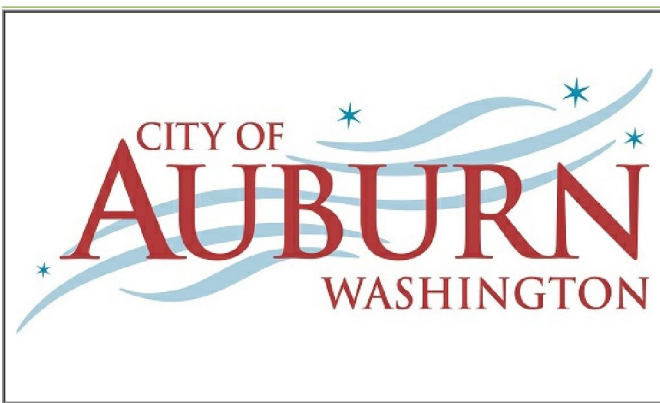


	City Council Study Session Muni Services SFA May 14, 2018 - 5:30 PM Council Chambers - City Hall AGENDA Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.
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- I. CALL TO ORDER
 - A. Roll Call
- II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS
- III. AGENDA ITEMS FOR COUNCIL DISCUSSION
 - A. Capital Project Status Report (20 Minutes) (Gaub)
 - B. Electric Vehicle Charging Stations (15 Minutes) (Bailey)
 - C. IT Update - Digital Parity (15 Minutes) (Haugan)
Continuation of the discussion on the percentage coverage and project timeline for Council's Digital Parity project.
 - D. Resolution No. 5368 (10 Minutes) (Hinman)
An Interlocal Agreement with Green River College to render services at the business incubator
- IV. MUNICIPAL SERVICES DISCUSSION ITEMS
 - A. Police Department 2017 Annual Reports (1Hour) (Lee)
 - B. Airport Management Discussion (15 Minutes) (Gaub)
- V. OTHER DISCUSSION ITEMS
- VI. NEW BUSINESS
- VII. MATRIX
 - A. Matrix
- VIII. ADJOURNMENT

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



AGENDA BILL APPROVAL FORM

Agenda Subject:

Capital Project Status Report (20 Minutes) (Gaub)

Department:

CD & PW

Attachments:

[Capital Project Status Report](#)

[Feature Project Vicinity Map](#)

Date:

May 4, 2018

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background Summary:

The purpose of this discussion is to inform the Council and Public of the overall status of the City's Capital Project program managed by the Engineering Services Division and to present this quarter's feature capital project: Auburn Way North Sidewalk Improvement Project (Project No. CP1804). This grant funded project will improve the safety and efficiency of Auburn Way North by constructing missing sections of sidewalk, constructing ADA improvements, constructing a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Auburn Avenue and 5th Street NE, and installing LED lighting. It is anticipated that this project will begin construction in late summer of 2018.

The Capital Project Group of Engineering Services is currently managing 38 projects. Of these projects, 25 are in design and 13 are under construction. Another busy construction season is anticipated this summer with several projects set to begin work within the next few months.

Reviewed by Council Committees:**Councilmember:**

Meeting Date: May 14, 2018

Staff:

Gaub

Item Number:

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1407	MARCHINI MEADOWS This project will complete the required public improvements that the developer for the Marchini Meadows did not complete. Improvements are prioritized and will be completed based on available funds.		70,000 (Developer Settlement)	70,000	70,000	100%	TBD 17	90%	TBD 18	Aleksey Koshman	Overlay of 132nd Ave completed by project CP1402 (2014 Pavement Patching & Overlay). Replacing broken sidewalks and driveways was completed by Project CP1710 (2017 Citywide Sidewalk R&R). Design and Construction finish dates are shown as unknown because this work is being completed in phases.	N/A	Various
CP1218	Auburn Way South Corridor Safety (Muckleshoot Plaza to Dogwood St SE) This project will construct corridor improvements to AWS between Muckleshoot Plaza and Dogwood Street SE. Improvements include designated U-turns, access management, driveway consolidation, addition of a 2nd left turn lane from eastbound AWS into the MIT Casino, bus pull-outs, medians, signal improvements, and sidewalks.	1,284,027 (Streets) 1,161,340 (Water)	2,333,108 (Federal) 466,191 (WSDOT) 46,381 (Other Reimbursements)	5,291,047	5,291,047	100%	JAN 17	85%	MAY 18	Matt Larson	Contractor is installing vehicle detection loops in preparation for upcoming paving (weather dependent). Construction finish date was revised to reflect changes to the contractors construction schedule.	CH2M	Miles Resources
C222A	277TH-AUBURN WAY N TO GREEN RIVER BRIDGE This project will complete the widening of S 277th from the intersection of Auburn Way North to L Street NE, including the construction of a pedestrian trail and relocation of the floodway along S 277th.	1,633,267 (Streets) 135,000 (Water)	1,020,700 (Federal) 2,300,000 (Developer) 3,933,990 (TIB)	9,017,000	8,935,740	100%	MAY16	99%	MAY 18	Kim Truong	Construction is substantially completed. Remaining work includes cleanup and punchlist items.	Parametrix	Scarsella Bros.
CP1107	FULMER WELLFIELD IMPROVEMENT PROJECT This project will be done in phases. The first phase 1A will complete investigation of the Fulmer Wellfield area to determine the required analysis and drilling program needed to utilize the full water rights. Phase 1B will complete a drilling and testing program as well as an alternatives analysis. Phase 2 will complete the physical improvements.	2,320,315 (Water)		2,660,315	2,659,550	100%	APR 17	100%	MAR 18	Luis Barba	Final pay approved on April 16, 2018. Project complete.	Phase 2: Carollo Engineers	Award Construction

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1406	MAIN ST SIGNAL UPGRADES This project will reconstruct the existing signal at C Street SW and Main Street.	638,802 (Street)		638,802	636,489	100%	SEP 17	1%	OCT 18	Kevin Thompson	Construction Contract is in suspension for traffic signal equipment procurement. Work is expected to resume July 3, 2018. Construction finish date updated to reflect additional time needed for signal equipment procurement.	DKS	West Coast Signal, Inc.
CP1502	37TH ST SE AND A ST TRAFFIC SIGNAL This project will improve the safety at the intersection by installing a traffic signal, improving ADA ramps, widening the northeast corner of the intersection to accommodate U-turns, and pavement restoration.	142,240 (Streets)	792,260 (Federal)	934,500	1,003,162	100%	SEP 17	5%	AUG 18	Luis Barba	Construction in suspension for traffic signal equipment procurement and for PSE coordination to secure property rights to relocate a power pole. Work is expected to resume on May 7, 2018. Construction end date updated to reflect additional time needed for pole delivery.	KPG	Road Constructio n Northwest
CP1317	Water Meter and Billing System Improvements This project will install automated meter reading infrastructure and software, and will replace all water meters.	6,000,000 (Water)		6,000,000	6,000,000	100%	JUL 15	97%	MAR 18	Susan Fenhaus	Work is underway. All meters and radios have been installed. Addressing final communication troubleshooting. Punchlist work to follow.	Ferguson	Ferguson
CP1513	22nd St NE and I St NE Intersection Improvements This project will construct a round-a-bout and complete the design of intersection bicycle and pedestrian safety improvements at 22nd St NE and I St NE.	315,000 (Streets) 29,890 (Sewer) 405,000 (Water)	200,000 (State Grant) 940,000 (Federal Grant)	1,822,013	1,784,015	100%	JUN 17	50%	JUN 18	Seth Wickstrom	Construction is underway. Construction of roundabout has begun. Construction finish date adjusted to account for weather delays. West and South legs of the intersection to be closed to through traffic for up to 1 month beginning April 23, 2018.	Reid Middleton	DPK, Inc.

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: CONSTRUCTION

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1617	Lea Hill PRV Stations Project replaces 5 Pressure Reducing Valve (PRV) stations in the Lea Hill service area that have exceeded their useful life with 3 new stations.	1,032,300 (Water)		1,119,300	1,095,379	100%	JUN 17	99%	APR 18	Matt Larson	All of the improvements are complete; the contractor is completing final punch list.	BHC	NOVA Contracting
CP1614	2017 Local Street Reconstruction and Preservation Project This project will reconstruct the 28th St SE loop east of R St., 27th St SE, 26th St SE, S St SE, T St SE and U St SE; reconstructed 19th St SE and G St SE near Olympic Middle school, and preserve 53rd Ave S, S 302nd PI and associated cul-de-sacs in the Westhill.	2,556,000 (Streets) 500,000 (Water) 200,000 (Storm)		3,256,000	2,900,000	100%	MAY 17	80%	MAY 18	Jai Carter	Construction work is resuming after a suspension due to weather. Construction finish date updated to reflect weather suspension.	Jacobs Engineering , Inc.	Tucci and Sons
CP1114	WSDOT SR164 Overlay - SR18 to 17th St SE This is a WSDOT project that will replace the roadway surface on Auburn Way South from SR-18 to 17th St SE. WSDOT is also constructing City requested and funded improvements at 12th St SE (Project CP1114). City improvement include reconstructing the 'pork chop' islands, new ADA curb ramps and pedestrian pushbuttons, and pavement restriping.	200,000 (Streets)	213,600 (WSDOT)	413,600	200,000	100%	APR 18	1%	OCT 18	Jacob Sweeting	Construction work is underway.	WSDOT	Tucci
MS1716	37th St NE / "I" St NE Curb Ramp Improvements This project will construct curb ramp and crosswalk marking improvements at the intersection of 37th Street NE and I Street NE.		15,000 (Streets) 40,000 (CDB Grant) 15,000 (Engineering General Fund)	70,000	70,000	100%	SEP 17	100%	MAR 18	Aleksey Koshman	Final pay approved on March 20, 2018. Project complete.	N/A	K&A Communica tions LLC

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1605	Les Gove Crescent This project constructs a concrete plaza area, trail, and lighting at the Les Gove Community Campus.		661,542 (Parks)	661,542	726,226	100%	JAN 18	50%	JUN 18	Jacob Sweeting	Project construction underway. Construction is being managed by Parks Dept. Contact Jaime Kelly for more info.	Berger Group	HB Hansen
CP1316	EAST RIDGE MANOR STORM IMPROVEMENTS This project will complete improvements to the East Ridge Manor storm system in the Lea Hill area.	1,120,000 (Storm)		1,120,000	1,110,000	25%	TBD	0%	TBD	Kevin Thompson	Analysis has determined that no improvements are needed to the public storm system. Outreach to owners of private storm facilities is underway.	Brown and Caldwell	TBD
CP1416	F ST SE NON-MOTORIZED IMPROVEMENTS This project will reconstruct F St SE from 4th St SE to Auburn Way South, including adding new sidewalks, curb and gutter, bike lanes, wayfinding signage, street lighting, streetscape elements, and safety improvements, and will include a bike share program with bike boulevard components. Some ROW acquisition is necessary. Some sections of water and sewer lines will be replaced on F St SE between 4th St SE and Auburn Way S.	170,000 (Streets) 30,000 (Water) 27,704 (Sewer)	520,000 (Federal)	747,704	3,657,704	60%	JUN 18	0%	TBD 21	Seth Wickstrom	Design work is underway. Construction funding is not yet secured. City has applied for a construction grant through PSRC and these construction grant funds would be available in 2021. City has also applied for a construction grant through WSDOT and these construction grant funds would be available in the end of 2019.	Jacobs	TBD
CP1312	STORM REPAIR & REPLACEMENT This project will replace and/or repair aging and damaged storm lines throughout the City.	1,193,797 (Storm) 595,650 (Water) 50,000 (Street)		1,839,447	1,740,216	100%	MAR 18	0%	JUL 18	Seth Wickstrom	Contract awarded by Council on April 16, 2018. Preconstruction meeting held on May 1, 2018. Notice-to-Proceed will be issues on May 18, 2018.	N/A	Rodarte

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1516	Auburn Municipal Airport Runway Enhancements The purpose of the project is to improve safety and the ability to accommodate the current and forecast fleet of multi-engine piston aircraft for both takeoff and accelerate-stop distances at the Auburn Municipal Airport by extending both ends of Runway 16/34.		124,269 (Airport) \$120,495 (Federal) \$2,170,253	\$2,415,018	\$2,405,586	16%	TBD 18	0%	TBD 19	Seth Wickstrom	Discussions with FAA are on-going regarding ultimate runway length and configuration.	CenturyWest	TBD
CP1603	Coal Creek Springs Transmission Main Repair The project will construct a second, parallel transmission pipeline under the White River, inspect the existing steel transmission main for possible leaks and repair the leaks, if any, and line the portion of the existing steel transmission main to improve its structural integrity and prevent leaks, and to construct another 12" to 18" parallel river crossing casing for providing water service and utility conduit to wilderness game farm park.	1,340,000 (DWSRF) 185,000 (Water)		1,525,000	1,525,000	17%	TBD	0%	TBD	Seth Wickstrom	Feasibility analysis work is underway. Design and construction finish date changed to TBD until results of feasibility analysis are complete and a schedule can be realized.	JACOBS	TBD
CP1521	15th Street NE/NW Preservation Project This project will rehabilitate and preserve the existing pavement in the 15th Street NW/NE and Harvey Road SE corridor between State Route 167 and 8th Street NE. Furthermore, grind and overlay 15th Street NW/NE from State Route 167 to Auburn Way N., and grind and overlay Harvey Road NE from Auburn Way N to 8th Street NE.	2,624,987 (Streets) 65,000 (Storm) 50,000 (Sewer)	817,500 (Federal Grant)	2,554,987	2,533,552	100%	MAR 18	0%	OCT 18	Kim Truong	Contract award scheduled for May 7, 2018.	Parametrix (partial)	TBD
CP1709	Reservoir 1 Seismic Control Valve This project will design and construct a seismic control valve on the City's largest reservoir.	175,000 (Hazard Mitigation Grant) 25,000 (Water)		200,000	509,000	90%	MAY 18	0%	OCT 18	Kevin Thompson	99% Plans, Specs, and Estimate are currently being prepared. Project will be advertised for bids in May 2018.	Parametrix	TBD

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Budget	Total Estimated Costs	Design	Construction		Project Manager	Status	Design Consultant	Contractor
			Other				% Complete	Finish Date	% Complete			Finish Date	
CP1707	A St. SE Corridor Signal Safety & Operations Improvements This purpose of this project is to design for and improve traffic signal timing and operations, corridor coordination, traffic signal head visibility, and pedestrian accessibility along the A St SE Corridor between 3rd St SE and East valley Highway Access Road.	45,850 (Street)	412,650 (Federal Grant)	458,500	458,500	90%	JUN 18	0%	SEP 18	Kim Truong	Design is underway.	PH Consulting, LLC & DKS Associates	TBD
CP1705	Auburn Way South (SR164) Sidewalk Improvements This project will construct the missing gap of sidewalk along the north side of Auburn Way South between the existing sidewalk terminations near 17th St SE to the west and Muckleshoot Plaza to the east. The project length is approximately 1,700 feet.	400,000 (TIB Grant) 430,000 (Streets)		830,000	830,000	60%	JUN 18	0%	NOV 18	Matt Larson	Design Underway; Received verbal approval from WSDOT for preliminary design and speed reduction.	N/A	TBD
CP1719	Sewer Pump Station Telemetry (SCADA) Improvements This project will add telemetry and SCADA capabilities to the 22nd Street NE and R Street NE Sewer Pump Stations.	290,000 (Sewer)		290,000	322,523	10%	SEP 18	0%	DEC 18	Matt Larson	Design is underway.	Parametrix	TBD
CP1717	2018 Local Streets Pavement Reconstruction This project will reconstruct/overlay selected local streets, improve City owned utilities, and rebuild curb ramps to meet ADA standards. The work at each location varies and may include water, sanitary sewer, and storm drainage improvements as needed for each project street. Improvements are proposed at the following locations: 17th Street NE between Auburn Way N and I St NE; K Street NE between 12th St NE and 14th St NE; 122nd Ave SE south of SE 316th St; and SE 286th St east of 112th Ave SE.	\$1,651,201 (Streets) \$320,000 (Water) \$110,075 (Sewer) \$176,300 (Storm)		\$2,306,377	\$2,336,323	90%	JUN 18	0%	DEC 18	Matt Larson	Design is underway. Project budget and estimated costs were revised to reflect recent in fund transfers and the most recent construction cost estimate.	Jacobs Engineering	TBD

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1802	Green River Pump Station Emergency Power This project will provide back up power to the existing Green River Pump Station located at Isaac Evans Park.	1,000,000 (Water)	N/A	1,000,000	1,000,000	10%	NOV 18	0%	JUN 19	Luis Barba	Design is underway.	BHC	TBD
CP1718	S 277th Street Preservation Project The purpose of the project is to rehabilitate and preserve the existing pavement on S 277th between Auburn Way North and the SR167 North Bound Off Ramp.	662,380 (Streets)	662,380 (Federal)	1,324,760	1,324,760	99%	MAY 18	0%	SEP 18	Luis Barba	Design is underway.	N/A	TBD
CP1724	37th St NW Flood Control The purpose of the project is to alleviate significant annual flooding at the 1000 block of 37th St NW of Auburn, Washington, by upgrading the drainage system with a box culvert.	81,000 (Storm)	200,000 (Grant)	291,000	218,942	10%	AUG 18	0%	DEC 18	Luis Barba	Design is underway. Completing storm modeling in support of the design effort. Design and construction finish dates updated to reflect time needed for storm modeling.	N/A	TBD
CP1804	AWN Sidewalk Improvement Project The purpose of the project is to construct two missing sections of sidewalk, construct ADA improvements, construct a Rectangular Rapid Flashing Beacon (RRFB) at the intersection of Auburn Avenue and 5th Street NE, and install LED lighting along Auburn Way North between E Main St and 5th St NE	351,000 (Streets)		351,000	391,045	75%	JUN 18	0%	SEP 18	Luis Barba	Design is underway.	N/A	TBD

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1726	2019 Local Street Reconstruction Reconstruct selected streets that are in very poor condition, as well as improve utilities, and rebuild curb ramps to meet ADA standards. The improvement at each project sites varies and may include a potential sewer Local Improvement District, storm drainage and water improvements. Improvements are proposed at the following streets: 4th St NE (R St to 4th PI NE), 4th PI NE, M St SE (25th St SE to 28th St SE), 28th St SE (M St SE to R St SE), O St SE, Pike St SE	103 Local Fund 1,400,000 460 Water Fund 265,000 461 Sewer Fund 80,000 462 Storm Fund 100,000		1,845,000	1,845,000	1%	MAR 19	0%	SEP 19	Kim Truong	Survey work is underway. Consultant scope and fee negotiations underway.	KPG	TBD
CP1812	SEWER PUMP STATION ELECTRICAL IMPROVEMENTS The purpose of this project is to update the electrical systems at sewer pump stations throughout the City to meet current electrical code, improve safety and increase the efficiency of maintenance.	641,000 (Sewer)		641,000	641,000	0%	NOV 18	0%	APR 19	Luis Barba	Project Management Plan being developed	TBD	TBD
CP1725	2018 Citywide Patching and Overlay Project Pavement preservation for Arterial & Local streets. Streets to be grind & overlayed: Auburn W N - 45th St NE to S 277th St; Terrace View Dr - R St NW to W St NW; 8th Street NE - Auburn W N to M St NE; & R Street SE - E Main St to T St SE. Streets to be thin overlayed: Vista View in West Hill; Lea Hill Village in Lea Hill. Street to be patched - Lakeland Hills W SE - Mill Pond Dr SE to 57th Dr SE. Also to be addressed limited sidewalk repairs, curb & gutter repairs, & upgrading 47 curb ramps	Arterial Street Preservation fund = \$1.7M Local Street Preservation fund = \$850K Project grand total \$2.55M		\$2,550,000	\$2,501,500	85%	MAY 18	0%	NOV 18	Jai Carter	Design is underway.	N/A	TBD
MS1811	Auburn Airport Runway Extension - Property Aquisition Phase Acquire a portion of a portion of the King County Park & Ride as part of the Auburn Airport Runway Enhancement Project.		27,800 (WSDOT Grant) 500,000 (Federal Grant) 27,800 (FAA Grant)	555,600	555,600	50%	JUN 18	0%		Seth Wickstrom	Property appraisal underway.	Appraisal Groupn of the Northwest	N/A

Capital Project Status Report

Community Development And Public Works Department - Engineering General Services Division

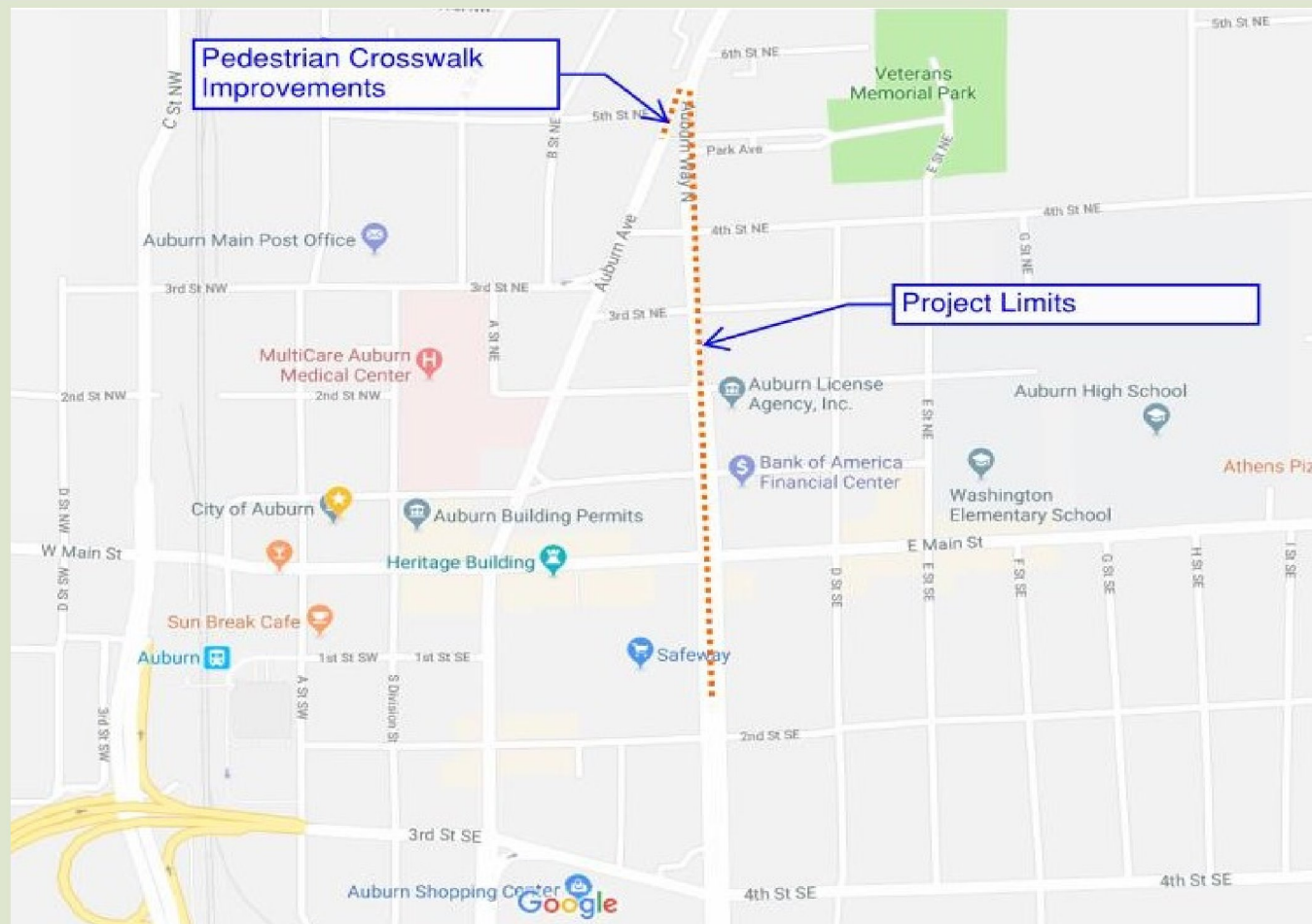
Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1807	Water Meter Vaults and Lids Replacement Replace 8 large water meter vaults and 1 large water meter vault lid.	\$1,300,000 (Water)		\$1,300,000	\$1,300,000	1%	FEB 19	0%	JUL 19	Seth Wickstrom	Preliminary project planning and design is underway.	N/A	TBD
CP1805	2019 Sewer Repair and Replacement This project will repair and/or replace portions of the sanitary sewer pipe system at 21 different sites throughout the City that have deteriorated and are in need of repair.	\$1,800,000 (Sewer)		\$1,800,000	\$2,800,000	5%	MAR 19	0%	SEP 19	Kevin Thompson	Topographic surveying by City staff and contract negotiations with a design consultant are underway.	BHC, Inc.	TBD
MS1814	Game Farm Park Building Demolition The purpose of the project is to demolish an existing building located at 3224 V Street SE (on Game Farm Park Property). This property will become part of a dog park in the future.	\$65,000 (Facilities Repair and Maintenance)		65,000	55,000	25%	AUG 18	0	OCT 18	Aleksey Koshman	The project is currently in design.		
CP1815	2018 Citywide ADA Sidewalk Project The project will repair and/or replace damaged sidewalk and upgrade or install curb ramps to meet ADA requirements. The project will also build new sidewalk segments to fill gaps in the pedestrian network.	\$200,000 (328 Fund) \$125,000 (CDBG Funds)		\$325,000	\$325,000	5%	SEP 18	0	FEB 19	Aleksey Koshman	The project is currently in design.		

Project Status: DESIGN

Project Number	Project Name & Description	Street/Utilities	Project Budget		Total Estimated Costs	Design % Complete	Design Finish Date	Construction % Complete	Construction Finish Date	Project Manager	Status	Design Consultant	Contractor
			Other	Total Budget									
CP1811	2018 Arterial Crack Seal Project The purpose of the project is to crack seal arterial and collector streets throughout the City to prolong the life of the existing pavement.	\$200,000 (105 Fund)		\$200,000	\$195,082	90	JUN 18		SEP 18	Aleksey Koshman	The project is currently in design.		
CP1822	C St SW Boeing Rail Crossing Median Barriers The purpose of this improvement is to prevent motorists from driving around train crossings on C Street SW at the Boeing/GSA track south of 15th Street SW by installing 100 feet of median barriers with delineators to the north and south side of the train tracks.		\$25,200 (Washington Utilities and Transportation Commission)	\$35,200	\$35,200	90%	JUN 18		AUG 18	Aleksey Koshman	The project is currently in design.		

PROJECT CP1804 VICINITY MAP



N
Not to Scale

SERVICE • ENVIRONMENT • ECONOMY • CHARACTER • SUSTAINABILITY • WELLNESS • CELEBRATION



AGENDA BILL APPROVAL FORM

Agenda Subject:

Electric Vehicle Charging Stations (15 Minutes) (Bailey)

Date:

May 9, 2018

Department:

Public Works

Attachments:

[Electric Vehicles Presentation](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background Summary:

Discuss possible locations near City Hall to install fleet charging stations.

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

Bailey & Thompson

Meeting Date: May 14, 2018

Item Number:

MAINTENANCE & OPERATIONS SERVICES

ELECTRIC VEHICLES

RANDY BAILEY & TYLER THOMPSON
COUNCIL STUDY SESSION
MAY 14, 2018

Community Development and Public Works Department

Engineering Services • Administrative Services • Environmental Services

Community Development Services • Maintenance & Operations Services

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AUBURN
VALUES

S E R V I C E

ENVIRONMENT

E C O N O M Y

C H A R A C T E R

SUSTAINABILITY

W E L L N E S S

CELEBRATION

HYBRID ELECTRIC VEHICLES

- Hybrid Electric Vehicles (or HEV's) use the combination of an internal combustion engine that supplements power with an electric motor under specific circumstances.
- Starting in 2004 Auburn purchased five HEV's with positive results.
- The original HEV's are now due for replacement - we have been waiting for the timing to be right to add 100% electric vehicles to the fleet.

ELECTRIC VEHICLES

- **100% Electric Vehicles (or EV's) have become a popular choice for many fleets.**
- **Manufacturers have made significant improvements in these vehicles including:**
 - **Versatility**
 - **Charge times**
 - **Extended ranges**

ELECTRIC VEHICLES - CONTINUED

- Infrastructure of charge stations in the Western Washington region has doubled, in part due to the lower costs associated with installation.
- Of all the advantages of an EV, zero tailpipe emissions is the greatest.
- With the advancements noted above, EV's would be a great fit for the city and a positive addition to the fleet.

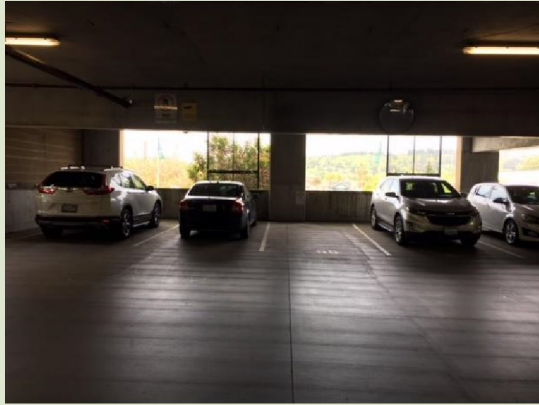
VEHICLE REPLACEMENT PLAN

- Replace five aging Hybrid Electric Vehicles
- Purchase four 100% Electric Vehicles as pool vehicles
- Install charging stations to use in conjunction with these vehicles

VEHICLE CHARGER REQUIREMENTS & LOCATIONS

- Three possible sites have been selected in close proximity to City Hall. Each has challenges:
 - Proximity of available 240 volt AC power
 - Ability to receive a clear wireless signal
 - Cost of restoration work

SITE #1 – PARKING GARAGE NORTH OF CITY HALL

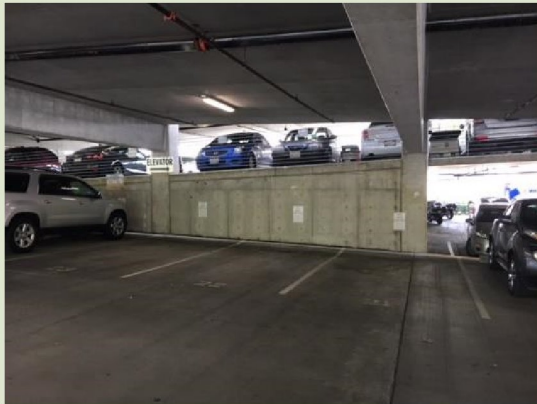


■ PROS:

- Wall mount charger compliant
- Stations are located under cover

■ CONS:

- Displaces current space users
- Possibility of poor cell connectivity
- City does not own building
- Electrical supply is unknown
- Cost



SITE #2 - STREET PARKING ON THE EAST SIDE OF CITY HALL

■ PROS:

- Outdoor location ensures strong cell signal
- 240V power is available



■ CONS:

- Outdoor location without cover
- Impacts sidewalk and parking spaces
- Sidewalk closed during construction
- Unknown capacity for future expansion
- Most expensive solution

SITE #3 NOSE IN PARKING ON THE NORTH SIDE OF CITY HALL



■ PROS:

- Least expensive installation
- 240V power is available
- Outdoor location ensures strong cellular signal
- Wall mount charger compliant
- Room for future expansion
- Most convenient user friendly location

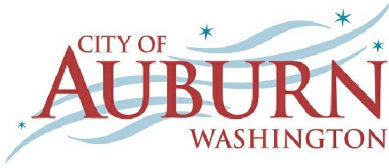
■ CONS:

- Outdoor location without cover
- Displaces current space users

PROPOSED PARKING AREA FOR DISPLACED PARKING

- Parking spaces for Council displaced by the charge stations will be available on 1st ST NW





AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5368 (10 Minutes) (Hinman)

Department:

Administration

Attachments:

[Resolution to Approve GRC ILA](#)

[CoA GRC ILA 5-7-18 Final](#)

Date:

May 10, 2018

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

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

Hinman

Meeting Date: May 14, 2018

Item Number:

RESOLUTION NO. 5368

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF AUBURN AND GREEN RIVER COLLEGE FOR THE PURPOSE OF PROVIDING SMALL-BUSINESS EDUCATION AND TRAINING.

WHEREAS, the City of Auburn (the City), has entered into an agreement with the Port of Seattle to accept grant funds from the Port of Seattle to be used for Economic Development purposes; and

WHEREAS, the City has, with the Port of Seattle grant funds, opened and currently operates a Business Incubator; and

WHEREAS, the purpose of the Business Incubator is to provide office space and support assistance to small businesses and start-up businesses; and

WHEREAS, the grant funds from the Port of Seattle permit expenditure for small business training and workshops; and

WHEREAS, Green River College has a Small Business Center and a Small Business Development Center which can provide business expertise, support services, and business training and workshop opportunities; and

WHEREAS, the City desires to contract with Green River College to provide certain business support, training, workshop, and ancillary services in connection with the City's Business Incubator; and

WHEREAS, the parties are authorized by Revised Code of Washington 39.34 to enter into agreements for the joint exercise of governmental powers.

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

Section 1. The Mayor is hereby authorized to execute an Interlocal Agreement with Green River College for the purpose of providing small business educational trainings and courses, in substantial conformity with the agreement attached hereto, marked as Exhibit "A" and incorporated herein by this reference.

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

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

DATED and SIGNED this ____ day of _____, 2017.

CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney

INTERLOCAL AGREEMENT

Between
The City of Auburn
And
Green River College

This Interlocal Agreement (“Agreement”) is entered into on this ___ day of _____, 2018 (the “Effective Date”), by and between the City of Auburn, a municipal corporation organized under Title 35A of the Revised Code of Washington (the “City”) and Green River College, a community college district enumerated in Section 28B.50.040 of the Revised Code of Washington (“GRC”), for the purpose of providing business courses, workshops and ancillary support services to members of Auburn’s Innovation Partnership Zones Business Incubator.

WHEREAS, the City has entered into an agreement with the Port of Seattle to accept grant funds from the Port of Seattle to be used for Economic Development purposes; and

WHEREAS, The City has, with the Port of Seattle grant funds, opened and currently operates a Business Incubator; and

WHEREAS, the purpose of the Business Incubator is to provide office space and support assistance to small businesses and start-up businesses; and

WHEREAS, the grant funds from the Port of Seattle permits expenditure for small business training and workshops; and

WHEREAS, Green River College has a Small Business Center and a Small Business Development Center which can provide business expertise, support services, and business training and workshop opportunities; and

WHEREAS, the City desires to contract with Green River College to provide certain business support, training, workshop and ancillary services in connection City’s Business Incubator; and

WHEREAS, the parties are authorized by Revised Code of Washington 39.34 to enter into agreements for the joint exercise of governmental powers.

NOW, THEREFORE, in consideration of their mutual promises set out in this Agreement, Green River College and the City agree as follows:

1. Term of Agreement

The term of this Agreement shall commence on the Effective Date and shall terminate on December 31, 2018, unless otherwise terminated pursuant to the provisions in section 6 of this agreement.

2. Scope of Services by Contractor

- 2.1. GRC agrees to perform, in a good and professional manner, the tasks described in Exhibit A, attached hereto and incorporated herein by this reference. (The tasks described on Exhibit A shall be individually referred to as a “task,” and collectively referred to as the “services.”)
- 2.2. GRC shall be responsible to provide work products and services of a quality and professional standard acceptable to the City.
- 2.3. GRC hereby represents and warrants that it has all necessary licenses and certifications to perform the services described in Exhibit A, and is qualified to perform such services.

3. City Obligations

In a timely manner that does not delay the services provided by GRC, the City shall:

- 3.1. Designate in writing a person to act as the City’s representative with respect to the services who has complete authority to transmit instructions, receive information, interpret and define the City’s policies, and make decisions regarding the services provided by GRC.
- 3.2. Furnish GRC with all information, criteria, objectives, schedules, and standards for the project(s) necessary for GRC to provide the services described in Exhibit A.
- 3.3. Arrange for access to City property or facilities as needed by GRC for the provision of services as described in Exhibit A.
- 3.4. Examine and evaluate all studies, reports, memoranda, plans, sketches, and other documents prepared by GRC and to timely render decisions regarding such documents to prevent a delay in the provision of services as described in Exhibit A.

4. Compensation

- 4.1. Compensation for the GRC’s performance of the services described in Exhibit A, the City shall pay the GRC the fees and costs specified in Exhibit B, attached hereto and incorporated herein by this reference, or as specified in an addendum.
- 4.2. GRC shall submit to the City an invoice or statement of time spent on tasks included in the scope of work described in Section 2.
- 4.3. After receipt of an invoice from GRC, the City shall process the invoice in the next billing/claim cycle and remit payment to GRC thereafter in the normal course of business, subject to the terms of this Agreement.

5. Termination

The City may terminate this Agreement upon seven (7) days' written notice if the services described in Exhibit A are no longer needed from GRC; provided that GRC shall be compensated for services provided through the end of the following month at the rate described in Exhibit B.

6. Insurance Coverage, Indemnification, and Hold Harmless

6.1 GRC shall maintain insurance coverage, whether through the commercial insurance market, an insurance pool, self-insurance, or a combination thereof, adequate to meet the obligations of this Agreement, including the indemnifications contained herein, and contractual liability coverage of applicable leases, licenses, permits, or agreements.

6.2 Each party to this agreement shall be responsible for its own acts and/or omissions and those of its officers, employees and agents. No party to this agreement shall be responsible for the acts and/or omissions of entities or individuals not a party to this agreement. GRC shall indemnify and hold harmless the City from all claims, costs, damages, or expenses arising out of the negligence of GRC. Likewise, the City shall indemnify and hold harmless GRC from all claims, costs, damages, or expenses arising out of the negligence of the City. In the case of negligence of both the City and GRC, any damages allowed shall be levied in proportion to the percentage of negligence attributable to each party.

7. Miscellaneous

7.1. Choice of Law: This Agreement shall be deemed to be made and construed in accordance with the laws of the State of Washington. Jurisdiction and venue for any action arising out of this Agreement shall be in King County, Washington.

7.2. Captions & Headings: The captions in this Agreement are for convenience only and do not in any way limit or amplify the provisions of this Agreement.

7.3. Relationship of the Parties: Unless otherwise specifically provided herein, no separate legal entity is created hereby, as each of the parties is contracting in its capacity as a municipal corporation of the State of Washington. The identity of the parties hereto is as set forth hereinabove. No provision of this Agreement shall relieve either party of its public agency obligations and/or responsibilities imposed by law.

7.4. Severability: If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be held to be invalid or unenforceable by a final decision of any court having jurisdiction on the matter, the remainder of this Agreement or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable shall not be affected thereby and shall continue in full force and effect, unless such court determines that such invalidity or unenforceability materially interferes with or defeats the purposes hereof, at which time either party shall have the right to terminate the Agreement.

- 7.5. Integration: This Agreement constitutes the entire agreement between the parties as to the leasing of the Premises. No modifications or amendments of this Agreement shall be valid or effective unless evidenced by an agreement in writing signed by both parties.
- 7.6. Interpretation: Interpretation or construction of this Agreement shall not be affected by any determination as to who is the drafter of this Agreement, this Agreement having been drafted by mutual agreement of the parties.
- 7.7. Force Majeure: No party to this Agreement shall be held responsible for delay or default caused by terrorism, natural disasters, riots, acts of god and/or war that is beyond the reasonable control of the parties.
- 7.8. Waiver: The failure of either party at any time to require performance by another party of any provisions of this Agreement will in no way affect the party's subsequent rights and obligations under that provision, and waiver by any party of the breach of any provision of this Agreement shall not be taken or held to be a waiver of any succeeding breach of such provision or as waiver of such provision itself.

8. Notices, Reports & Correspondence

- 8.1. All notices or communications permitted or required to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered in person or deposited in the United States mail, postage prepaid, for mailing by certified mail, return receipt requested, and addressed, if to a party of this Agreement, to the address for the party set forth above, or if to a person not a party to this Agreement, to the address designated by a party to this Agreement in the foregoing manner.
- 8.2. Any party may change his, her or its address by giving notice in writing, stating his, her or its new address, to any other party, all pursuant to the procedure set forth in this section of the Agreement.
- 8.3. All notices, reports, and correspondence shall be sent to:

City of Auburn
Doug Lein
Auburn City Hall
25 West Main
Auburn, WA 98001-4998
(253) 931-3000
Fax (253) 288-3132

Contractor
Leslie Moore
12401 SE 320th Street
Auburn, WA 98092
(253) 288-3375

9. Signature Authority

This Agreement may be executed in multiple counterparts, each of which shall be one and the same Agreement and shall become effective when one or more counterparts have been signed by each of the parties and delivered to the other party.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed effective the day and year first set forth above.

CITY OF AUBURN

GREEN RIVER COLLEGE

Nancy Backus, Mayor

Leslie Moore, Dean of Branch Campuses
and Continuing Studies

Attest:

Danielle Daskam, City Clerk

Approved as to form:

Daniel B. Heid, City Attorney

EXHIBIT A

Scope of Service

In 2018 the Small Business Center will focus on Auburn clients recommended to the Center by the City and local banks. Small Business billable hours are calculated at \$135 per hour. For a \$20,000 grant, Auburn will receive a minimum of 148 hours of direct client services.

Client hours are calculated for one-on-one technical assistance and for presentations and workshops. Client needs differ in levels of assistance in a given year so the continuation of clients year to year is expected. Client services would take place at the GRC Auburn Center and at the Downtown Incubator.

As all clients are self-selecting, this is the best SBDC estimation of impacts over a 12-month period based on previous years of experience. Actual results are based on a number of factors, not all of which are under the control of the SBDC.

Confidentiality is a chief concern in reporting on SBDC activities. Reporting forms will identify clients by number only and not by company name or owner. Clients referred to the Small Business Center by the City, and who sign a waiver, will be reported by name.

Consultant shall perform the following services for the City in accordance with the following described plans and/or specifications:

The Small Business Center will focus on these areas of service per the City of Auburn request:

- Business Management
- Marketing Strategies
- Financial and cash flow management
- Business Plan Development

Each of the classes above will be taught at the Auburn Incubator Site at the Auburn Train Station; one two hour class per month from April-December 2018. The yearly schedule will be determined and publicized on the City's website. In addition, Business Advisors will participate in quarterly panel business discussions when invited to do so, schedule permitting.

Business counseling sessions shall be available at no cost to the client.

The consultant shall provide quarterly reports to the City and an in-person meeting to discuss services provided and outcomes. Activity reports will be sent quarterly. Billing for services will be sent in four \$5,000 installments in accordance with the billing in Exhibit B, per City request.

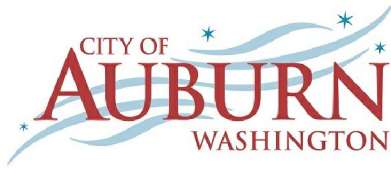
Consultant further represents that the services furnished under this Agreement will be performed in accordance with generally accepted professional practices in effect at the time those services are performed.

EXHIBIT B

Costs

Compensation for the Contractor's services shall be \$20,000.00 for the term of this Agreement, as follows:

1. Compensation shall be paid according to the following:
 - 1) Five Thousand Dollars (\$5,000) upon Commencement of this Agreement
 - 2) Five Thousand Dollars (\$5,000) on June 1, 2018
 - 3) Five Thousand Dollars (\$5,000) on August 1, 2018
 - 4) Five Thousand Dollars (\$5,000) on October 1, 2018
2. Invoices shall be submitted at the end of the month proceeding payments being due. Quarterly reports will be sent in April, July, October and December and include activities by reference number and task in Exhibit A.
3. Upon receipt of the invoicing described in Section 5.2 of this Agreement, the City shall remit to the party providing the invoice.



AGENDA BILL APPROVAL FORM

Agenda Subject:

Police Department 2017 Annual Reports (1Hour) (Lee)

Department:

Police

Attachments:

[2017 CIA Analysis](#)

[2017 Use of Force](#)

[2017 Bias Based Profiling](#)

[2017 Pursuit Analysis](#)

Date:

May 7, 2018

Budget Impact:

2017 Annual Reports
Presentation

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

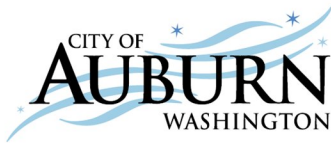
Meeting Date: May 14, 2018

Staff:

Lee

Item Number:

**POLICE DEPARTMENT
MEMORANDUM**



DATE: February 14, 2018

TO: Mayor and Auburn City Council Members

FROM: Auburn Police Department

SUBJECT: 2017 Annual Commendations, Inquiries and Allegations
of Misconduct Analysis (CIA)

This annual analysis of the CIA investigations provides the administration of the agency and the public we serve a review of agency personnel conduct from an analytical perspective and possibly through the eyes of our community. Our **Vision Statement** calls for us to be a premier agency that is trusted, supported, and respected. Our **Mission Statement** requires that our department will “provide professional Law Enforcement services to our community.” To meet these demands, we must be a disciplined and a well-regulated organization. One method by which to determine our success is to evaluate our CIA process. This report illustrates how well the Auburn Police Department is perceived to be following our Vision and Mission statements, as well as our Manual of Standards.

Summary of 2017

In 2017, Auburn Police Officers responded to 97,843 CAD incidents (94,348 in 2016) and completed 17,128 case reports (17,823 in 2016). Officers made 5,115 arrests (4,716 in 2016) with 3,002 of those arrestees being booked into SCORE (2,551 in 2016), and issued 11,483 infractions/citations (8,298 in 2016). All of this activity accounts for only a portion of the personal contacts with our community members that are made by our police officers throughout the year.

As outlined in the Auburn Police Department Manual of Standards (Lexipol MOS), the CIA system provides a standardized means of reporting, investigating, and documenting Commendations, Inquiries, Internal Investigations and Collision Reviews.

Commendations

A **Commendation** is used to recognize actions or performance by members of the police department who act or perform in a manner that is outstanding or beyond what is normally expected. The Commendation process recognizes employees for Professionalism, Exemplary Job, Exemplary Actions, Life Saving and Heroism.

The **Medal of Valor** will be awarded to department personnel for acts that meet all of the following conditions.

1. When the act conspicuously displays extreme courage, beyond the normal demands for police service.
2. When failure to take such action would not justify official censure.
3. When substantial risk to their physical safety actually existed and the individual was unquestionably conscious of this imminent threat.
4. When the objective was logically believed to be of sufficient importance to justify the risk taken.

The **Medal of Distinction** will be awarded to department personnel for acts which meet all of the following criteria.

1. When personnel manifest courage in the performance of duty under circumstances less than those required for the Medal of Valor.
2. When a risk to the individual's physical safety actually existed, or when there was reason to believe that such a risk was present.
3. When the act indicated that the individual was conscious of the imminent danger to their personal safety, or when a reasonable and prudent person would normally assume such a danger was present.
4. When the objective was reasonably believed to be of sufficient importance to justify the risk taken.
5. When the individual accomplished the objective, or was prevented from doing so by circumstances beyond his/her control.

The **Lifesaving Medal** shall be awarded to department personnel for acts that meet all of the following criteria.

1. When the acts were personally performed by the officer.
2. When affirmed by competent medical authority, an individual saved a human life or prolonged life beyond the day of extraordinary circumstances.

The **Merit Medal** shall be awarded to department personnel for acts that meet all of the following criteria.

1. When individuals who distinguish themselves by excellence in events which involve tactical action.
2. When the event involves some risk to the individual.

<i>Year</i>	<i>Total Commendations</i>	<i>Involved Employees</i>	<i>Letter of Commendation</i>	<i>Medal of Distinction</i>	<i>Life Saving</i>	<i>Medal of Valor</i>	<i>Medal of Merit</i>
2012	32	48	0	0	0		
2013	41	58	0	0	0		
2014	52	126	3	0	0		
2015	75	146	0	0	2		
2016	97	172	10	5	5	1	5
2017	99	153	5	0	15	0	0

The majority of our commendations come from citizens who took the time to recognize one or more officers due to their exemplary and professional work. These commendations range from officers doing school speeches, helping someone change a tire or going above and beyond to investigate someone's case.

<i>Year</i>	<i>External Source</i>	<i>Internal Source</i>
2012	24	8
2013	29	12
2014	42	10
2015	68	7
2016	71	26
2017	79	20

Employee Investigations

There are two ways a complaint can be categorized and investigated: Supervisory Inquiry and Internal Investigation.

A Supervisory Inquiry involves a complaint made regarding the quality of service delivery. These complaints vary in degree from complaints regarding an employee's demeanor, tardiness, complaints related to customer service, or the nature of a department practice. The employee's immediate supervisor typically handles this type of complaint, but a commander might also take charge of it.

An Internal Investigation involves a complaint of a possible violation of department standards, written directives, City policies or applicable Civil Service Rules. These allegations include, but are not limited to, complaints of bias based policing, excessive force, alleged corruption, insubordination, breach of civil rights, false arrest, and other types of allegations of serious misconduct. In the event that an allegation of criminal misconduct is reported and appears to have merit, a simultaneous **criminal investigation** will be initiated.

Internal Investigations

Year	CAD Incidents	Internal Investigations	Inv. With Misconduct	Total Employees	Emp. With Misconduct	Violations Reported	Violations with Misconduct
2012	65,750	13	11	24	19	26	22
2013	71,512	11	8	15	8	19	12
2014	89,350	5	3	5	3	12	9
2015	92,872	6	4	8	6	18	14
2016	94,348	8	5	9	3	12	9
2017	97,843	14	6	20	6	25	11

Total allegations generated by internal and external sources

	External Sources	Internal Sources	Total Combined
Total Allegations	8	6	14
Sustained Misconduct	1	5	6

In examining the above tables, allegations generated internally usually resulted in a finding of actual misconduct. In one instance, the involved officer resigned prior to the conclusion of the investigation, which resulted in a "no conclusion" finding. The above table shows that 100% of the allegations received from internal sources resulted in a finding of misconduct. The sustained misconduct allegation from an external source resulted from a discourtesy complaint. During these types of investigations, statements, photographs, videos, police reports, and any other potential documentation are examined. The investigation is then forwarded to a supervisory review board to determine findings.

Supervisory Inquiries

Inquiries were slightly up this year and the amount of employees with unacceptable performance also increased. Overall, these numbers continue to be very low compared to the amount of contacts with the public. This would appear to indicate how professional our officers are on a daily basis.

Year	Supervisory Inquiries	Inquiries with Unacceptable Performance	Violations Initially Reported	Involved Employees	Employees with Unacceptable Performance
2012	21	9	32	20	9
2013	11	7	14	13	7
2014	25	5	45	34	4
2015	17	9	23	23	9
2016	12	7	12	10	6
2017	14	8	15	16	8

Allegations

The following table depicts the total combined allegations for all the Supervisory Inquiries and Internal Investigations for 2017. It should be noted that Supervisory Inquiries can result in findings of Acceptable Performance or Unacceptable Performance, and Internal Investigations can result in findings of Misconduct or No Misconduct, among others. One internal investigation resulted in No Conclusion as the Officer resigned prior to the completion of the investigation.

Allegation	Total	No Misconduct	Misconduct	Acceptable Performance	Unacceptable Performance	No Conclusion
Violation of General Policy	10	0	3	2	4	1
Discourtesy/Conduct Unbecoming	8	3	1	3	1	0
Neglect of Duty	3	0	1	0	1	1
Code of Conduct	2	0	0	2	0	0
Dereliction of Duty	3	0	1	0	1	1
Fail to notify Chain of Command	1	0	1	0	0	0
Fail to report use of force	1	1	0	0	0	0
Fail to meet expectations	1	0	1	0	0	0
Insubordination	1	0	1	0	0	0
Improper evidence handling	1	0	1	0	0	0
Excessive Force	13	13	0	0	0	0
Late/no show for work	1	0	1	0	0	0
Totals	45	17	11	7	7	3

Criminal Investigations

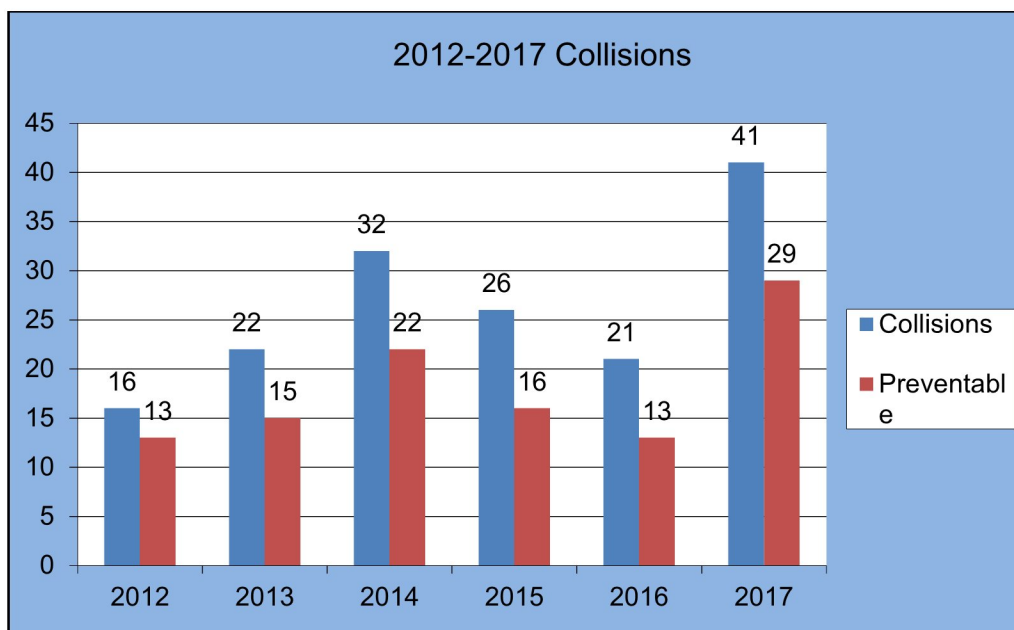
There were no criminal investigations in 2017.

Collisions

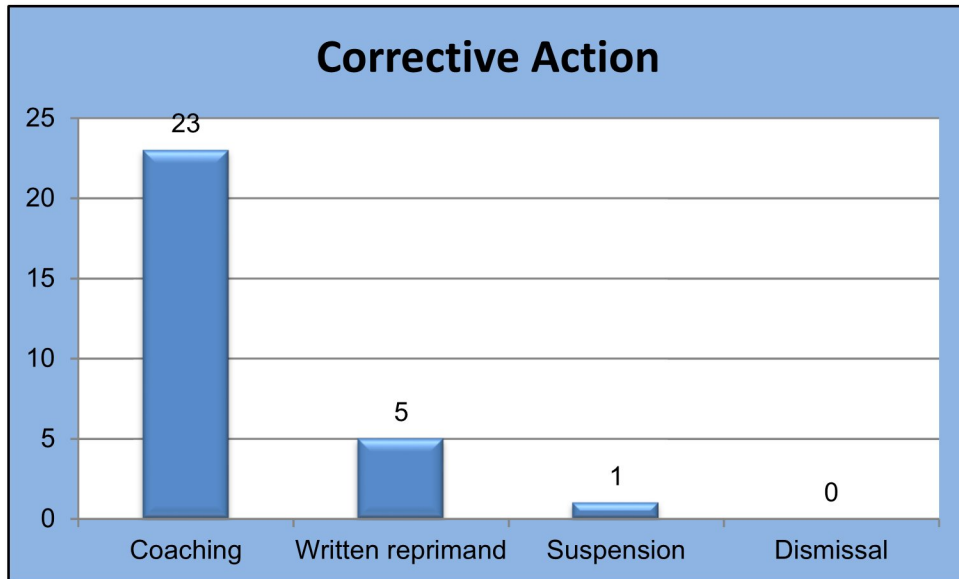
In 2017, there were 39 collisions involving APD employees. Twenty-nine of the 39 collisions were determined to be preventable on the part of the officer. The median years of service of the officers involved in collisions is four and the median age of the officer was 34. Twenty-three of the collisions that occurred were officers who have 5 years or less of service with Auburn PD. The preventable collisions were attributed to officers with a median of 3.5 years of service. In examining the number of collisions, it is important to note that the department determines a collision to be any time an officer in control of a vehicle causes damage to the vehicle, excluding damage caused by a specific maneuver (PIT, intentional strike, etc.). The majority of these collisions did not meet the state definition of a reportable collision.

In reviewing the 39 collisions, which were determined by a Collision Review Board to be preventable, “driver inattention” was apparent in most cases, by either watching for suspects or looking at vehicle equipment inside the car. If the drivers had been more attentive, they would not have collided with another vehicle, curb, tree, etc. All 2017 collisions (preventable and non-preventable) are categorized as follows:

- 25 - Driver Inattention
- 7 - Improper Backing
- 3 - Fail to Clear Intersection
- 6 - Other driver at fault

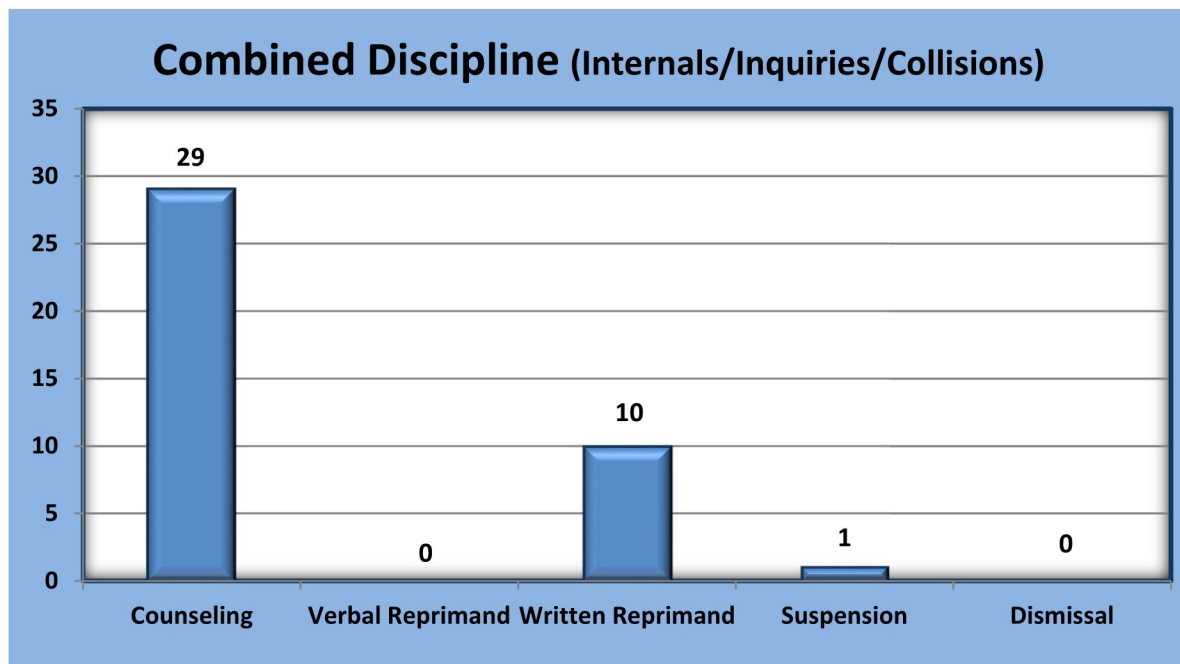


This chart depicts the corrective action dispensed to the employees in preventable collisions. Some officers also received additional training where it was appropriate.



Actions Taken

The following chart depicts action taken for misconduct, whether from an Internal Investigation, Supervisory Inquiry, or Preventable Collision.



Outside Agency Investigations

To ensure that our investigations are unbiased, there are times when an outside agency may be asked to investigate serious allegations of misconduct made against agency staff, especially those that may be of a criminal nature. In 2012, one criminal investigation was investigated by an outside agency. In 2013, outside agencies investigated three officers under two incidents. Those agencies presented the information to the respective prosecutors without influence from the Auburn Police Department or the City of Auburn. The King County Prosecutor's Office filed Assault charges on one incident and the employee resigned in lieu of termination. In the second incident of alleged excessive use of force, the prosecutors determined that no crime was committed.

In the years 2014-2017, there were no outside investigations. It is the practice of the Auburn Police Department to err on the side of caution and allow outside agencies to objectively investigate serious allegations of misconduct. In our view, this provides Auburn citizens with confidence and allows for unbiased transparency into actions, activities, and decisions made by the Auburn Police Department.

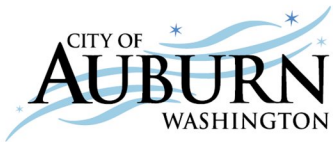
Grievances

There were one grievance in 2017. The discipline was upheld.

Conclusion

A review of the frequency of incidents for 2017 regarding alleged misconduct by employees of the Auburn Police Department does not appear to raise any specific concerns. The data revealed in this analysis shows a decline in most areas even though the call load continues to increase. In addition to that, the number of allegations and found misconduct when compared to the actual number of contacts Auburn Police Officers encounter each year is extremely low. The data revealed for 2017 illustrates that the Auburn Police Department continues to be successful in striving to perform by the standards of our CORE values and provide professional police services to the City of Auburn.

**POLICE DEPARTMENT
MEMORANDUM**



DATE: February 27, 2018

TO: Mayor and Auburn City Council Members

FROM: Auburn Police Department

SUBJECT: 2017 Annual Use of Force Summary

The purpose of this annual report is to document and summarize all Uses of Force that were completed by Auburn Officers during the 2017 calendar year. This report compares statistics from 2011 through 2017, which adds context and helps us identify trends that we can address in future training. The report will compare Use of Force incidents vs. Use of Force Allegations; types of injuries sustained by both suspect and officer; and force used when presented with different scenarios (i.e. officer about to be assaulted, property about to be damaged, etc.).

In 2017, Auburn Police Officers responded to 97,843 CAD incidents (94,348 in 2016) and completed 17,128 case reports (17,823 in 2016). Officers made 5,115 arrests (4,716 in 2016) with 3,002 of those arrestees being booked into SCORE (2,551 in 2016), and issued 11,483 infractions/citations (8,298 in 2016).

There were 217 Use of Force Incidents in 2017 compared to 135 in 2016. Of the 217 incidents where force was used, 187 suspects were involved. Of the 187 suspects, 70 reported injuries. All injuries were photographed and noted to be minor scrapes, bruises, small lacerations, K-9 bites, and minor punctures or redness from Taser applications.

Auburn Police Officers were compelled to use force once in every 451 CAD incidents, once in every 79 case reports, once in every 24 physical arrests and once in every 14 physical bookings. See below table for ratio comparison from 2016.

Only .22% of contacts resulted in a use of force.

	2016	2016 Ratio (135)	2017	2017 Ratio (217)	Force Frequency Change
CAD	94,348	1/699	97,843	1/451	+35%
Cases	17,823	1/132	17,128	1/79	+40%
Arrests	4,716	1/35	5,115	1/24	+33%
Bookings	2,551	1/29	3,002	1/14	+27%

In 2017, we received seven allegations of inappropriate and/or excessive applications of force. All incidents were investigated and determined to have no misconduct.

USE OF FORCE COMPARISON

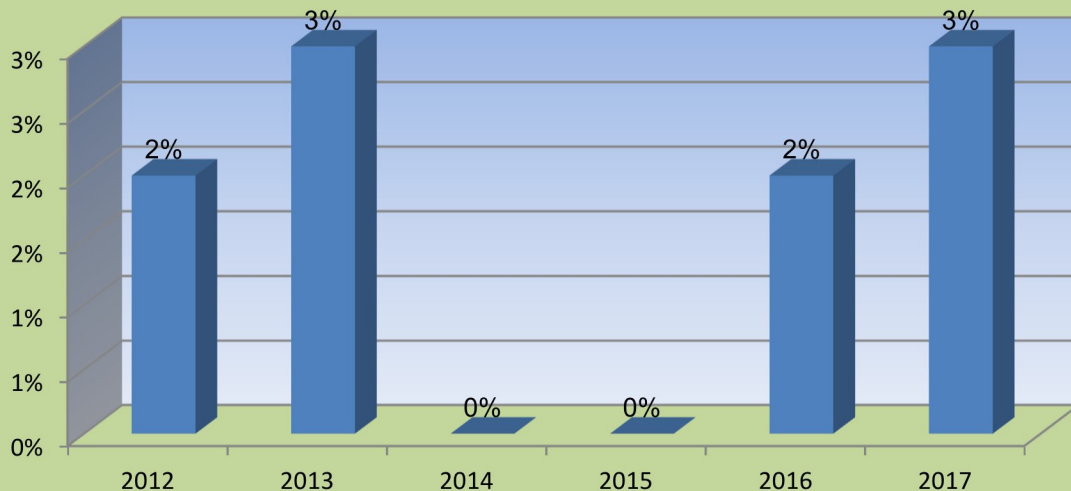
There were 217 Use of Force Incidents documented in 2017, which is an increase from 2016. Officers did respond to almost 3500 more calls for service than in 2016. Officers continue to use de-escalation techniques and verbal skills to gain compliance.

The Auburn Police Department reports uses of force using a Use of Force form. If there is any allegation of excessive force, by policy an internal investigation may be ordered by the Chief of Police. The following chart is a snapshot comparison of total excessive force allegations for each year compared to the amount of force incidents.

Force Report Comparison 2012-2017

Year	Use of force Incidents	Excessive Force Allegations	Sustained Allegations
2012	94	2	0
2013	98	3	1
2014	96	0	0
2015	136	0	0
2016	135	3	0
2017	217	7	0

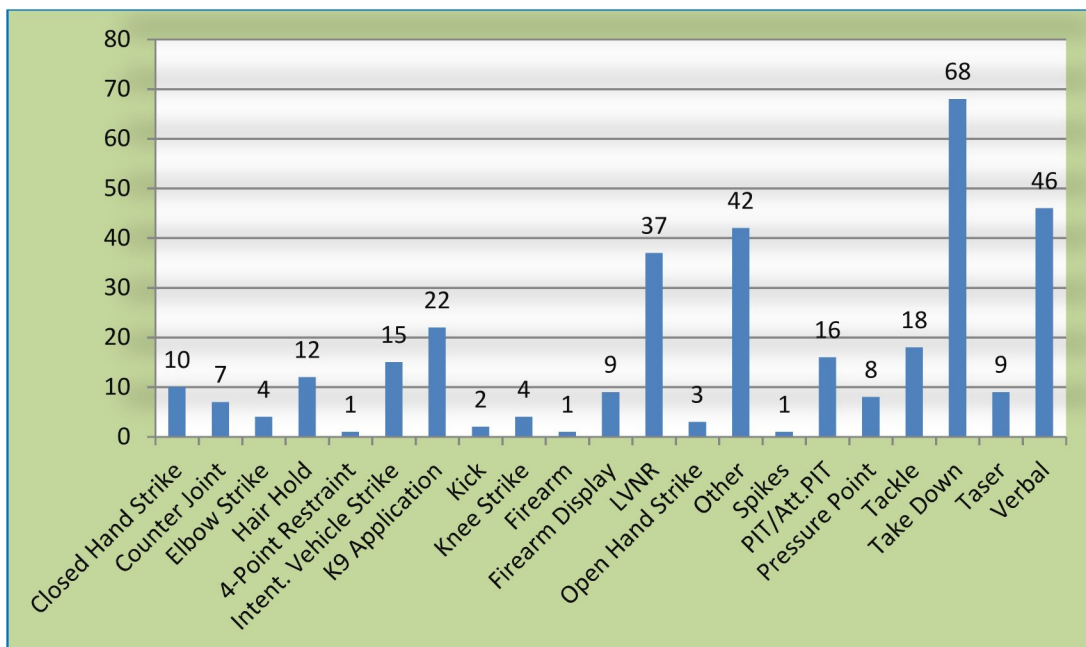
**% Total force Resulting in Complaints
2012-2017**



Types of Force Used

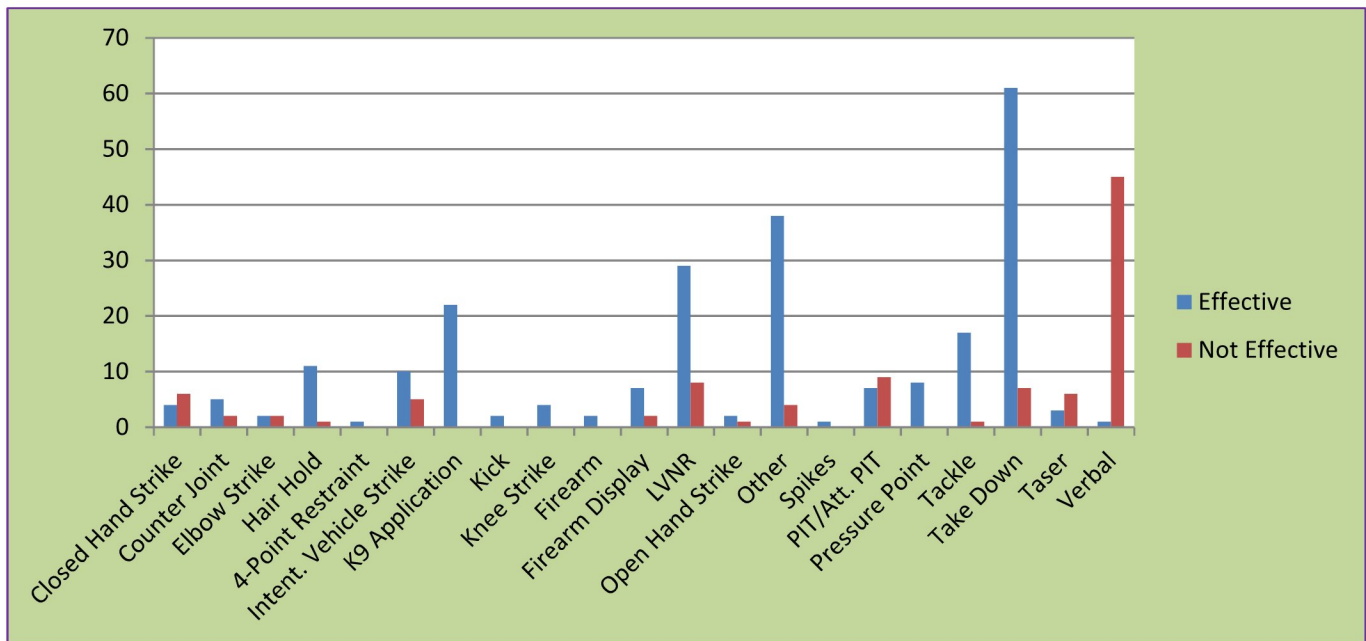
The use of force types listed below are techniques that the officers are trained to use depending on the type of resistance the subjects are exhibiting. Take Down is by far the most used type of force our officers use which is also the least forceful type of force. **LVNR** is Lateral Vascular Neck Restraint which is not considered a “choke hold” and is widely used across the country. **PIT** is Pursuit Immobilization Technique which is used during pursuits in an attempt to end the pursuit as quickly as possible in order to reduce potential injury and take the suspect into custody. An **Intentional Vehicle Strike** is authorized by policy in certain situations which entails the officer striking a suspect vehicle with his/her patrol car at slow speed in order to pin the vehicle so that it cannot continue to flee.

Force Types Used in 2017



Effective vs. Not Effective

Not every type of force is always effective and at times multiple types of force are used on one person during the same incident.

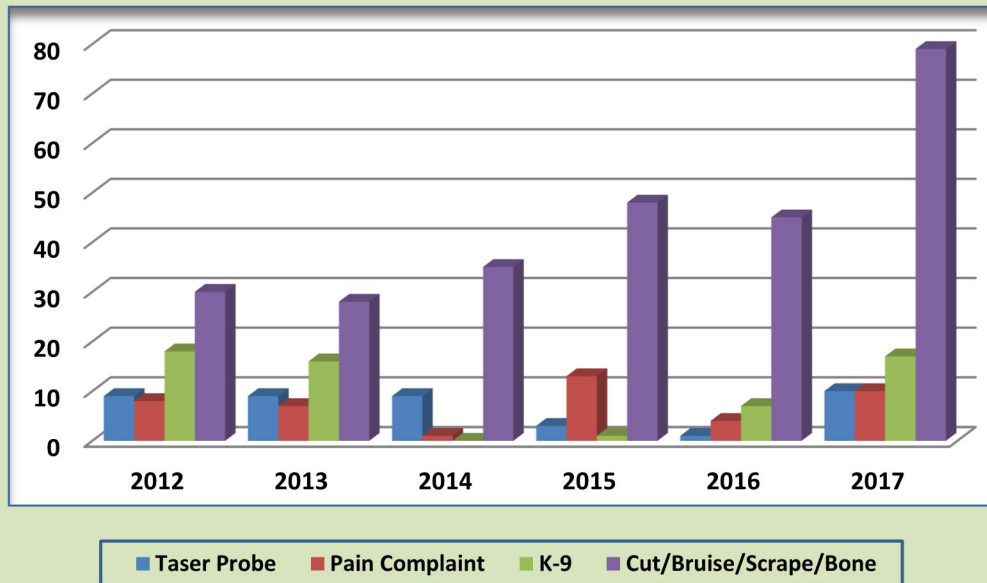


Force Used Resulting in Injuries

In 2017, injuries were reported by the suspect in 36% of all uses of force incidents. Officers received minor injuries in 10.5% of the incidents, which is a .5% decrease over 2016. Injuries to suspects can include abrasions, contact from K9's, or general complaints of pain. All complaints of injuries are required to be documented and photographed. Officer injuries included bite marks, bruising, minor punctures, scrapes and scratches.

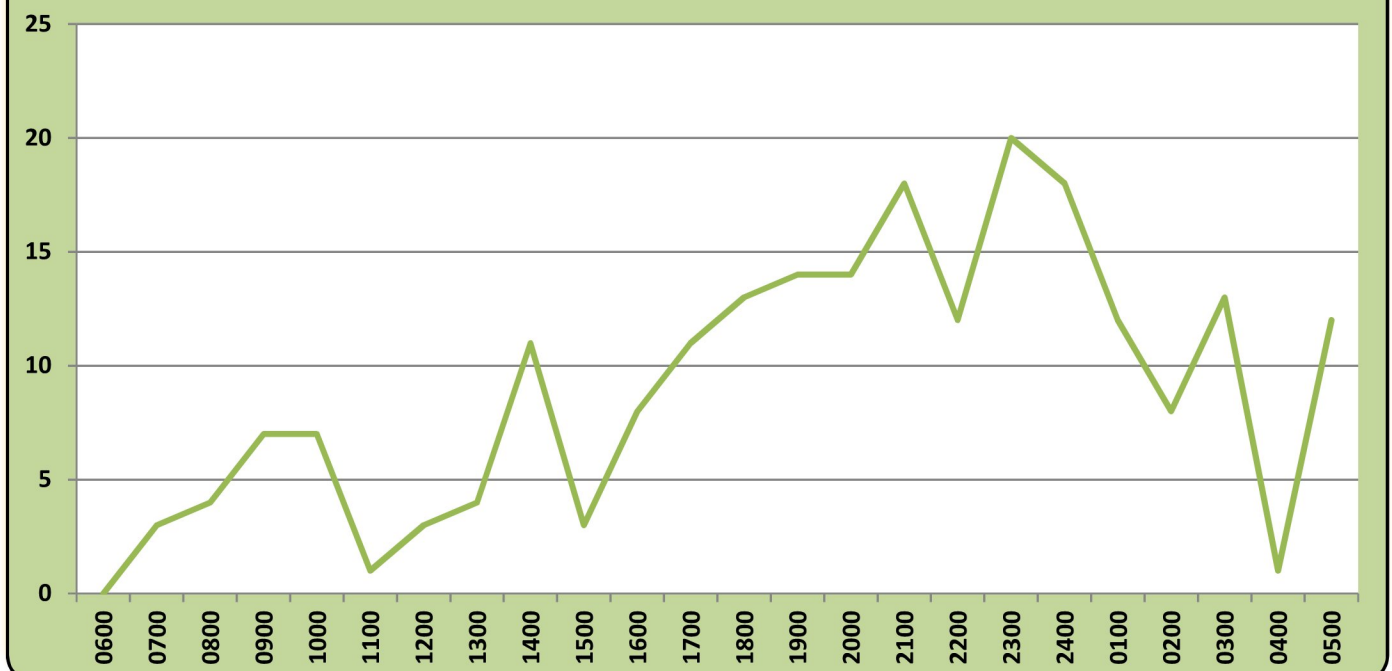
	Total Force Incidents	Suspects Injured	Officers Injured	% of total of suspects injured
2012	94	38	9	40%
2013	98	39	8	40%
2014	96	35	6	36%
2015	136	48	17	35%
2016	135	46	15	34%
2017	217	79	23	36%

Suspect Injury By Type 2012-2017

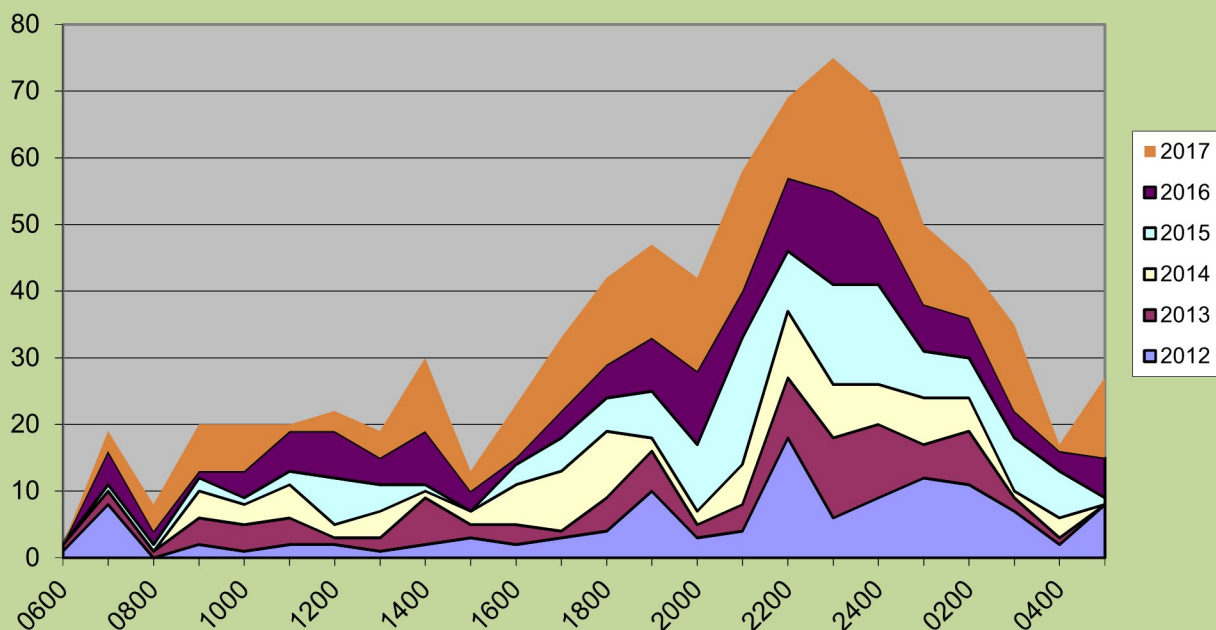


Time of Day

2017 Incidents By Time of Day



Force Incidents by Time of Day 2012-2017



The above charts depicts the Auburn Police Department use of force incidents by time of day. As in all previous years documented, the majority of the occasions that officers are compelled to use force occur between the hours of 6:00 PM and 2:00 AM.

Reason for Use of Force

	Officer Assaulted/Threat to be Assaulted	Fighting Stance	Other About to be Assaulted	Subject With Weapon	Muscular Tension/Pulled Away	Subject Trying to Flee	Refusing Commands	Other
2012	15	13	5	0	52	23	53	7
2013	15	19	3	1	96	29	77	22
2014	10	7	1	0	103	30	67	20
2015	27	16	7	0	151	52	97	27
2016	34	13	12	6	126	50	91	23
2017	52	16	14	0	219	82	162	37

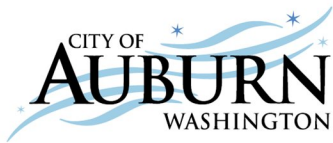
The above chart shows the reasons that an officer(s) used force on a subject. Most of the time there are multiple reasons for use of force on one subject. In 2017, there were 604 documented reasons why an officer(s) used force.

Summary

It is clear from the report that Auburn Officers contact many subjects throughout the year and make many arrests. Calls for service increased by approximately 3500 calls, with a corresponding increase in use of force reports. Of note, there was a 44% percent increase in the number of offenders that were refusing the officers commands and a 42% percent increase in offenders attempting to pull away or flee from the arrest incident. This resistance is usually the precursor for an officer elevating their use of force in order to gain compliance. The most compelling statistics in this report are that the calls for service, arrests, and bookings are high numbers and by percentage the use of force does not occur often, in 2017 only .22% of CAD incidents required a use of force by the officer. Officers continue to receive annual defensive tactics/use of force training, as well as training on de-escalation techniques. This training encompasses classroom, hands-on, and scenario based training. Each Officer is also required to complete the 40 hours Crisis Intervention Training as well as complete yearly refresher training as required.

The Auburn Police Department continues to analyze yearly use of force trends in order to enhance training, reduce injuries and ensure our citizens remain protected.

**POLICE DEPARTMENT
MEMORANDUM**



DATE: February 28, 2018

TO: Chief of Police Bob Lee

FROM: Commander Mark Caillier

SUBJECT: Biased Based Policing Analysis 2017

I have reviewed the statistical information available through Auburn Police records systems for the purpose of determining the potential for Bias Based Policing. Included in this study were;

1. A statistical traffic infraction and criminal citation activity report of all tickets issued by the Auburn Police Department in 2017. This report is broken down by race, gender, type of citation and ticket count. (Raw data is attached to this memo.)
2. Information from the 2016 US Census Bureau estimates for the population of the City of Auburn. This report is broken down by race.
3. Citizen complaints filed in 2017. There were no complaints filed regarding discrimination and/or racial profiling.

Below is a table showing the above comparisons:

	TOTAL Traffic Tickets Issued (Criminal & Infraction)		Total	% of Total Tickets	2016 U.S. Census Est.	% of U.S. Census est.
	Female	Male				
Asian and Pacific Islander	209	326	535	9.13%	10122	13.39%
Black	246	368	614	10.48%	5867	7.76%
Hispanic	311	521	832	14.20%	10902	14.42%
American Indian	43	46	89	1.52%	2436	3.22%
Unknown	157	225	382	6.52%	700	0.93%
White	1499	1908	3407	58.15%	45580	60.29%
TOTAL	2,465	3,394	5,859	100.00%	75607	100.00%

Note to above table:

The citations/infraction numbers used reflect the self-initiated activity of the officers where they usually would determine whether a contact would occur or not. The exception being if they were dispatched to a collision and a citation/infraction was issued.

Upon reviewing the 2016 Census estimates, it is difficult to determine an accurate breakdown for race due to the way that the Census Bureau statistics differ from the race listing on SECTOR tickets. The census allows individuals to claim two or more races, but then those numbers are not figured into the data when an individual claims a single race. In estimating the data to compare to SECTOR statistics a decision was made that when an individual claimed multiple races, the number would be added to the minority race listed. This method greatly reduced the number of individuals of unknown race compared to SECTOR.

In examining the data, I see no evidence of Biased Based Policing and feel that the statistical data is there to support these conclusions.

The data sheets used for this analysis are included.

Commander Mark Caillier
Inspectional Services

Auburn Police Department

2017 Pursuit Analysis



Auburn Police Department

2017 Pursuit Analysis

Purpose

The purpose of this document is to report 2017 pursuit information, conduct a comparative analysis against recent years on a variety of pursuit aspects, offer suggestions on how to improve decision-making during pursuit driving by Auburn officers, and to identify areas where EVOC training can be enhanced.

Statistical Methodology

The data for the following analysis were obtained from Spillman Incident Reports, CAD dispatch printouts, and *Supervisor's Reports of Pursuits and Critiques*.

The current procedure for collecting data on a pursuit is outlined below and in The Auburn Police Department Manual of Standards, Chapter 307:

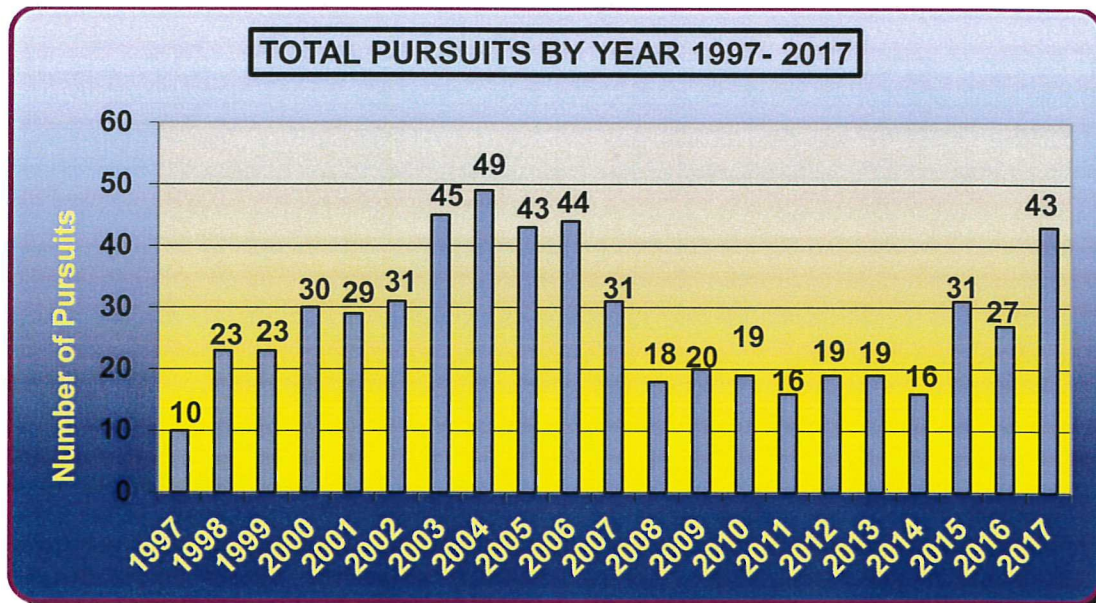
Vehicle Pursuit Reporting

1. Immediately following pursuits, patrol supervisors are responsible for completing a *Supervisor's Report of Pursuit* through Blue Team. This report is forwarded through the chain of command to the Chief of Police.
2. Once the office of Inspectional Services logs the report, it is then forwarded to the EVOC coordinator for purposes of data collection, annual analysis, evaluating and/or recommending changes to the pursuit policy, and identifying potential training opportunities.
3. Also, following the pursuit, patrol supervisors conduct a *Pursuit Critique* and forward that documentation through the same channels as the *Supervisor's Report of Pursuit*. The purpose of the critique is to identify those aspects that went well and those that could be improved. It is also designed to determine whether the pursuit met the manual of standard guidelines, or whether it deviated outside these guidelines.

2017 Pursuit and Comparative Analysis

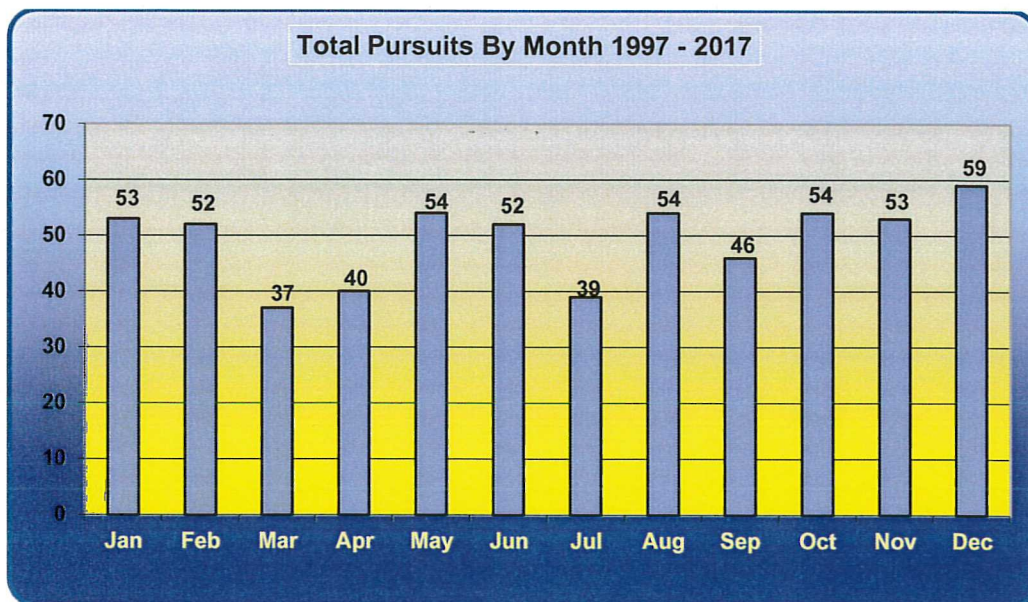
Below is a collection of key charts and tables that cover vehicle pursuits by type, time of day, tactical intervention and more. In addition, key observations for each are provided.

Chart 1. Total Pursuits by Year



Observations Relatively constant since 2008, 63% increase in 2017.

Chart 2. Total Pursuits by Month 1997 – 2017

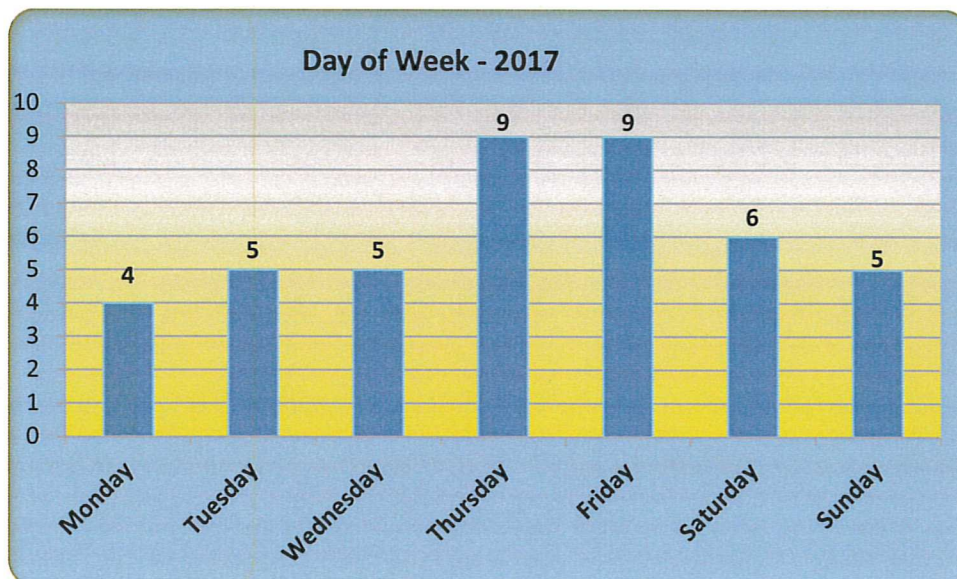
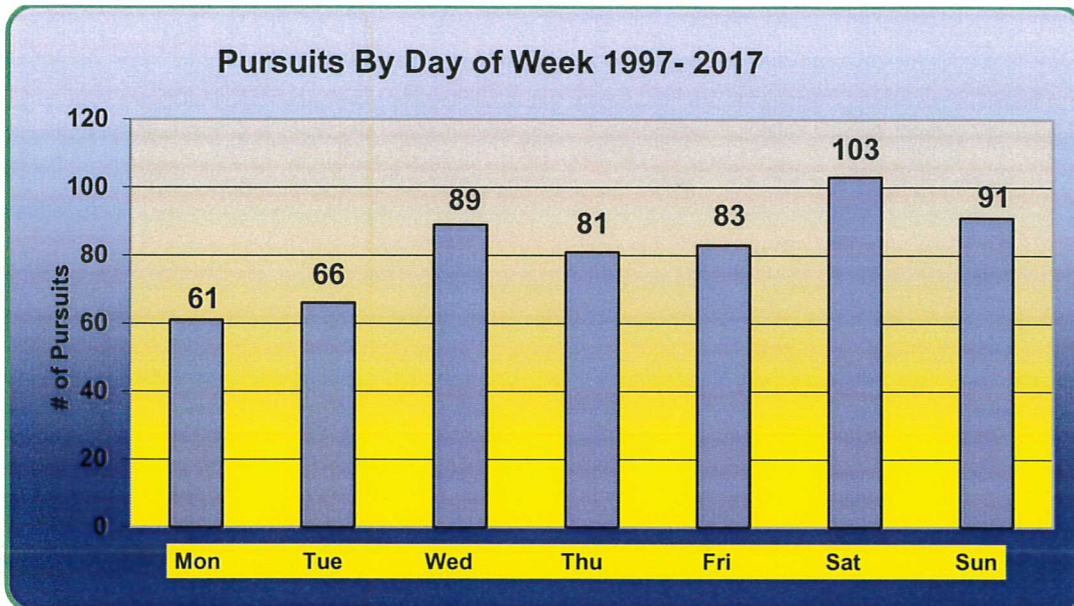


Observations

- No significant trend in number of pursuits by month except during winter months.
- Winter months average only one more pursuit per month than the average reported during each of the summer months.

- The most significant difference between any two consecutive months is between July (39 pursuits) and August (54 pursuits).

Chart 3. Pursuits by Day of Week 1997 - 2017

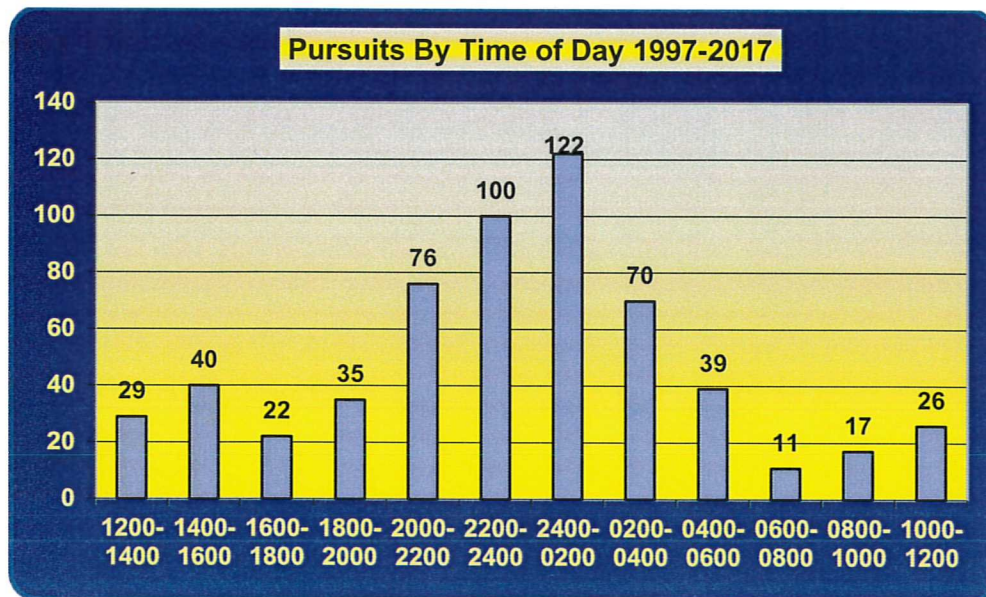


Observations

- Saturdays historically have the highest number of pursuits.
- Mondays and Tuesdays have the fewest pursuits.



Chart 4. Pursuits by Time of Day 1997 – 2017

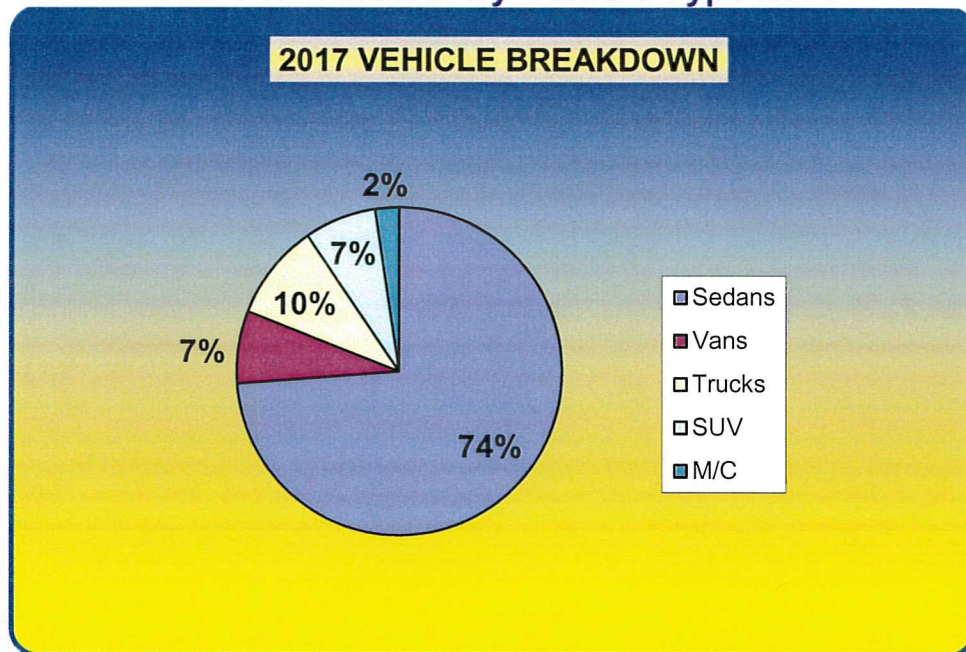


Observations

- Auburn Police pursuits occur primarily between 2000 and 0300. Midnight until 0200 having the highest frequency.
- Possibilities for this trend might be due to favorable traffic conditions. Patrol staffing deployment between these hours is increased as this time period correlates with the hours of highest calls for service. In other words, the ratio of officers versus citizens on the road is greater. Additionally, complimenting Auburn crime data indicate the

criminal element is more active between these hours. With the exception of the afternoon rush hour, this is reflective of the APD workload and staffing distribution.

Chart 5. Pursuits by Vehicle Type 2017



Observations

- As in all other years, sedans make up the majority of cars initiating pursuits.

Chart 6.

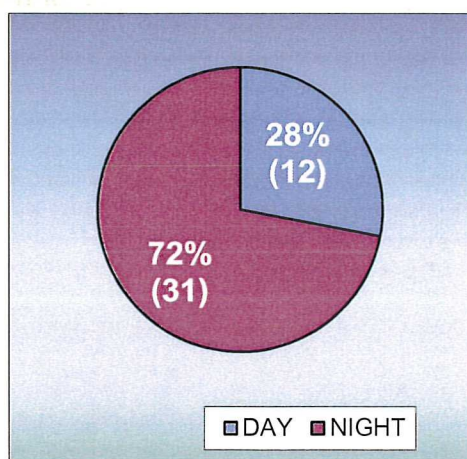
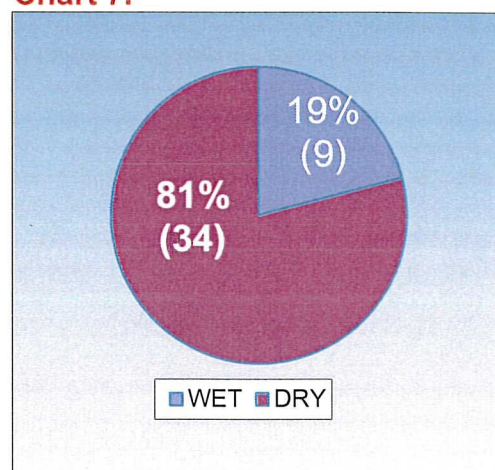


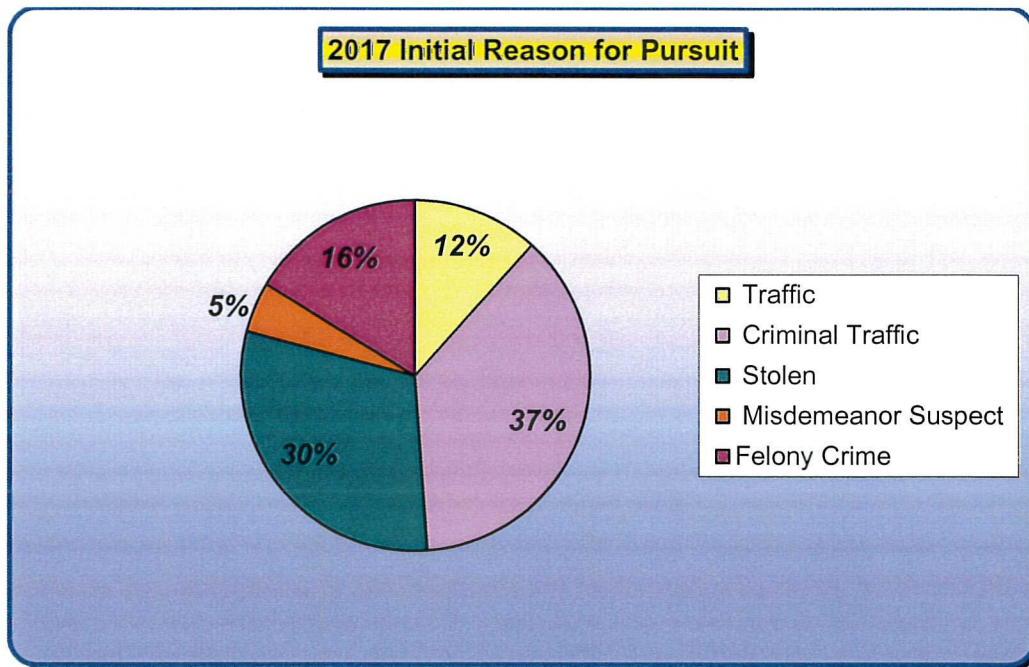
Chart 7.



Observations for Chart 6 and chart 7

- More than half of the 2016 pursuits occurred during the hours of darkness and on dry roadways. This is similar to previous years when 70% of the pursuits occurred at night and on dry roads.

Chart 8. Initial Reason for Pursuit 2017



Observations

- Definition: The *Initial Reason for Pursuit* refers to the crime or infraction observed by the officer that provided probable cause for the stop. The purpose for collecting this data, along with the *Actual Reason For Fleeing*, is to show that officers oftentimes have only limited knowledge as to the underlying reasons suspects are fleeing from them.
- There has been a downward trend in pursuits initiated for traffic infractions. In 2016 26% of the pursuits were initiated for traffic infractions. In 2017, only 12% fit this category. Of significance is that not only were fewer pursuits initiated based on traffic infractions, the average distance of these pursuits was also lower. This is due to a recent change in the department pursuit policy prohibiting lengthy pursuits initiated from traffic infractions or non-violent misdemeanors. In 2017, 33 of the pursuits were less than one mile and only one pursuit was more than five miles.
- In 2017, although other crimes may have been present, officers knew that 46% of the time, they were chasing felony suspects for crimes other than eluding (stolen vehicles and felony suspects/warrants).



Actual Reason for Fleeing

The officers only have limited knowledge of the suspect, his/her criminal involvement, and the actual reasons they are fleeing from police. The actual reason(s) they are fleeing have run the gamut from serious and sometimes unreported felony crimes to far less serious crimes or infractions. Once the suspect is captured or has escaped, the investigation might reveal the actual reason the suspect fled from the police. Whereas, some additional crimes are apparent and obvious at the time of capture, we rarely determine the actual reason suspects fled if they escape. This is significant because in 2017, 33 of the 43 fleeing drivers escaped mostly because the pursuit was terminated.

43 Pursuits

33 Terminated or escaped

5 Traffic Infraction

16 Criminal Traffic

13 Stolen

2 Misdemeanor Suspect

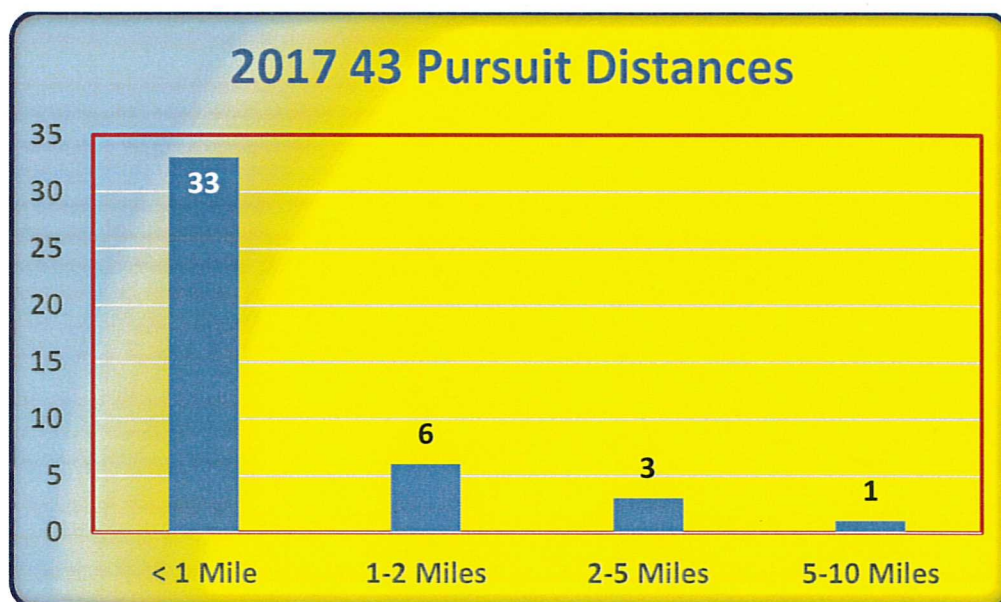
7 Felony Crime

86 Total Crimes

Observations

- In 2017, 23 suspects fled from Auburn PD because of traffic violations or non-violent misdemeanors. 33 pursuits were terminated and 10 suspects were captured. There were otherwise always underlying reasons for fleeing, either because they were in a stolen vehicle, the drivers or passengers had warrants, or because the driver committed another crime.
- In total there were 43 pursuits in 2017.

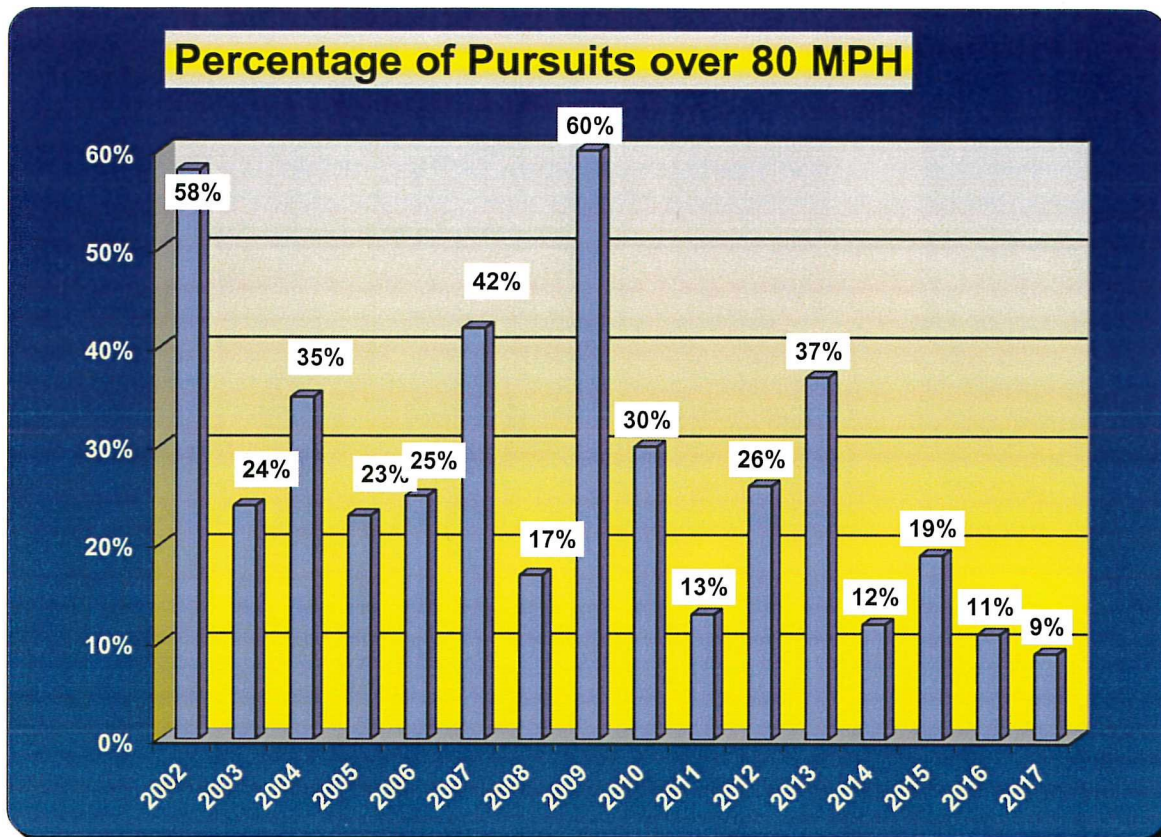
Charts 9 - 2017 Pursuit Distances



Observations:

- Chart 9 depicts the categorical distance of the 43 pursuits in 2017.
- In previous years, officers were reporting exact distances of pursuits. That changed in 2017 when nearly all reports of pursuits were entered into Blue Team. This program only reports the distance by category. However, a rough estimate is still available. The hope is to reduce the length of pursuits and whereas 2016 was the lowest average to date of 1.19 miles per pursuit, in 2017, the average is less than one mile.

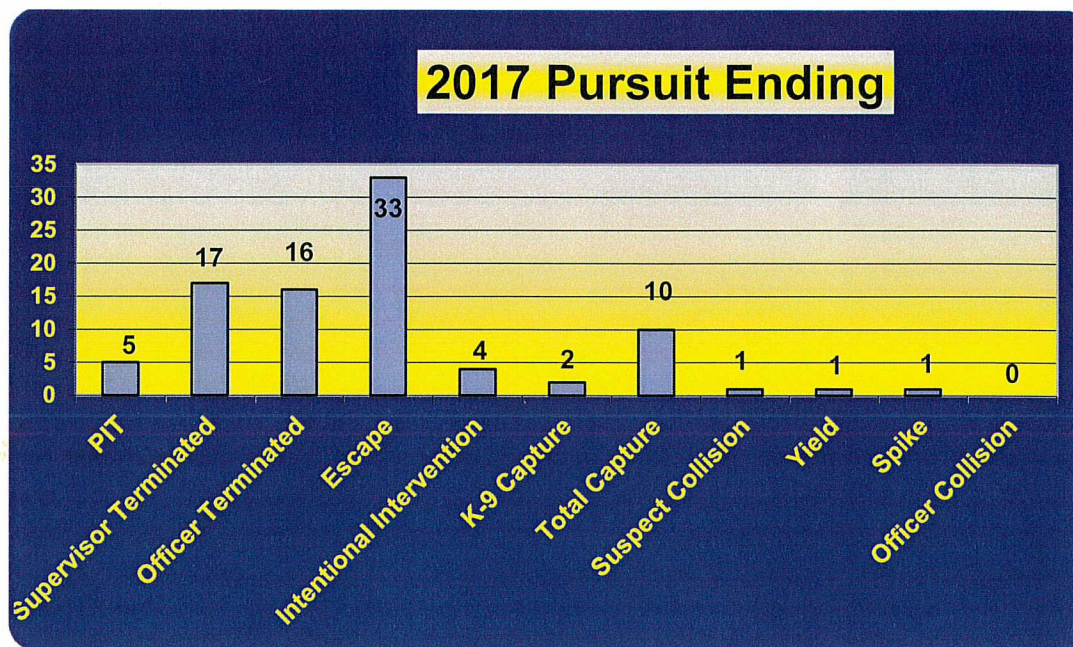
Chart 11 - Pursuit Speeds



Observations

- Of significance to note is the percentage of pursuits during each year that had sustained speeds at 80 mph or greater. The reason for selecting this range of speeds is so officers understand the importance of ending pursuits as soon as possible. Furthermore, there is a correlation between high speeds, prolonged distance, and pursuits that end in collision. The above chart shows the percentage of pursuits between 2002 and 2017 that were classified at speeds greater than 80 mph. All years prior to 2014 combined averages 32.5% over 80 MPH. In 2014, only 12% of the pursuits had sustained speeds of 80 MPH or higher. In 2015, speeds of 80 MPH or greater consisted of 19% of the total. Strikingly, in 2016, pursuits classified at 80 MPH or higher were at the lowest recorded level, 11%, and then a further reduction to 9% in 2017. This is a direct result of the change in department pursuit policy prohibiting pursuits for non-violent misdemeanors and traffic infractions for more than very short distances.

Chart 12. Pursuit Ending



Observations:

- The above chart reflects how 2017 pursuits ended. Some pursuits are represented by more than one category. For example, whereas 33 suspects escaped, they also represent the terminated pursuits. These 33 terminated pursuits represent 77% of the total for the year. This also represents the highest number of pursuits that have been terminated since the agency began collecting this data in 1997.
- The PIT maneuver was used on five occasions.
- Surprisingly, officers only used Spike strips on one occasion in 2017.

Frequency of Officers Initiating Pursuits

It could be helpful for training purposes to monitor the number of pursuits that individual officers initiate. For example in years past, an officer who initiated far more pursuits than other officers prompted a review of the officer's practice. It was determined that he turned on his emergency equipment at quite a distance behind the motorist. This apparently gave the motorist confidence, because the following year the officer turned on his equipment directly behind the motorists, his frequency of pursuit was significantly reduced. In 2017, of the 43 pursuits, 15 officers initiated one pursuit, 12 officers initiated two pursuits, and one officer initiated four. These averages fall within an acceptable range.

Chart 13. Percentage of Pursuits Involving Collisions 2002-2017

Pursuits involving collisions 2002-2017

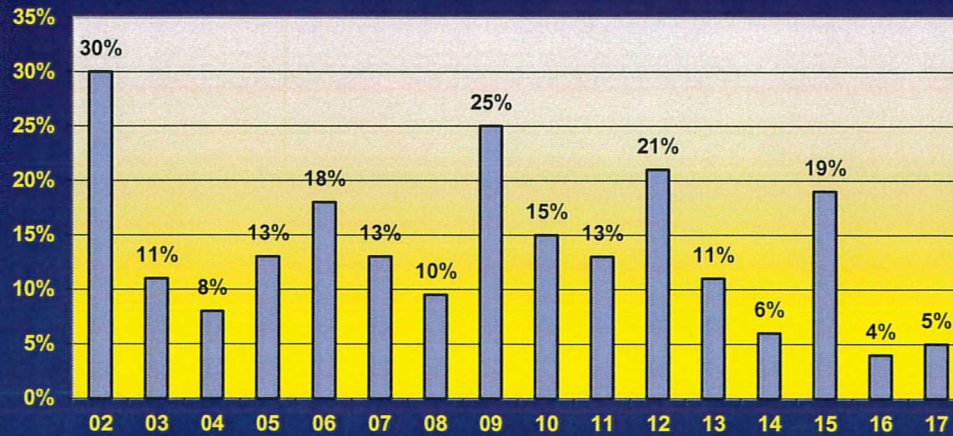
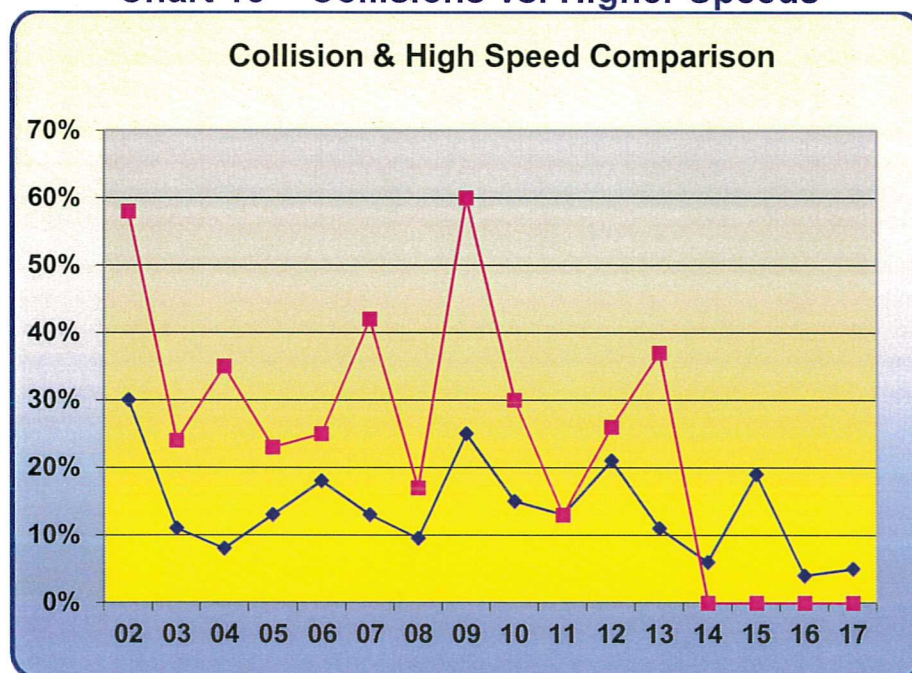


Chart 14 Notes

- 2017 can be viewed as a very safe year in terms of pursuits. There were two (2) suspect collisions and none involving officers. The suspect collisions were minor and involved stolen cars colliding with other vehicles. There were also three other incidents when some insignificant damage occurred after a PIT maneuver of Intentional Strike.

Chart 15 Collisions vs. Higher Speeds



Pink Represents Speed over 80 MPH

Black Represents Percentage of Pursuit Collisions

This chart depicts a possible correlation between the incidence of collisions and pursuits at speeds greater than 80 MPH, at least for most of the years depicted. It is interesting

to note that in years 2014-2017, there were no reported collisions involving speeds over 80 MPH. The minor collisions that did occur were from slower speed pursuits.

Conclusions

1. 2015, 2016, and 2017 have shown a significant increase in the number of pursuits than the seven prior years. The average length of each chase declined significantly. This was due to a change in the department pursuit policy.
2. In terms of what the officers knew at the time the suspects initiated the pursuits, nearly half of all 2017 pursuits were initiated for felony violations: stolen vehicles or other felony suspect actions. This is not to say that these were the only crimes the pursuit suspects were involved in, but officers were aware of felonious reasons initially in 46% of the pursuits. In fact, in all pursuits except when the suspects escaped, there were always other underlying reasons for fleeing.
3. The Auburn Police Department has a highly efficient method of capturing pursuit data for subsequent analysis and training.
4. Supervisors appeared to be very involved in monitoring the 2017 pursuits, far more so than in previous years. This year either supervisors or the officers appropriately terminated 33 of the 43 pursuits. This is important because the officers need to have a clear understanding that this enforcement activity is being monitored by supervisors and are ready to step in when necessary.
5. During several pursuits this year, officers used their siren intermittently or in some cases, not at all. In other pursuits, officers chased misdemeanor and infraction suspects well beyond the "few city blocks" as the policy mandates. Many of the pursuit critiques discussed these areas that fell outside of policy, but the sergeant still indicated that the pursuit fell within policy. Supervisors should not be afraid to call a pursuit outside of when appropriate.

Training

For many years EVOC training consisted of eight hours for each officer, every three years. During the eight hours, the officer received training in the Pursuit Policy, vehicle placement, auto-cross, high speed tactical driving, pursuit scenarios, and the Pursuit Immobilization Technique.

In 2015 there was a slight change. In order to capture officer attention, EVOC training was shortened to four hours of intensive high speed, PIT, and scenario based training. At least one third of the commissioned officers received pursuit driving and pursuit scenario training. They also received refresher training in the Pursuit Immobilization Technique. EVOC instructors have the officers continue to perform high speed training and the PIT maneuver until both the officer and instructor are comfortable the officer is thoroughly familiar with these techniques. The intent of training at Pacific Raceways is to get more

officers through this critical high risk - low frequency training. As it stands, nearly half of the department obtained this training.

The EVOC coordinator and several instructors review department pursuits and collisions. A determination is made to consider additional training for the officers that are found to be involved in preventable collisions.

Nine of the pursuits in 2017 did fall outside department policy guidelines, but they were essentially because officers unintentionally stretched the distance requiring officers to terminate pursuits for less serious offenses.

Recommendations for Further Consideration

1. Continue gathering information on the *Supervisor's Report of Pursuit* form that might explain the actual reasons the suspects are initiating pursuits.
2. Continue developing and comparing higher speeds with the incidence of collisions to determine whether a correlation actually exists.
3. Stress in training the importance of ending the pursuits as soon as possible, as well as the inherent dangers of pursuing at higher speeds.





AGENDA BILL APPROVAL FORM

Agenda Subject:

Airport Management Discussion (15 Minutes) (Gaub)

Date:

May 8, 2018

Department:

CD & PW

Attachments:

No Attachments Available

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background Summary:

As previously mentioned to the Council, staff requested that the City's contract management firm for the Auburn Municipal Airport, Airport Management Group LLC (AMG), provide information regarding its plans as a company beyond 2018 when its current contract with the City is scheduled to expire.

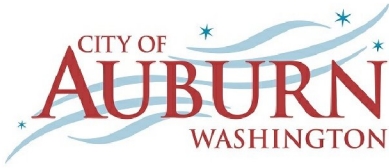
AMG has indicated they will not be submitting a proposal if the City chooses to continue with contracted management services for 2019 and beyond. With this information, timely consideration regarding the airport's management structure and approach is needed, especially since the chosen approach would need to be incorporated into the City's 2019-2020 budget proposal which is currently being developed. New management will need to be secured and in place by January 1, 2019 and will require some transition with AMG to insure smooth operations continue at the Airport.

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

Gaub

Meeting Date: May 14, 2018

Item Number:



AGENDA BILL APPROVAL FORM

Agenda Subject:

Matrix

Date:

May 8, 2018

Department:**Attachments:**

[Matrix](#)

[Special Focus Areas Key](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

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

Meeting Date: May 14, 2018

Item Number:

COUNCIL MATRIX

NO.	TOPIC	Chair	STAFF LEAD(S)	STUDY SESSION REVIEW DATE(S)	COUNCIL DISCUSSION SUMMARY	ACTION DATE
1	Capital Projects Update and Featured Capital Project Discussion	Chair DaCorsi Vice Chair Deputy Mayor Baggett	Asst. Director Gaub	5/14/2018		
2	Community Sustainability Series: Economic and Statutory Considerations for Municipalities	Chair DaCorsi Vice Chair Deputy Mayor Baggett	Asst. Director Tate	6/25/2018		
3	Sign Requirerments	Chair DaCorsi Vice Chair Deputy Mayor Baggett	Asst. Director Tate	6/25/2018		
4	Court Fees	Chair Brown Vice Chair Pelozo	City Attorney Heid	5/14/2018		
5	Multi-year Budgets	Chair Brown Vice Chair Pelozo	Finance Director Coleman	6/11/2018		
6	Homelessness Update	Chair Trout-Manuel Vice Chair Wales	Director Hinman	5/29/2018		
7	Multicare Behavioral Health Facility Update	Chair Trout-Manuel Vice Chair Wales	Director Hinman	5/29/2018		
8	DV Model Firearms Program	Chair Trout-Manuel Vice Chair Wales	City Attorney Heid	TBD		
9	One Table Presentation	Chair Trout-Manuel Vice Chair Wales	Pat Bailey and City Attorney Heid	5/29/2018		
10	Cost of Service Study - Planning and Development Fees	Chair Holman Vice Chair Brown	Finance Director Coleman	TBD		
11	Livable Cities Update	Chair Holman Vice Chair Brown	Asst. Director Tate	6/11/2018		
12	Annexations (islands and peninsulas)	Chair Holman Vice Chair Brown	City Attorney Heid	TBD		
13	Council Rules of Procedure	Deputy Mayor Baggett	City Attorney Heid	4/30/2018		

SPECIAL FOCUS AREAS

HEALTH & HUMAN SERVICES	FINANCE & ECONOMIC DEVELOPMENT	PUBLIC WORKS & COMMUNITY DEVELOPMENT	MUNICIPAL SERVICES
HUMAN SERVICES FUNDING PUBLIC WELLNESS DOMESTIC VIOLENCE SERVICES HOMELESSNESS SERVICES AFFORDABLE HOUSING COMMUNITY SERVICES HUMAN RESOURCES MEDICAL COMMUNITY RELATIONS	CITY BUDGET & AMENDMENTS RISK MANAGEMENT EQUIPMENT RENTAL FACILITIES CITY REAL PROPERTY LEGAL DEVELOPMENT INCENTIVES BUSINESS DEVELOPMENT ECONOMIC DEVELOPMENT STRATEGIES	UTILITIES ZONING, CODES & PERMITS INNOVATION & TECHNOLOGY TRANSPORTATION STREETS ENGINEERING CAPITAL PROJECTS SUSTAINABILITY ENVIRONMENTAL PROTECTION CULTURAL ARTS & PUBLIC ARTS PLANNING	POLICE SCORE JAIL DISTRICT COURT PARKS & RECREATION ANIMAL CONTROL SOLID WASTE EMERGENCY PLANNING AIRPORT AIRPORT BUSINESSES SISTER CITIES MULTIMEDIA
Councilmember Trout-Manuel, Chair Councilmember Wales, Vice Chair	Councilmember Holman, Chair Councilmember Brown, Vice Chair	Councilmember DaCorsi, Chair Deputy Mayor Baggett, Vice Chair	Councilmember Brown, Chair Councilmember Pelozo, Vice Chair
2018 MEETING DATES January 22, 2018 March 26, 2018 May 29, 2018 July 23, 2018 September 24, 2018 November 26, 2018	2018 MEETING DATES February 12, 2018 April 9, 2018 June 11, 2018 August 13, 2018 October 8, 2018 December 10, 2018	2018 MEETING DATES February 26, 2018 April 23, 2018 June 25, 2018 August 27, 2018 October 22, 2018 December 24, 2018	2018 MEETING DATES January 8, 2018 March 12, 2018 May 14, 2018 July 9, 2018 September 10, 2018 November 13, 2018