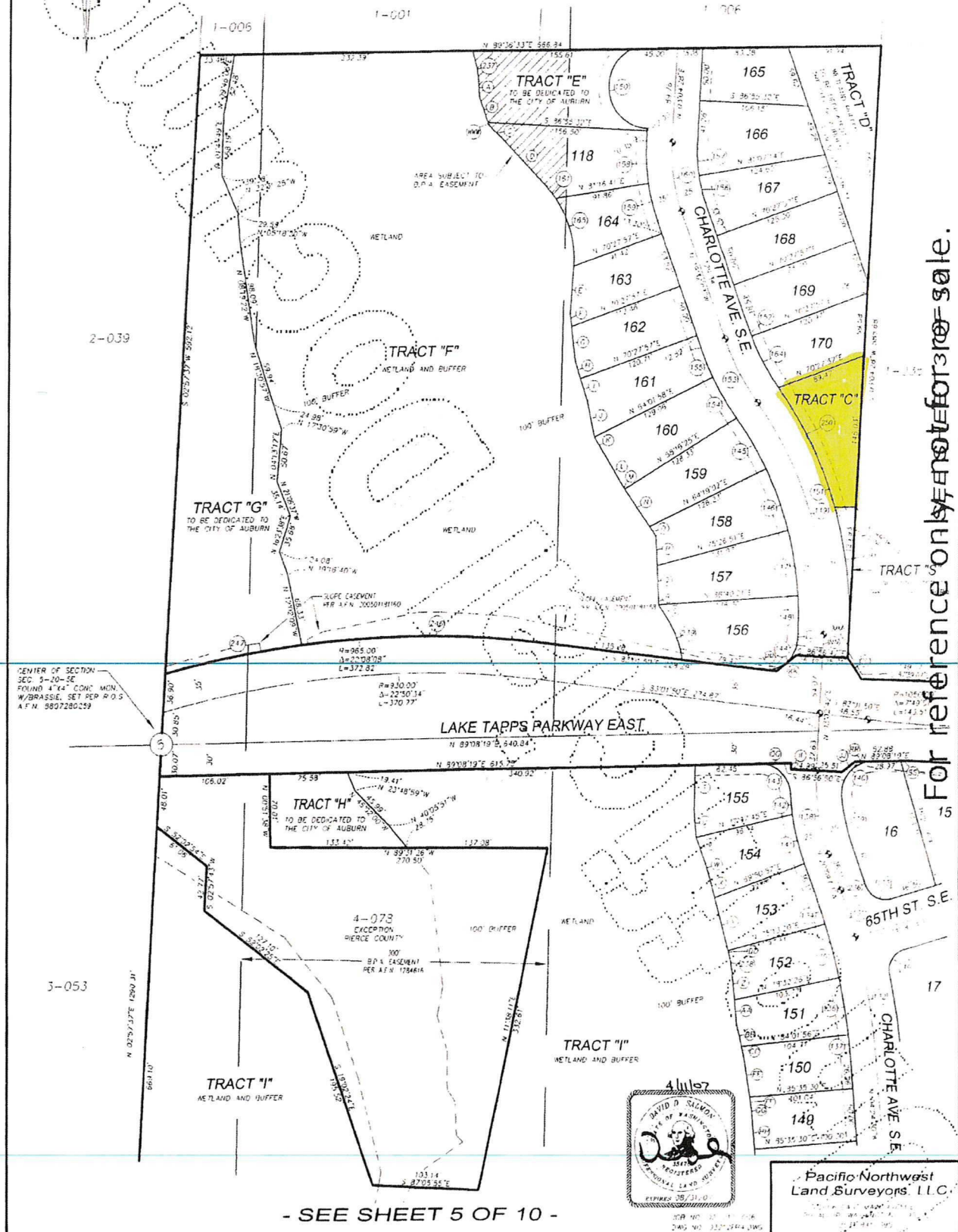
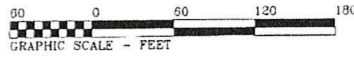


Pacific Northwest
Land Surveyors, LLC
2505 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98172
(253) 841-3953

JOB NO. 03-212-005
DWG NO. 03212FP3.DWG

D.I.E

SHEET 4 OF 10



For reference only. ~~Not for sale.~~

- SEE SHEET 5 OF 10 -



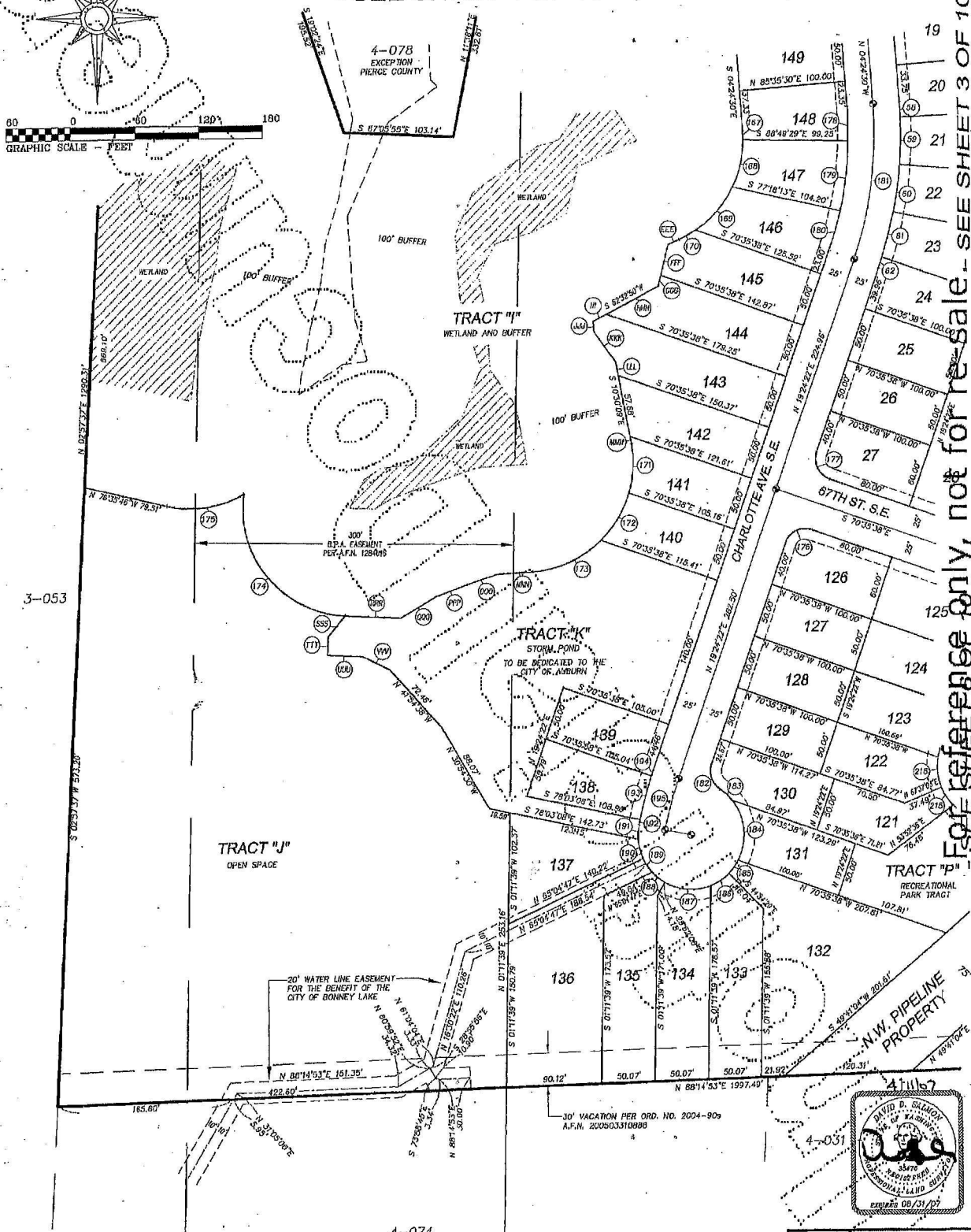
Pacific Northwest
Land Surveyors, LLC

NORTH TAPPS ESTATES

SHEET 5 OF 10

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

- SEE SHEET 4 OF 10 -



For reference only, not for sale - SEE SHEET 3 OF 10 -

ORIGINAL



Pacific Northwest
Land Surveyors, LLC

2606 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

JOB NO. 03-212-005
DWG NO. 03212P5.DWG

SHEET 6 OF 10

- SEE SHEET 3 OF 10 -

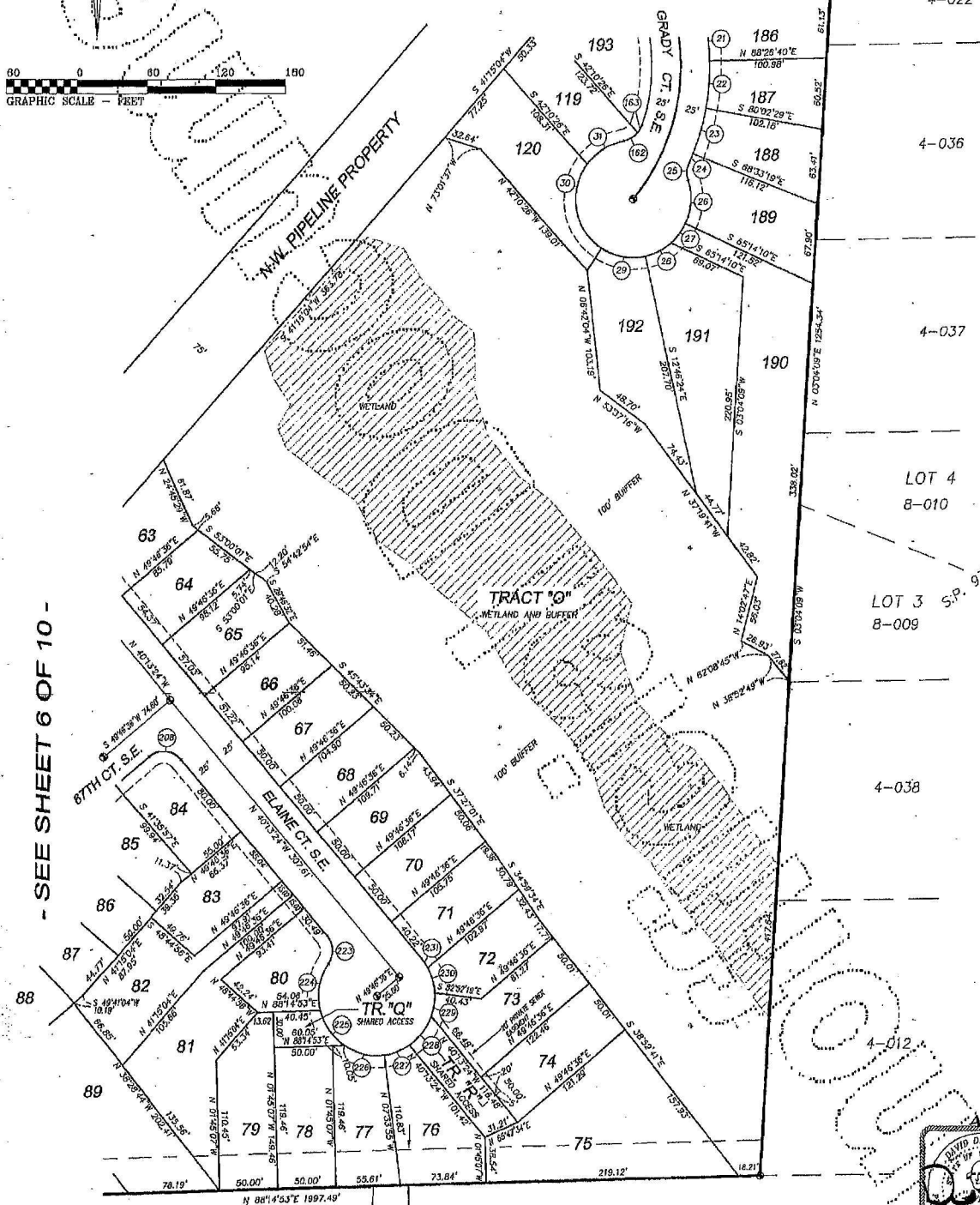
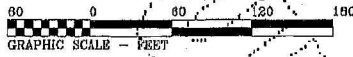


2 KIC 1141

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

SHEET 7 OF 10

- SEE SHEET 2 OF 10 -



- SEE SHEET 6 OF 10 -

4-022

4-036

4-037

LOT 4
8-010

LOT 3 S.F.
8-009

4-038

4-012



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

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

2007 Page 176 of 217

For reference only, not for re-sale.

OR 16 1847

NORTH TAPPS ESTATES

SHEET 8 OF 10

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

DEDICATION

I, JANEL, THE UNDERSIGNED SUNDRIES, OF THE HEREIN DESCRIBED PROPERTY DEDICATE
THESE LOTS TO THE PURCHASERS THEREOF, I (WE) DEDICATE THE ROADS HEREIN
AND THE EASEMENTS TO THE USE OF THE PUBLIC FOREVER AND HEREBY GRANT TO THE
PUBLIC THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THESE
LOTS IN ACCORDANCE WITH THE ORIGINAL MEASUREMENTS, GRADINGS OF THE STREETS.

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

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

STATE OF WASHINGTON)
COUNTY OF PIERCE)

ON THIS 16th DAY OF APRIL, 2007
I, BEFORE ME PERSONALLY APPEARED HAUN R. HANSEN
WHO KNOWS TO BE THE MANAGING MEMBER AND EXECUTED THE FOLLOWING
INSTRUMENT AND WHO DEDICATED THE LIMITED LIABILITY COMPANY AS
MEMBER OF NORTH TAPPS LLC
AND THAT HE/SHE IS FULLY AUTHORIZED TO SIGN THE SAME AND DULY
ACKNOWLEDGED TO ME THAT HE/SHE EXECUTED THE SAME AS THE ACT AND DEED OF
SAID LIMITED LIABILITY COMPANY FOR THE USES AND PURPOSES MENTIONED THEREIN.
IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL THIS DAY
AND YEAR FIRST ABOVE WRITTEN.

Haun R. Hansen
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT TALAMIA
PRINTED NAME HAUN R. HANSEN
COMMISSION EXPIRES 1-30-08

*ADDITIONAL ACKNOWLEDGMENTS ON SHEET 9 OF 10.

GENERAL NOTES

- TRACT "A" (100.083 S.F.) IS RESERVED FOR PUBLIC STORM DRAINAGE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "B" (119.581 S.F.) IS RESERVED FOR WETLAND AND BUFFER TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "C" (111.90 S.F.) IS RESERVED FOR OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "D" (10.188 S.F.) IS RESERVED FOR WETLAND AND BUFFER TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "E" (12.118 S.F.) IS RESERVED FOR OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "F" (178.400 S.F.) IS RESERVED FOR WETLAND AND BUFFER TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "G" (42.714 S.F.) IS RESERVED PUMP STATION, FUTURE SEWER LINE AND OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "H" (1.240 S.F.) IS RESERVED FOR PUBLIC STORM DRAINAGE AND OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "I" (349.126 S.F.) IS RESERVED FOR WETLAND AND BUFFER, OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/1930 UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
- TRACT "J" (188.833 S.F.) IS RESERVED FOR OPEN SPACE, OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/1930 UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
- TRACT "K" (47.310 S.F.) IS RESERVED FOR PUBLIC STORM DRAINAGE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "L" (3.504 S.F.) IS RESERVED FOR OPEN SPACE, OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/1930 UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
- TRACT "M" (3.330 S.F.) IS RESERVED FOR SHARED ACCESS AND UTILITIES, LOTS 14, 15 & 16 WILL HAVE A 1/3 UNDIVIDED INTEREST FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "N" (9.274 S.F.) IS RESERVED FOR OPEN SPACE, OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/1930 UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
- TRACT "O" (25.181 S.F.) IS RESERVED FOR WETLAND AND BUFFER, OWNERSHIP AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE NORTH TAPPS ESTATES HOMEOWNERS ASSOCIATION. ALL LOTS WILL HAVE A 1/1930 UNDIVIDED TAXABLE INTEREST IN TRACTS FOR TAX PURPOSES.
- TRACT "P" (40.753 S.F.) IS RESERVED FOR PARK AND OPEN SPACE TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "Q" (1.587 S.F.) IS RESERVED FOR SHARED ACCESS AND UTILITIES, LOTS 78 & 79 WILL HAVE A 1/2 UNDIVIDED INTEREST FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "R" (3.318 S.F.) IS RESERVED FOR SHARED ACCESS AND UTILITIES, LOTS 74 & 75 WILL HAVE A 1/2 UNDIVIDED INTEREST FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "S" (832 S.F.) IS RESERVED FOR FUTURE ACCESS AND UTILITIES TO TAX PARCEL NUMBER 05-20-05-1-035 (LAKELAND AREA 9), TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "T" (1.129 S.F.) IS RESERVED FOR ACCESS, SLOPE MAINTENANCE AND UTILITIES TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "U" (3.153 S.F.) IS RESERVED FOR ACCESS, SLOPE MAINTENANCE AND UTILITIES TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "V" (758 S.F.) IS RESERVED FOR ACCESS, SLOPE MAINTENANCE AND UTILITIES TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- TRACT "W" (758 S.F.) IS RESERVED FOR ACCESS, SLOPE MAINTENANCE AND UTILITIES TO BE DEDICATED TO THE CITY OF AUBURN FOR OWNERSHIP, MAINTENANCE AND TAXABLE INTEREST.
- PRIOR TO ISSUANCE OF BUILDING PERMITS ON LOTS 185 AND 186, A SITE SPECIFIC GEOTECHNICAL REPORT MUST BE SUBMITTED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT.
- THE DEVELOPER/OWNER WILL PROVIDE A PLAN TO BE APPROVED BY THE CITY OF AUBURN, TO PROVIDE FOR THE INSTALLATION OF THE SERVICE DITCH STATION UNLESS THE CITY ENGINEER'S STATION IMPROVEMENTS ARE COMPLETE AND ACCEPTED BY THE CITY ENGINEER. THIS SERVICE PUMPING PLAN MUST BE APPROVED PRIOR TO ANY APPLICATIONS FOR BUILDING PERMITS FOR THE NORTH TAPPS ESTATES PLAT. IN THE EVENT A SERVICE PUMPING PLAN CANNOT BE APPROVED BY THE CITY OF AUBURN, BUILDING PERMITS WILL NOT BE ACCEPTED UNTIL SUCH TIME AS THE SANITARY SEWER STATION IS COMPLETED AND ACCEPTED BY THE CITY OF AUBURN.

FINANCE DIRECTOR'S CERTIFICATE

I HEREBY CERTIFY THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS FOR WHICH THE PROPERTY SUBJECT TO THIS SUBDIVISION MAY BE LIABLE TO THE CITY AND THAT ALL SPECIAL ASSESSMENTS ON ANY PROPERTY HEREIN CONTAINED DEPOSITED IN THE CITY'S ALLEY'S OR FOR ANY OTHER PUBLIC USE HAVE BEEN PAID AND IS HEREBY SO DISCHARGED THIS 20th DAY OF MAY, 2007.

Haun R. Hansen
AUBURN DIRECTOR OF FINANCE

5-16-07
DATE

CITY ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT THIS FINAL PLAT IS IN SUBSTANTIAL CONFORMANCE WITH THE PRELIMINARY PLAT AND THE CONDITIONS ATTACHED THERETO, WHICH PRELIMINARY PLAT WAS APPROVED BY THE BOARD OF PRELIMINARY PLAT APPROVAL, THIS 20th DAY OF MAY, 2007.

Haun R. Hansen
AUBURN CITY ENGINEER

5/16/07
DATE

PLANNING DIRECTOR'S CERTIFICATE

I HEREBY CERTIFY ON THIS 20th DAY OF MAY, 2007 THAT THE FINAL PLAT IS IN SUBSTANTIAL CONFORMANCE WITH THE PRELIMINARY PLAT AND THE CONDITIONS ATTACHED THERETO, WHICH PRELIMINARY PLAT WAS APPROVED BY THE BOARD OF PRELIMINARY PLAT APPROVAL, THIS 20th DAY OF APRIL, 2007.

Haun R. Hansen
AUBURN PLANNING DIRECTOR

05-01-07
DATE

APPROVAL

EXAMINED AND APPROVED THIS 20th DAY OF MAY, 2007
PURSUANT TO CITY ORDINANCE NUMBER 6070 ADOPTED BY THE AUBURN CITY COUNCIL ON 04-04-07 OF APRIL, 2007.

Haun R. Hansen
AUBURN CITY CLERK

PIERCE COUNTY ASSESSOR/TREASURER

I HEREBY CERTIFY THAT ALL STATE AND COUNTY TAXES HEREON DUE HAVE BEEN PAID AND DISCHARGED.
THE PROPERTY DESCRIBED HEREIN, ACCORDING TO THE BOOKS AND RECORDS OF THE OFFICE, HAVE BEEN FULLY PAID AND DISCHARGED.

EXAMINED AND APPROVED THIS 30th DAY OF MAY, 2007.

Haun R. Hansen
ASSESSOR/TREASURER
PIERCE COUNTY, WASHINGTON

5-30-07
DATE

PROTECTIVE COVENANTS

SEE PROTECTIVE COVENANTS AS FILED UNDER AUBURN'S SEE NO. 4116107
ON THIS 16th DAY OF APRIL, 2007 IN VOLUME 20070013 OF THE RECORDS OF THE PIERCE COUNTY AUDITOR.



Pacific Northwest
Land Surveyors, LLC

100 N. 11th Street, Suite 100
Auburn, WA 98001
253.831.8800
www.pnwls.com

For reference only, not for re-sale.

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

LEGAL DESCRIPTION

PARCEL "A"

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

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

EXCEPT THAT PORTION CONVEYED TO PIERCE COUNTY FOR LAKE TAPPS
 PARKWAY EAST AND STORM DRAINAGE POND NO. 1 BY DEEDS RECORDED
 UNDER RECORDING NUMBERS 200501181158 AND 200501181157.

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

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

PARCEL "B"

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

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

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

PARCEL "C"

THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE
SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND;
THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE
SOUTHWEST QUARTER OF THE NORTHEAST QUARTER, ALL, IN SEC
TOWNSHIP 20 NORTH, RANGE 5 EAST OF THE W.M., IN PRUCE CO
WASHINGTON.

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

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

ADDITIONAL ACKNOWLEDGMENTS

THE UNDERSIGNED HOLDER OF THE INDEPTEDNESS AND OBLIGATIONS SECURED BY THE CERTAIN DEED OF TRUST DATED MAY 24, 2004 RECORDED AS INSTRUMENT NO. 200405250821 OF THE OFFICIAL RECORDS OF PIERCE COUNTY, WASHINGTON, CONSENTS TO THE RECORDED OF THIS PLAT AND SUBORDINATES SAID DEED OF TRUST TO THIS PLAT AND THE DEDICATIONS MADE HEREON.

LBC Centura Bank

STATE OF WASHINGTON)
COUNTY OF Ada,) ss

By: Walt J. Brown
Vice President

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

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

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

Terrence Hargreaves
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON Idaho
RESIDING AT: Boise, Idaho
PRINTED NAME: Terrence Hargreaves
COMMISSION EXPIRES: 4-14-08

STATE OF WASHINGTON)
COUNTY OF PIERCE) :SS

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

IN WITNESS WHEREOF, SAID CORPORATION HAS CAUSED THIS INSTRUMENT TO BE
EXECUTED BY ITS PROPER OFFICERS THIS 23 DAY OF Apr, 2007
IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND OFFICIAL SEAL THE DAY
AND YEAR FIRST ABOVE WRITTEN.

King Martin

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

LOT ADDRESSING

LOT 1	2281 65TH STREET S.E.	LOT 68	6714 ELAINE AVE. S.E.
LOT 2	2617 65TH STREET S.E.	LOT 67	6716 ELAINE AVE. S.E.
LOT 3	2632 65TH STREET S.E.	LOT 66	6722 ELAINE AVE. S.E.
LOT 4	2637 65TH STREET S.E.	LOT 65	6726 ELAINE AVE. S.E.
LOT 5	2805 69TH STREET S.E.	LOT 70	6730 ELAINE AVE. S.E.
LOT 6	2901 65TH STREET S.E.	LOT 64	6734 ELAINE AVE. S.E.
LOT 7	2901 65TH STREET S.E.	LOT 72	6738 ELAINE AVE. S.E.
LOT 8	2728 69TH STREET S.E.	LOT 70	6742 ELAINE AVE. S.E.
LOT 9	2721 65TH STREET S.E.	LOT 71	6746 ELAINE AVE. S.E.
LOT 10	2721 65TH STREET S.E.	LOT 75	6750 ELAINE AVE. S.E.
LOT 11	2709 65TH STREET S.E.	LOT 70	6743 ELAINE AVE. S.E.
LOT 12	2706 65TH STREET S.E.	LOT 76	6738 ELAINE AVE. S.E.
LOT 13	2706 65TH STREET S.E.	LOT 70	6736 ELAINE AVE. S.E.
LOT 14	2631 65TH STREET S.E.	LOT 70	6731 ELAINE AVE. S.E.
LOT 15	2627 65TH STREET S.E.	LOT 71	6727 ELAINE AVE. S.E.
LOT 16	2623 65TH STREET S.E.	LOT 81	6723 ELAINE AVE. S.E.
LOT 17	6502 CHARLOTTE AVE. S.E.	LOT 62	6721 ELAINE AVE. S.E.
LOT 18	6506 CHARLOTTE AVE. S.E.	LOT 63	6716 ELAINE AVE. S.E.
LOT 19	6506 CHARLOTTE AVE. S.E.	LOT 64	6720 97TH CT. S.E.
LOT 20	6514 CHARLOTTE AVE. S.E.	LOT 65	2816 67TH CT. S.E.
LOT 21	6515 CHARLOTTE AVE. S.E.	LOT 66	2808 97TH CT. S.E.
LOT 22	6512 CHARLOTTE AVE. S.E.	LOT 67	2808 97TH CT. S.E.
LOT 23	6506 CHARLOTTE AVE. S.E.	LOT 68	2804 97TH CT. S.E.
LOT 24	6510 CHARLOTTE AVE. S.E.	LOT 69	2802 97TH CT. S.E.
LOT 25	6514 CHARLOTTE AVE. S.E.	LOT 70	2806 97TH CT. S.E.
LOT 26	6518 CHARLOTTE AVE. S.E.	LOT 91	2722 67TH CT. S.E.
LOT 27	6522 CHARLOTTE AVE. S.E.	LOT 92	2718 67TH CT. S.E.
LOT 28	6526 CHARLOTTE AVE. S.E.	LOT 93	2716 67TH CT. S.E.
LOT 29	6531 DOUGLAS AVE. S.E.	LOT 94	2701 67TH CT. S.E.
LOT 30	6517 DOUGLAS AVE. S.E.	LOT 95	2703 67TH CT. S.E.
LOT 31	6513 DOUGLAS AVE. S.E.	LOT 96	2709 67TH CT. S.E.
LOT 32	6509 DOUGLAS AVE. S.E.	LOT 97	2711 67TH CT. S.E.
LOT 33	6505 DOUGLAS AVE. S.E.	LOT 98	2715 67TH CT. S.E.
LOT 34	6501 DOUGLAS AVE. S.E.	LOT 99	2720 67TH CT. S.E.
LOT 35	6517 DOUGLAS AVE. S.E.	LOT 100	2723 67TH CT. S.E.
LOT 36	6513 DOUGLAS AVE. S.E.	LOT 101	2727 67TH CT. S.E.
LOT 37	6509 DOUGLAS AVE. S.E.	LOT 102	2801 67TH CT. S.E.
LOT 38	6505 DOUGLAS AVE. S.E.	LOT 103	2809 67TH CT. S.E.
LOT 39	6501 DOUGLAS AVE. S.E.	LOT 104	2813 67TH CT. S.E.
LOT 40	6502 DOUGLAS AVE. S.E.	LOT 105	2811 67TH CT. S.E.
LOT 41	6506 DOUGLAS AVE. S.E.	LOT 106	2821 67TH CT. S.E.
LOT 42	6510 DOUGLAS AVE. S.E.	LOT 107	2728 66TH PL. S.E.
LOT 43	6514 DOUGLAS AVE. S.E.	LOT 108	2722 66TH PL. S.E.
LOT 44	6518 DOUGLAS AVE. S.E.	LOT 109	2726 66TH PL. S.E.
LOT 45	6522 DOUGLAS AVE. S.E.	LOT 110	2714 59TH PL. S.E.
LOT 46	6526 DOUGLAS AVE. S.E.	LOT 111	2710 66TH PL. S.E.
LOT 47	6607 ELAINE AVE. S.E.	LOT 112	2705 68TH PL. S.E.
LOT 48	6603 ELAINE AVE. S.E.	LOT 113	6702 DOUGLAS AVE. S.E.
LOT 49	6607 ELAINE AVE. S.E.	LOT 114	6704 DOUGLAS AVE. S.E.
LOT 50	6611 ELAINE AVE. S.E.	LOT 115	6708 DOUGLAS AVE. S.E.
LOT 51	6533 ELAINE AVE. S.E.	LOT 116	6710 DOUGLAS AVE. S.E.
LOT 52	6537 ELAINE AVE. S.E.	LOT 117	6500 DOUGLAS AVE. S.E.
LOT 53	6539 ELAINE AVE. S.E.	LOT 118	6531 CHARLOTTE AVE. S.E.
LOT 54	6501 ELAINE AVE. S.E.	LOT 119	6521 GRADY CT. S.E.
LOT 55	6505 ELAINE AVE. S.E.	LOT 120	6525 GRADY CT. S.E.
LOT 56	6509 ELAINE AVE. S.E.	LOT 121	6723 DOUGLAS CT. S.E.
LOT 57	6513 ELAINE AVE. S.E.	LOT 122	6721 DOUGLAS CT. S.E.
LOT 58	6517 ELAINE AVE. S.E.	LOT 123	6711 DOUGLAS CT. S.E.
LOT 59	6521 ELAINE AVE. S.E.	LOT 124	6713 DOUGLAS CT. S.E.
LOT 60	6502 ELAINE AVE. S.E.	LOT 125	6708 DOUGLAS CT. S.E.
LOT 61	6510 ELAINE AVE. S.E.	LOT 126	6706 DOUGLAS CT. S.E.
LOT 62	6514 ELAINE AVE. S.E.	LOT 127	6710 CHARLOTTE AVE. S.E.
LOT 63	6702 ELAINE AVE. S.E.	LOT 128	6714 CHARLOTTE AVE. S.E.
LOT 64	6706 ELAINE AVE. S.E.	LOT 129	6716 CHARLOTTE AVE. S.E.
LOT 65	6710 ELAINE AVE. S.E.	LOT 130	6722 CHARLOTTE AVE. S.E.

EASEMENT PROVISIONS

AN IRREVOCABLE PERMANENT SEWER EASEMENT IS HEREBY GRANTED TO THE CITY OF AUBURN, ALABAMA, OF THE AREA OF WHICH SHALL BE AS SHOWN ON THE PLAT AND DESCRIBED THEREIN AS "SEWER EASEMENT" FOR THE PURPOSES OF INSTALLING, MAINTAINING, REPLACING, REPAIRING AND OPERATING SEWER MAINS AND APPURTENANCES FOR THIS SUBDIVISION AND OTHER PROPERTY TOGETHER WITH THE RIGHT OF ACCESS TO THE SAME, INCLUDING THE RIGHT OF CONVEYANCE, CONSTRUCTION, NO GLIDING, WALL, ROOFING, FENCE, FILL OR STRUCTURE OF ANY KIND SHALL BE ERECTED OR PLANTED, NOR SHALL ANY PILE, MATERIAL BE PLACED WITHIN THE BOUNDARIES OF SAID SEWER EASEMENT AREA, WITHOUT THE EXPRESS WRITTEN CONSENT OF THE CITY OF AUBURN, ALABAMA. THE ELEVATION OF THE SURFACE OF THE SEWER MAINS, STRUCTURES, UTILITIES AND THE SURFACE LEVEL OF THE GROUND WITHIN THE EASEMENT AREA SHALL BE MAINTAINED AT THE ELEVATION AS CURRENTLY EXISTING. GRANTOR ADDITIONALLY GRANTS TO THE CITY, THE USE OF SUCH ADDITIONAL AREA IMMEDIATELY ADJACENT TO SAID EASEMENT AREA AS NECESSARY FOR THE CONSTRUCTION, MAINTENANCE, REPLACEMENT AND OPERATION OF SAID WATER OR SEWER FACILITIES. THE USE OF SUCH ADDITIONAL AREA SHALL BE HELD TO A REASONABLE MINIMUM AND IN THE CASE OF ANY DAMAGE OR DISRUPTION OF THE PREMISES, THE CITY OF AUBURN SHALL RETURN TO GRANTOR THE SAME. IN WITNESS WHEREOF, GRANTOR HAS SIGNED IMMEDIATELY BEFORE ENTRY AND/OR WORK WAS MADE THEREON BY THE CITY OR ITS AGENTS. IN ADDITION TO THE OTHER RESTRICTIONS HEREIN, GRANTOR SHALL NOT CONVEY TO A THIRD PARTY ANY EASEMENT OR OTHER RIGHT OF USAGE IN THE PROPERTY THAT WOULD IMPAIR OR LIMIT THE CITY'S USE OF THE EASEMENT.

LINE TABLE

Cellar	Shoring	Discharge
A	0.3171 E	142.3
B	0.1821 W	26.01
C	0.4529 E	21.82
D	0.3534 E	45.64
E	0.2455 W	12.13
F	0.0615 SE	33.69
G	0.0815 SE	22.11
H	0.1744 SE	35.91
I	0.1171 SE	44.26
J	0.2626 E	2.44
K	0.3480 E	33.39
L	0.0334 E	26.30
M	0.2230 E	31.52
N	0.0285 W	6.07
O	0.0616 W	14.56
P	0.1033 E	12.56
Q	0.2230 E	26.30
R	0.0285 W	31.52
S	0.0616 W	6.07
T	0.1033 E	12.56
U	0.2230 E	26.30
V	0.0285 W	31.52
W	0.0616 W	6.07
X	0.1033 E	12.56
Y	0.2230 E	26.30
Z	0.0285 W	31.52
AA	0.0616 W	6.07
BB	0.1033 E	12.56
CC	0.2230 E	26.30
DD	0.0285 W	31.52
EE	0.0616 W	6.07
FF	0.1033 E	12.56
GG	0.2230 E	26.30
HH	0.0285 W	31.52
II	0.0616 W	6.07
JJ	0.1033 E	12.56
KK	0.2230 E	26.30
LL	0.0285 W	31.52
MM	0.0616 W	6.07
NN	0.1033 E	12.56
OO	0.2230 E	26.30
PP	0.0285 W	31.52
QQ	0.0616 W	6.07
RR	0.1033 E	12.56
SS	0.2230 E	26.30
TT	0.0285 W	31.52
UU	0.0616 W	6.07
VV	0.1033 E	12.56
WW	0.2230 E	26.30
XX	0.0285 W	31.52
YY	0.0616 W	6.07
ZZ	0.1033 E	12.56
AAA	0.2230 E	26.30
BBB	0.0285 W	31.52
CCC	0.0616 W	6.07
DDD	0.1033 E	12.56
EEE	0.2230 E	26.30
FFF	0.0285 W	31.52
GGG	0.0616 W	6.07
HHH	0.1033 E	12.56
III	0.2230 E	26.30
JJJ	0.0285 W	31.52
KKK	0.0616 W	6.07
LLL	0.1033 E	12.56
MMM	0.2230 E	26.30
NNN	0.0285 W	31.52
OOO	0.0616 W	6.07
PPP	0.1033 E	12.56
QQQ	0.2230 E	26.30
RRR	0.0285 W	31.52
SSS	0.0616 W	6.07
TTT	0.1033 E	12.56
UUU	0.2230 E	26.30
VVV	0.0285 W	31.52
WWW	0.0616 W	6.07
XXX	0.1033 E	12.56
YYY	0.2230 E	26.30
ZZZ	0.0285 W	31.52
AAA	0.0616 W	6.07
BBB	0.1033 E	12.56
CCC	0.2230 E	26.30
DDD	0.0285 W	31.52
EEE	0.0616 W	6.07
FFF	0.1033 E	12.56
GGG	0.2230 E	26.30
HHH	0.0285 W	31.52
III	0.0616 W	6.07
JJJ	0.1033 E	12.56
KKK	0.2230 E	26.30
LLL	0.0285 W	31.52
MMM	0.0616 W	6.07
NNN	0.1033 E	12.56
OOO	0.2230 E	26.30
PPP	0.0285 W	31.52
QQQ	0.0616 W	6.07
RRR	0.1033 E	12.56
SSS	0.2230 E	26.30
TTT	0.0285 W	31.52
UUU	0.0616 W	6.07
VVV	0.1033 E	12.56
WWW	0.2230 E	26.30
XXX	0.0285 W	31.52
YYY	0.0616 W	6.07
ZZZ	0.1033 E	12.56
AAA	0.2230 E	26.30
BBB	0.0285 W	31.52
CCC	0.0616 W	6.07
DDD	0.1033 E	12.56
EEE	0.2230 E	26.30
FFF	0.0285 W	31.52
GGG	0.0616 W	6.07
HHH	0.1033 E	12.56
III	0.2230 E	26.30
JJJ	0.0285 W	31.52
KKK	0.0616 W	6.07
LLL	0.1033 E	12.56
MMM	0.2230 E	26.30
NNN	0.0285 W	31.52
OOO	0.0616 W	6.07
PPP	0.1033 E	12.56

[illegible]

Pacific Northwest
Land Surveyors, LLC

2606 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3953

JOB NO. 03-212-006
DWG NO. 03212EP9.DWG

NORTH TAPPS ESTATES

SHEET 10 OF 10

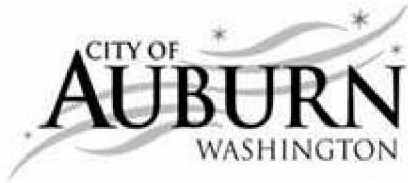
A PORTION OF THE NORTHEAST QUARTER AND THE SOUTHEAST QUARTER OF
SECTION 05, TOWNSHIP 20 NORTH, RANGE 05 EAST OF THE WILLAMETTE MERIDIAN
CITY OF AUBURN, PIERCE COUNTY, WASHINGTON

Curve	Radius	Tangent	Length	Delta	Degree	Chord	Chord Bear.
1	30.00	8.66	12.75	35.3138	208.2844	12.54	N 79.3511° W
2	30.00	10.71	20.41	33.0718	158.0918	20.52	N 70.1405° W
3	30.00	9.13	17.89	28.2408	155.0918	17.70	N 78.1838° W
4	30.00	17.14	31.50	50.5303	155.0918	30.59	S 30.5703° E
5	30.00	17.30	31.78	50.5954	155.0918	30.74	S 18.0959° E
6	30.00	8.66	12.75	35.3138	286.2844	12.54	S 19.0730° E
7	30.00	34.00	53.41	90.0000	188.3101	48.08	N 44.0918° E
8	30.00	9.00	14.14	90.0000	278.3711	12.73	S 45.5141° E
9	30.00	34.00	53.41	90.0000	188.3101	48.08	N 44.0918° E
10	30.00	30.00	47.12	90.0000	190.5969	42.42	S 44.5555° E
11	30.00	30.00	47.12	90.0000	190.5969	42.42	S 44.5555° E
12	30.00	30.00	47.12	90.0000	190.5969	42.42	S 44.5555° E
13	30.00	18.75	27.92	82.2844	286.2844	18.74	S 40.5546° W
14	30.00	20.00	31.42	90.0000	286.2844	20.28	N 42.4626° W
15	30.00	18.74	27.92	107.746	286.2844	18.74	S 42.4626° W
16	30.00	20.00	31.42	90.0000	286.2844	20.28	N 42.4626° W
17	30.00	36.38	53.04	21.4341	28.3852	35.72	S 71.9585° W
18	30.00	36.38	53.04	21.4341	28.3852	35.72	S 71.9585° W
19	30.00	10.11	20.30	34.7414	28.3852	20.19	S 40.4983° E
20	30.00	10.11	20.30	34.7414	28.3852	20.19	S 40.4983° E
21	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
22	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
23	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
24	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
25	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
26	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
27	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
28	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
29	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
30	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
31	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
32	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
33	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
34	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
35	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
36	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
37	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
38	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
39	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
40	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
41	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
42	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
43	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
44	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
45	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
46	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
47	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
48	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
49	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
50	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
51	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
52	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
53	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
54	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
55	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
56	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
57	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
58	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
59	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
60	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
61	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
62	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
63	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
64	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
65	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
66	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
67	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
68	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
69	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
70	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
71	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
72	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
73	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
74	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
75	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
76	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
77	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
78	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
79	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
80	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
81	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
82	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
83	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
84	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
85	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
86	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
87	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
88	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
89	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
90	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
91	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
92	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
93	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
94	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
95	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
96	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
97	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
98	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
99	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
100	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
101	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
102	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
103	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
104	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
105	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
106	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
107	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
108	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
109	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
110	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
111	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
112	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
113	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
114	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
115	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
116	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
117	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
118	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
119	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
120	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
121	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
122	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
123	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
124	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E
125	30.00	18.74	27.92	107.746	28.3852	18.74	S 40.4983° E

For reference only, not for re-sale.



Pacific Northwest
Land Surveyors, LLC
2808 EAST MAIN AVENUE
PUYALLUP, WASHINGTON 98372
(253) 841-3553



AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5232 - SpanaFlight, LLC Airport Lease (5 Minute Presentation/5 Minute Q&A)

Date:

May 18, 2016

Department:

Administration

Attachments:

[Resolution No. 5232](#)

Budget Impact:

\$0

Administrative Recommendation:

Discussion only.

Background Summary:

The City of Auburn and the Auburn Airport were recently approached by Douglas Miller, owner of SpanaFlight Corp., a flight training school based on Thun Field in Pierce County regarding leasing office space and tie-downs at the Auburn Airport. Mr. Miller and SpanaFlight believe that the lack of flight training services on the Auburn Airport has left a void in the local flight training market that they feel SpanaFlight can fill. The initial lease would commence roughly July 1 and run through December 31 giving SpanaFlight sufficient time to establish itself in the voided market.

The attached term sheet outlines the basis for which the initial lease would be based upon, including a slightly reduced rate for the building they would be occupying; included in the lease would be two aircraft tie-downs. At the end of the lease term, SpanaFlight and the City will look to either extend or draw up a new lease based on market rate terms as well as extended term lengths. The office space identified for lease by SpanaFlight is currently under lease with Century West. Century West is the engineering firm under contract with the City to provide engineering services at the airport, which is a non-aeronautical use. With Council approval of Resolution No. 5232 allowing for the Mayor to negotiate and execute a lease with SpanaFlight based on conformity with the attached term sheet, Century West would agree to an early termination of their lease for the office space they occupy on the airport. City staff believes that replacing the current non-aeronautical use tenant (Century West) with a new tenant intended for aeronautical use (SpanaFlight) will not only generate more revenue for the airport in the long term but in the short term as well, when factors such as additional storage / tie-downs and fuel sales are factored into the overall revenue stream.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: May 23, 2016

Item Number: DI.F

RESOLUTION NO. 5 2 3 2

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

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

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

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

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

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

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

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

Dated and Signed this _____ day of _____, 2016

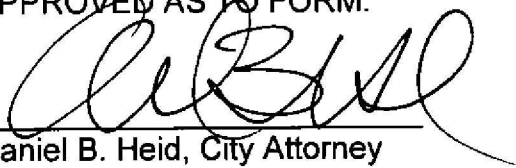
CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

EXHIBIT "A"



Nancy Backus, Mayor

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

SpanaFlight Lease at the Auburn Airport

May 6, 2016
Attn: Douglas Miller
SpanaFlight

Term Sheet

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

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

Rate: \$490.00 per month

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

Leasehold

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

Maintenance

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

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

Estimated

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

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

AUBURN * MORE THAN YOU IMAGINED

Resolution No. 5232

May 17, 2016

Page 3 of 5

D.L.F

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

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

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

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

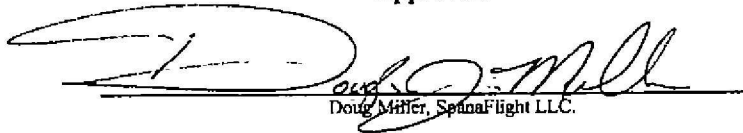
Subject to: Successful recession of the current lease of premises between Century West and the City of Auburn.

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

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

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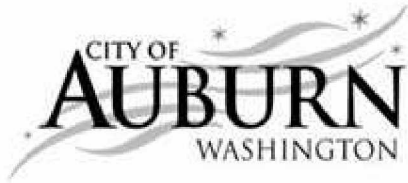
Approved:



Doug Miller, SpinaFlight LLC.

05/09/2016
Date

AUBURN * MORE THAN YOU IMAGINED



AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5233 - Les Gove Boundary Line Adjustment
(5 Minute Presentation/5 Minute Q&A)

Date:

May 18, 2016

Department:

Administration

Attachments:

[Resolution No. 5233](#)

Budget Impact:

\$0

Administrative Recommendation:

For discussion.

Background Summary:

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

Reviewed by Council Committees:

Councilmember:

Staff:

Hinman

Meeting Date: May 23, 2016

Item Number: DI.G

RESOLUTION NO. 5 2 3 3

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

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

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

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

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

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

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

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

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

Dated and Signed this _____ day of _____, 2016.

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

EXHIBIT "A"

CONVEYANCE AREA LEGAL DESCRIPTION - PARCEL "A"

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

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

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

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

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

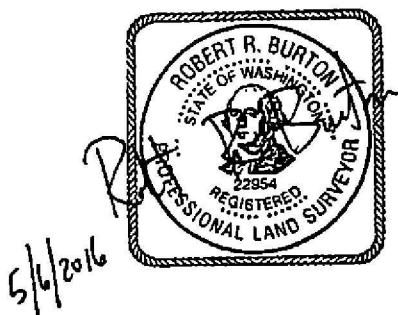
Thence South 01° 06' 14" West 102.00 feet;

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

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

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

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



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

Resolution No. 5233

May 17, 2016

Page 3 of 3

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CONVEYANCE AREA LEGAL DESCRIPTION - PARCEL "B"

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

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

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

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

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

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

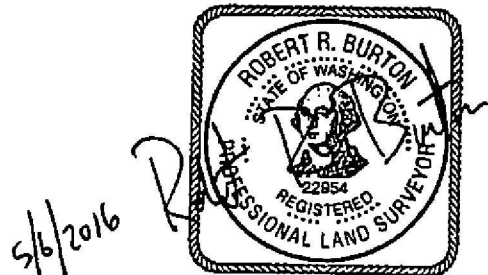
Thence South 01° 06' 14" West 128.64 feet;

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

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

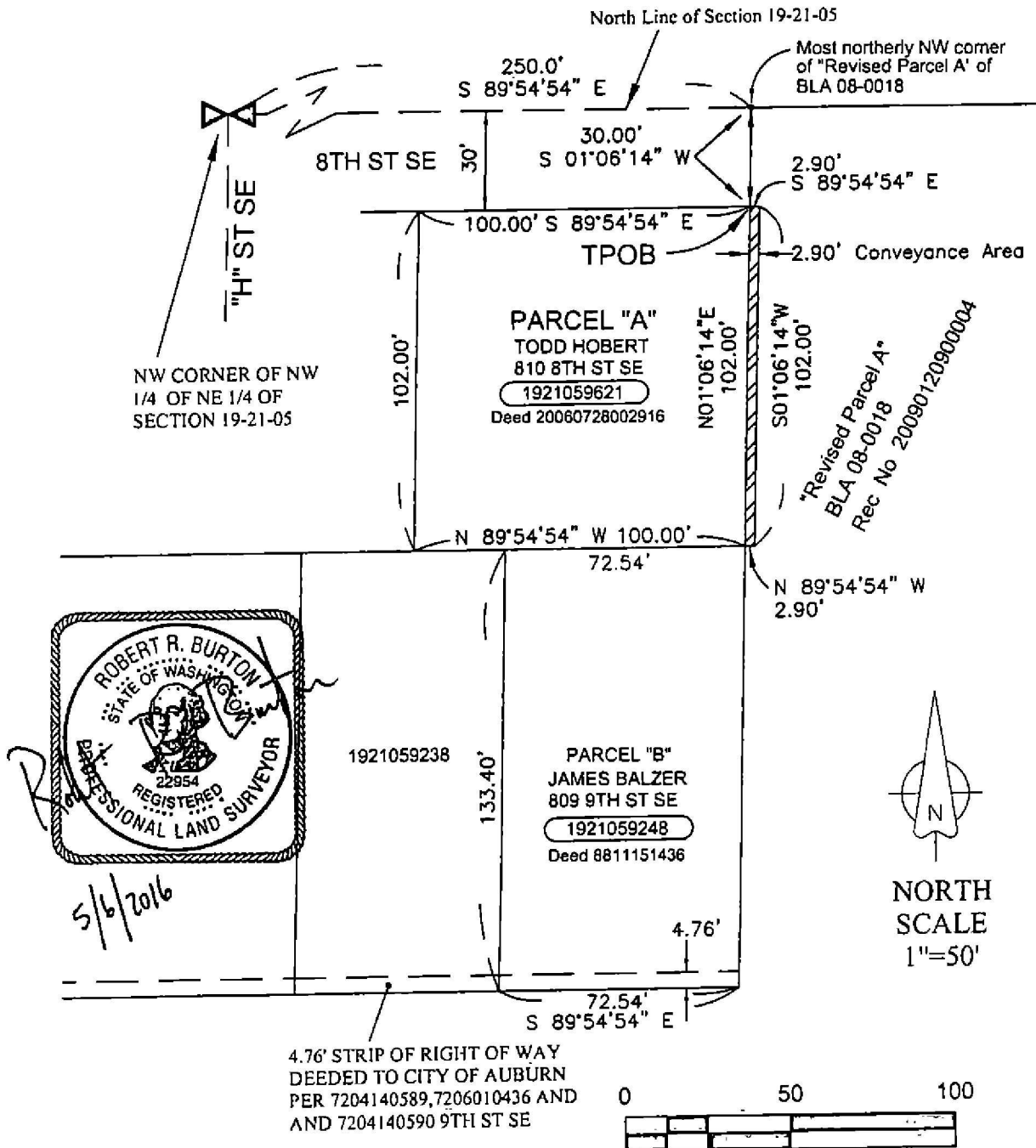
Containing an area of 373 square feet, more or less.

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

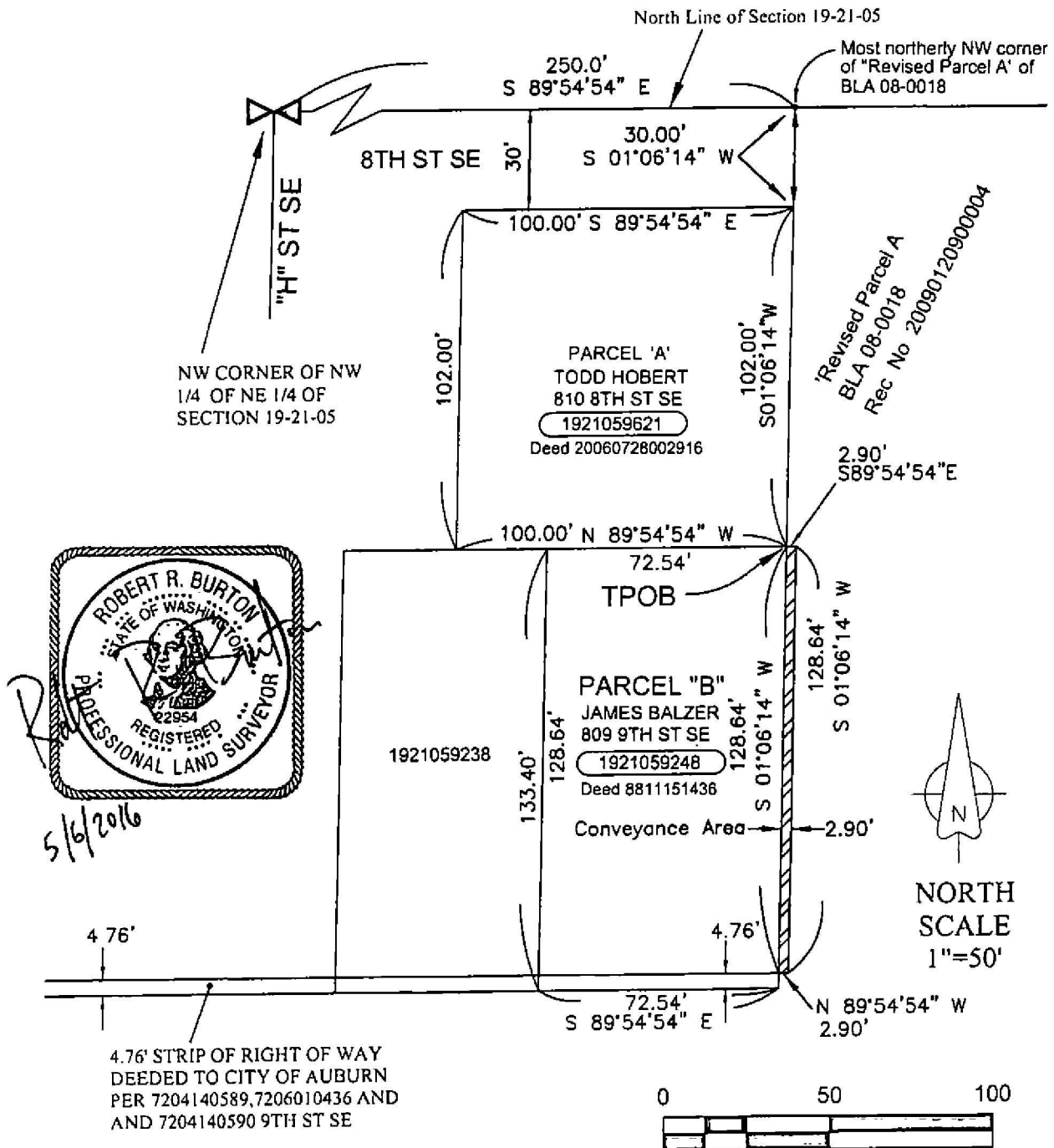


O:\SURVEY\PROJECTS\CP1412-Les Gove Park\2015 BLA\Exhibit A Transfer deed Parcel B.doc 5/06/2016

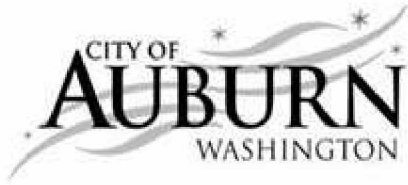
EXHIBIT "B"



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



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



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6598 - Aggressive Begging (15 Minute Presentation/15 Minute Q&A)

Date:

May 16, 2016

Department:

Police

Attachments:

[Ordinance No. 6598](#)

Budget Impact:

\$0

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

Heid/Lee

Meeting Date: May 23, 2016

Item Number: DI.H

ORDINANCE NO. 6 5 9 8

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING SECTIONS 9.08.010 AND 9 78.010 OF THE AUBURN CITY CODE RELATING TO THREATENING AND DISRUPTIVE CRIMES – AGGRESSIVE BEGGING AND DISORDERLY CONDUCT

WHEREAS, the Auburn City Code ("ACC") includes a prohibition on aggressive begging that was re-codified at Chapter 9 08 by Ordinance No. 5682 in 2002 and has been amended from time to time; and

WHEREAS, ACC 9 08.010 currently prohibits asking for money or goods as a charity, whether by words, bodily gestures, signs or other means in a manner that is dangerous to pedestrian or vehicular traffic or is otherwise threatening, intimidating, exploitive, or coercive; and

WHEREAS, in 2015, the U S. Supreme Court, in *Reed v Town of Gilbert*, 135 S. Ct. 2218 (2015), held that local ordinances that apply differently to signs based on the message they convey are subject to strict-scrutiny under the First Amendment of the U S. Constitution; and

WHEREAS, the Supreme Court, in *Thayer v City of Worcester, Mass.*, 135 S Ct. 2887 (2015), subsequently directed that the rule established in *Reed* also applied to panhandling and begging ordinances; and

WHEREAS, aggressive begging and anti-panhandling ordinances throughout the county similar to ACC 9 08.010 have been held to be unconstitutional under the First Amendment, including *Browne v City of Grand Junction*, 2015 WL 5728755 (D Col.

2015), *McLaughlin v Lowell*, 2015 WL 6453144 (D Mass. 2015), *Norton v City of Springfield*, 2015 WL 4714073 (7th Cir 2015); and

WHEREAS, an ordinance prohibiting pedestrians from soliciting, selling, or distributing materials to occupants of motor vehicles stopped at traffic control signals is the only local ordinance similar to ACC 9 08.010 since *Reed v Town of Gilbert* to survive judicial scrutiny; and

WHEREAS, protection of pedestrian and vehicular traffic is a quintessential City function; and

WHEREAS, the danger to pedestrians and vehicles addressed by ACC 9 08 010 is based upon the location of the speaker and not the message being communicated; and

WHEREAS, amendment of ACC 9 08.010 will ensure that the City continues to protect public health and safety by addressing the danger to pedestrian and vehicular traffic when individuals interact with occupants of motor vehicles without impermissibly restricting the free speech rights of any individual; and

WHEREAS, ACC 9 08.010 is also intended to address instances where solicitations for charitable donations are conveyed in a manner that is threatening, intimidating, exploitive or coercive; and

WHEREAS, the Supreme Court, in *Chaplinsky v New Hampshire*, 315 U S. 568, (1942), held that statements understood by a reasonable person to be likely to cause a physical altercation between the speaker and the intended listener or listeners are not protected by the First Amendment; and

WHEREAS, the Supreme Court, in *Watts v United States*, 394 U.S. 705, 708 (1969), and *R.A.V v City of St. Paul*, 391 U.S. 367, 388 (1968), has held that statements where the speaker intends to communicate a serious expression of an intent to commit an act of unlawful violence against a particular individual or group of individuals are not protected by the First Amendment; and

WHEREAS, conduct that is threatening, intimidating, or coercive is detrimental to the public health, safety and welfare irrespective of the content of a simultaneously conveyed message, and

WHEREAS, the City wishes to promote public health, safety, and welfare without reference to the content of speech; and

WHEREAS, ACC 9 78.010 prohibits disorderly conduct; and

WHEREAS, amendment of ACC 9 78.010 to include conduct that is threatening, intimidating, exploitive or coercive without regard to the content of a simultaneously conveyed message will protect the public health safety and welfare without impermissibly restricting the free speech rights of any individual; and

WHEREAS, Revised Code of Washington 35A.11 020 authorizes the City to adopt ordinances defining crimes and imposing penalties, not exceeding five thousand dollars or imprisonment less than one year, or both, for violations constituting a misdemeanor or gross misdemeanor

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

Section 1. Amendment to City Code.

Chapter 9.08 of the City of

Auburn City Code is amended to read as follows:

9.08.010 Aggressive begging.

A. ~~It is unlawful for any person to engage in aggressive begging in any public place in the city, as those terms are defined by this section, solicit sell or distribute any material or statement (1) to the occupant of any motor vehicle stopped on a public roadway in obedience to a traffic control signal; (2) in a manner that causes, or is likely to cause, any person to enter a roadway lane of traffic on foot outside of a marked crosswalk; or (3) in a manner that causes, or is likely, to cause, vehicles to stop at locations or times when or where disruptive to, or not consistent with, the flow of traffic.~~

B. As used in this section:

~~1. "Aggressive begging" shall mean: (a) begging with intent to intimidate another person into giving money or goods; (b) begging with the use of false, misleading information, (c) begging with or involving activities that are unsafe or dangerous to any person or property, or begging at locations or in a manner that threatens the safety of persons or property, or that impedes or threatens to impede pedestrian or vehicular traffic; (d) begging in a manner that exploits children; or (e) willfully providing or delivering, or attempting to provide or deliver, unrequested or unsolicited services or products with a demand or exertion of pressure for payment in return.~~

~~2. "Begging" shall mean asking for money or goods as a charity, whether by words, bodily gestures, signs or other means.~~

~~3. "To intimidate" shall mean to coerce or frighten into submission or obedience, or to engage in conduct which would make a reasonable person fearful of feel compelled.~~

~~4. "Public place" shall mean (a) any public road, alley, lane, parking area, sidewalk, or other publically owned building, facility or structure; (b) any public playground, school ground, recreation ground, park, parkway, park drive, park path, or right-of-way open to the use of the public; or (c) any privately owned property adapted to and fitted for vehicular or pedestrian travel that is in common use by the public with the consent, express or implied, of the owner or owners.~~

~~5. "Exploit" shall mean using in an unethical, selfish or abusive manner or in any other manner that gives an unfair advantage.~~

~~6. "Impeding or threatening to impede pedestrian or vehicular traffic" includes, but is not limited to:~~

~~a. Any begging activity that causes or is likely to cause either the person begging or the person being contacted to enter a roadway lane of traffic on foot, other than in a marked crosswalk;~~

~~b. Any begging activity that occurs at an intersection controlled by lighted traffic signals, where that activity is between or involves a person or persons located in a sidewalk or along a public roadway and a person or persons in or on a vehicle travelling on a public roadway;~~

Ordinance No 6593

May 23, 2016

Page 4

~~c. Any begging activity that causes or is likely to cause vehicles to stop and locations or times where/when disruptive to or not consistent with the flow of traffic.~~

CB. Violation of this section shall be a misdemeanor, punishable by a fine up to \$1,000 or by a jail sentence of up to 90 days, or by both such fine and jail time. (Ord. 6200 § 1, 2008; Ord. 5918 § 1, 2005, Ord. 5682 § 1, 2002.)

Section 2. Amendment to City Code.

Section 9 78.010 of the City of

Auburn City Code be, and the same hereby is, amended to read as follows.

9 78.010 Disorderly Conduct

A. A person is guilty of disorderly conduct if he or she.

1 Fights or encourages others ~~another~~ to fight in any public place within the city;

2. ~~Recklessly creates the risk of assault by w~~Willfully annoyings, molests, ~~botherings, insultings, threatenings, intimidatings, coercinges, frightening, exploitings, misleading, or offerings~~ an affront to another person and ~~thereby intentionally recklessly creates the risk of assault;~~

3. Willfully breaks, impairs, injures or defaces any building, fence, awning, window, sign, signboard, tree, shrub, or other thing of value being the property of another;

4 Intentionally engages in conduct that obstructs vehicular or pedestrian travel or traffic without lawful authority;

5 Removes, interferes with, carries away or destroys the property of another, or tears down, destroys or mutilates any notice or handbill lawfully posted in the city;

65 Intentionally disrupts any lawful assembly or meeting of persons without a lawful right to do so,

76 Looks into the windows of the residence of another without a lawful right to do so;

87 Urinates or defecates in any place open to public view, other than in a restroom or toilet facility; or

98. Intentionally engages in conduct that tends to, or is reasonably likely, to disturb the peace, promote disorder or endanger the safety of others.

B Disorderly conduct is a misdemeanor (Ord. 6503 § 1, 2014, Ord. 5682 § 1, 2002).

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

Section 4. Severability.

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

Section 5. Effective date.

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

PASSED· _____

APPROVED· _____

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST

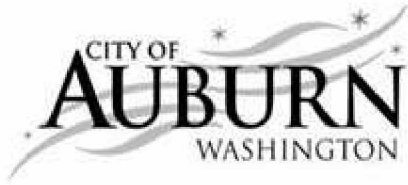
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

Published: _____



AGENDA BILL APPROVAL FORM

Agenda Subject:

Downtown Parking Permit Program (10 Minute Presentation/10 Minute Q&A)

Date:

May 18, 2016

Department:

Community Development &
Public Works

Attachments:

[Downtown Parking Permit Program](#)
[PowerPoint](#)
[Downtown Parking Permit Program Flyer](#)

Budget Impact:

\$0

Administrative Recommendation:

Conduct Study Session

Background Summary:

At the request of City Council, Community Development and Public Works staff will provide a briefing on the City's current Downtown Parking Permit Program. The Community Development and Public Works Department is the responsible Department for management of the Program. Staff's intent is to provide background information to City Council to frame discussion and help answer Council questions and/or identify additional Council information needs.

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

Snyder

Meeting Date: May 23, 2016

Item Number: DI.I



Auburn City Council
Study Session
May 23, 2016

Downtown Parking Permit Program

Purpose

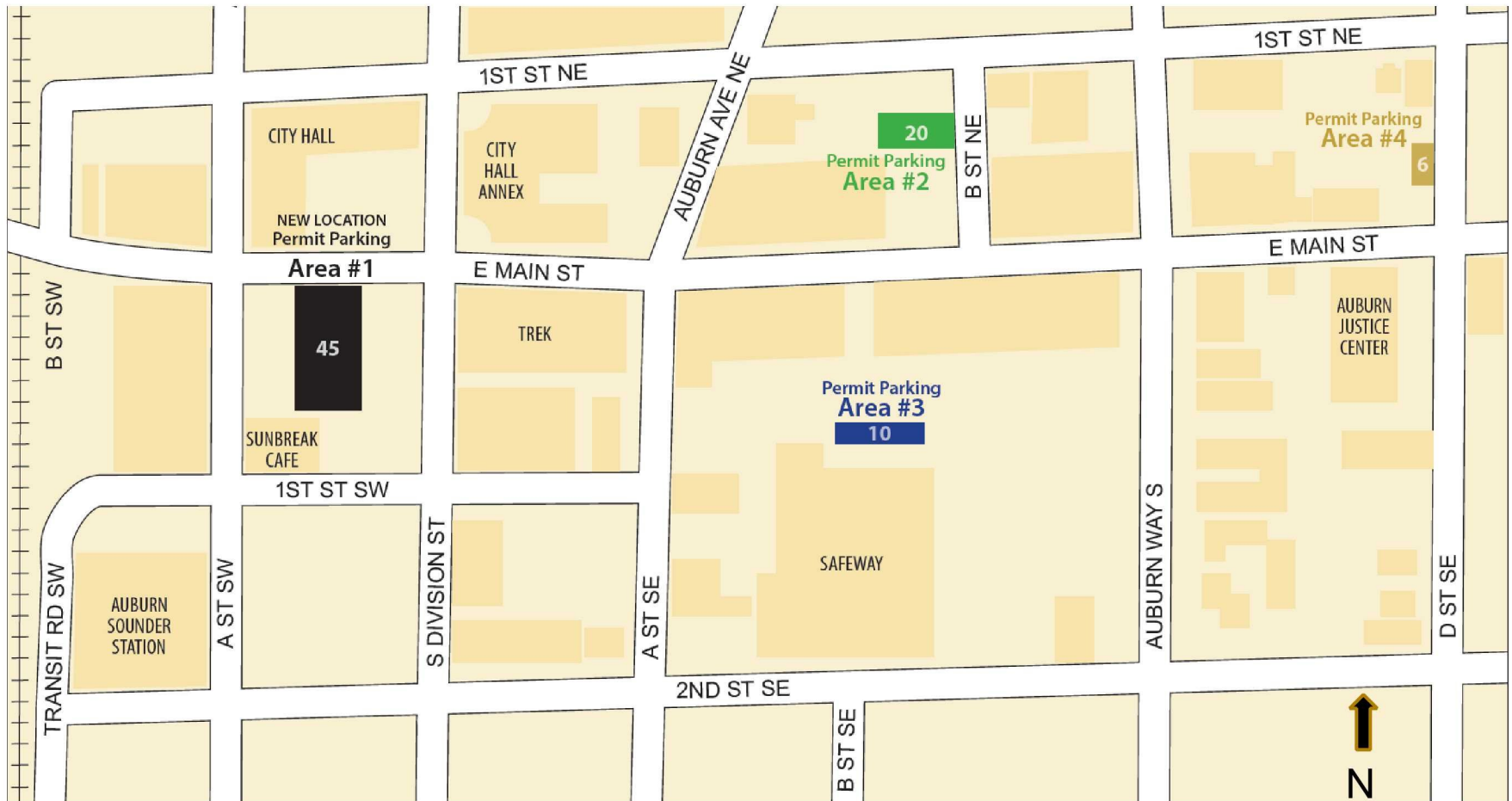
- ▶ Review prior & current downtown parking permit program
- ▶ Answer Council questions and/or identify additional information needs



Overview

- ▶ 81 current permit parking spaces
- ▶ Permit durations:
 - ▶ 1 month/6 months/12 months
- ▶ Gradated permit fee system:
 - ▶ \$70/\$45/\$30
- ▶ At or below market rate fees
- ▶ Eligibility limited to:
 - ▶ Businesses within Downtown Urban Center (DUC) with current City business license
 - ▶ All Auburn residents with verified Auburn address
- ▶ Fee discount for 6 month/12 month permits
- ▶ Permit fee reduction opportunities

Parking Permit Areas Locations Map



Previous Program Efforts

- ▶ Early 2000s - City operated permit parking at Gambini/Chamber Block (Merrill Gardens site) and Crites/Huff Block (immediately west of Merrill Gardens site):
 - ▶ \$10 – residents and Downtown businesses
 - ▶ \$20 – commuters (limited to Crites/Huff block)
 - ▶ No initial restrictions on permit purchasers
- ▶ 2009-2014: City expands permit program to Safeway Parking Lot, B Street/Mural Parking Lot and D Street Parking Lot (across from Justice Center):
 - ▶ \$10/\$20 fee structure remains for expanded parking
 - ▶ Permit purchasers restricted to Downtown business & Auburn residents

Comprehensive Downtown Parking Management Plan

- ▶ Summer 2011 – Winter 2014
- ▶ Resolution No. 5031 (February 3, 2014)
- ▶ Guide parking policy development & implementation
- ▶ Recognition of evolving parking needs that come from increases in investment, redevelopment activity & Sounder commuter train service.
- ▶ Action plan - near-term, short-term & long-term policies that aim to balance the parking needs of businesses, residences, visitors & commuters

Current Program Elements

- ▶ Current program launched in late 2015 – former Liquidation Outlet site lease
- ▶ Proximity pricing approach – higher rates closer to downtown core
- ▶ Increase in parking fees to account for:
 - ▶ Portion of lease cost for Liquidation Outlet site
 - ▶ Maintenance & operation costs for City owned and operated lots
- ▶ Fee discounts:
 - ▶ 6 months permit – 10% of total fee
 - ▶ 12 months permit – 15% of total fee

Current Program – Permit Fee Reduction Opportunity

- ▶ 50% reduction in total parking permit amount for eligible downtown permit parking locations (Permit Parking Areas #2-4)
- ▶ Eligibility:
 - ▶ Be previously certified as a qualifying Auburn resident under the provisions of ACC 13.24 (Utility Rate Exemptions); OR
 - ▶ Be a disabled Auburn resident & provide 1 or more of the following documents:
 - ▶ Current King County Metro regional reduced fare permit
 - ▶ VA certification of at least 40% disability
 - ▶ Valid Medicare card
 - ▶ Valid Regional ADA para-transit card
 - ▶ Current participant in vocational career program – WA State Individual Education Program
 - ▶ Certified as medically disabled

END OF PRESENTATION



UPDATED DOWNTOWN PARKING PERMIT PROGRAM

Available to all businesses within the Downtown Urban Center (DUC) zoning designation with a **current City business license** and **all Auburn residents** with a verified Auburn address.

DURATION OF PERMITS

1 month	6 months	12 months
	Eligible for a 10% discount in total fee if purchased; does not apply if requesting a permit fee reduction	Eligible for a 15% discount in total fee if purchased; does not apply if requesting a permit fee reduction

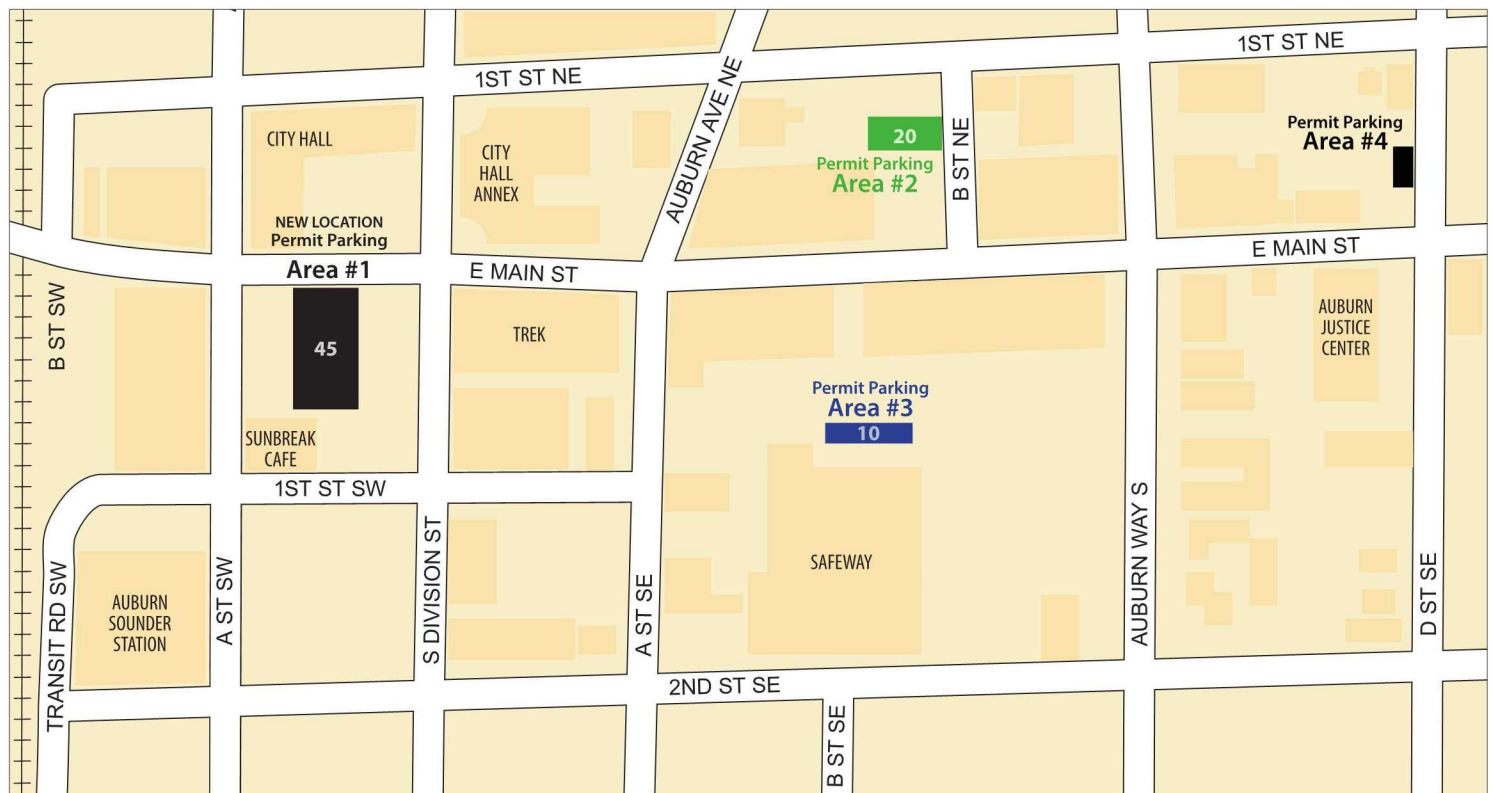
PLEASE NOTE: Renewal of permits must occur before or on the 21st day of the month that the permit expires in order to secure a renewal. Renewals must occur **IN PERSON** or **VIA PHONE CALL**. Persons who fail to apply for a permit renewal by this date will not be eligible for renewal of their permit and their parking space will be rented on a first-come, first-served basis. If the 21st day falls on a weekend day, the renewal must be conducted by 5:00 p.m. the following Monday.

PARKING PERMIT FEES BY LOCATION*

(Refer to map below)

PERMIT PARKING LOCATION	MONTHLY FEE
<i>Not eligible for permit fee reduction opportunity</i>	
Permit Parking Area #1 (Gravel Lot (Southwest of A Street SW / W Main Street intersection))	\$70/month
<i>Eligible for permit fee reduction opportunity**</i>	
Permit Parking Area #2 Mural [B Street] Lot Parking	\$45/month
Permit Parking Area #3 Safeway Parking Lot	\$45/month
Permit Parking Area #4 D Street/E Main Street Surface Lot	\$30/month

*A previous version of this flyer listed an incorrect parking area



*PERMIT FEE REDUCTION OPPORTUNITY

Permit applicants may be eligible for a 50% reduction in the total parking permit amount for eligible downtown permit parking locations. In order to qualify for this reduction, an applicant must submit a city required form and demonstrate a minimum of one (1) of the following:

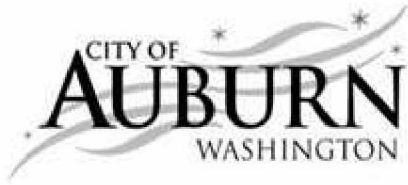
- Be previously certified as a qualifying Auburn resident under the provisions of Chapter 13.24 (Utility Rate Exemptions) of the Auburn City Code; OR
- Be a disabled Auburn resident that can provide evidence of one (1) or more of the following documents:
 - Current King County Metro Regional reduced fare permit.
 - Certification from the Veterans Administration of a disability of at least 40 percent.
 - Valid Medicare card issued by the Social Security Administration.
 - Valid Regional ADA para-transit card issued by King County Metro or Pierce Transit or Sound Transit.
 - Current participation in a vocational career program through the Washington State Individual Education Program.
 - Medically disabled as certified by a physician, psychiatrist, psychologist, physician's assistant, advanced registered nurse practitioner or audiologist, licensed in the State of Washington.

TO OBTAIN OR RENEW PERMITS

CALL	Call 253-931-3020
IN PERSON	City of Auburn Permit Center 2nd Floor One Main Street Building 1 East Main (immediately east of Auburn City Hall) Hours: 7:30 a.m. to 5:30 p.m. excluding holidays

LOOK FOR THESE SIGNS WHEN PARKING





AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5234 - Verizon Contract (5 Minute presentation/5 Minute Q&A)

Date:

May 18, 2016

Department:

Information Services

Attachments:

[Resolution No. 5234](#)
[Exhibit](#)

Budget Impact:

\$0

Administrative Recommendation:

For discussion.

Background Summary:

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

Reviewed by Council Committees:**Councilmember:**

Staff: Haugan

Meeting Date: May 23, 2016

Item Number: DI.J

RESOLUTION NO. 5 2 3 4

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

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

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

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

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

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

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

Dated and Signed this _____ day of _____, 2016

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney



EXHIBIT "A"
CITY OF AUBURN

GSA-Federal Supply Schedule Purchase Order

Date:	May 18, 2016
Vendor:	Verizon Wireless
Address:	7600 Montpelier Road Laurel, MD 20723
Email:	VZWFederal.Implementations@VerizonWireless.com
Phone:	1.800.561.6227
FAX:	NA
Authorized By:	Signature of Authorized Official: _____ Printed or typed name: Nancy Backus _____ Printed or typed title: MAYOR _____
Contact Information:	Email address: invoices@auburnwa.gov Phone number: 253-288-3160 FAX number: 253-876-1920
Billing Information:	City of Auburn Inovation & Technology 25 West Main Street Auburn WA 98001 _____ _____
Payment Terms:	Net 30
Description of Goods/Services; Pricing:	Cellular service on the accounts listed below (or attached) totaling 350 units in accordance with the rate plans and terms and conditions now or in the future applicable to each of such lines pursuant to GSA Federal Supply Schedule Number GS-35F-0119P, Rate Plan(s): various rate plans and features Equipment: open market
Term:	05 09, 2016 for 12 months through 2017 (month) (day) (#) (year)
Funds Authorized:	Monthly Access Fees for service on 350 Lines (Estimated) \$10150.00 Equipment charge(s) on 350 Lines (Estimates) \$0.00 Total Access and Equipment Fees on 350 lines (Estimate) \$121800.00 Plus applicable fees, taxes and charges
Contract #:	GSA Federal Supply Schedule Contract Number GS-35F-0119P
Equipment (Open Market):	None of the equipment listed are products listed on GSA Federal Supply Schedule Contract No. GS-35F-0119P. All devices and or accessories are "Open Market" items.
Miscellaneous:	Specify Phones, Delivery, Etc.: Nancy Backus has signing authority
Customer Acceptance:	Signature: _____ Date: _____