	<p style="text-align: center;"><b>City Council Meeting</b>  <b>June 18, 2018 - 7:00 PM</b>  <b>City Hall Council Chambers</b>  <b>AGENDA</b>  <b>Watch the meeting LIVE!</b></p> <p style="text-align: center;"><b>Watch the meeting video</b>  Meeting videos are not available until 72  hours after the meeting has concluded.</p>
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**I. CALL TO ORDER**

- A. **Pledge of Allegiance**
- B. **Roll Call**

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

- A. Chief Lee Retirement Proclamation & Presentation  
Mayor Backus to proclaim June 22, 2018 as "Chief Bob Lee Retirement Day" in the city of Auburn.
- B. City Attorney Dan Heid Proclamation & Presentation  
Mayor Backus to proclaim June 30, 2018 as "Dan Heid Retirement Day" in the city of Auburn.

**III. APPOINTMENTS**

**IV. AGENDA MODIFICATIONS**

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

**A. Public Hearings**

- 1. Public Hearing on the 2019-2024 Transportation Improvement Plan  
City Council conduct a public hearing to receive public comments and suggestions with regard to the proposed modifications to the 2019-2024 Transportation Improvement Plan (TIP).

***(RECOMMENDED ACTION: City Council hold the public hearing. For more action on this item, see Resolution No. 5354)***

**B. Audience Participation**

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

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

**VI. COUNCIL AD HOC COMMITTEE REPORTS**

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

## **VII. CONSENT AGENDA**

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

- A. Minutes of the March 29, 2018, March 30, 2018, May 14, 2018 and June 5, 2018 Special City Council Meetings
- B. Minutes of the May 29, 2018 City Council Study Session
- C. Minutes of the June 4, 2018 City Council Meeting
- D. Claims Vouchers (Coleman)  
Claim voucher numbers 449077 through 449293 in the amount of \$5,111,076.17 and two wire transfers in the amount of \$549,489.97 and dated June 18th, 2018.
- E. Payroll Vouchers (Coleman)  
Payroll check numbers 537946 through 537968 in the amount of \$231,388.85, electronic deposit transmissions in the amount of \$2,020,913.69 for a grand total of \$2,252,302.54 for the period covering May 31, 2018 to June 13, 2018.
- F. Public Works Project No. CP1717  
City Council to award Contract No. 18-02, to Tucci & Sons, Inc. on their low bid of \$2,192,069.20 plus Washington State sales tax of \$61,307.08 for a total contract price of \$2,253,376.28 for Project No. CP1717, 2018 Local Street Pavement Reconstruction Project

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

## **VIII. UNFINISHED BUSINESS**

### **IX. NEW BUSINESS**

### **X. ORDINANCES**

- A. Ordinance No. 6659 (Heid)  
An Ordinance of the City Council of the City of Auburn, Washington, amending Section 1.24.010 of the Auburn City Code and creating a new Chapter 9.24 of the Auburn City Code relating to new gross misdemeanor violations concerning drug-related activities

***(RECOMMENDED ACTION: City Council adopt Ordinance No. 6659.)***

- B. Ordinance No. 6682 (Coleman)  
An Ordinance of the City Council of the City of Auburn, Washington, creating a new Chapter 3.06 - repurposing of special capital funds - establishing a multi-year capital budgeting process, accommodating repurposing of certain monies within the same special funds and establishing guidelines for transferring monies between projects within the same capital funds

***(RECOMMENDED ACTION: City Council adopt Ordinance No. 6682.)***

C. Ordinance No. 6684 (Coleman)

An Ordinance of the City Council of the City of Auburn, Washington, amending Ordinance No. 6621, the 2017-2018 Biennial Budget Ordinance, as amended by Ordinance No. 6646, Ordinance No. 6656, Ordinance No. 6665, Ordinance No. 6666, and Ordinance No. 6680, authorizing amendment to the City of Auburn 2017-2018 Budget as set forth in Schedule "A" and Schedule "B"

***(RECOMMENDED ACTION: City Council adopt Ordinance No. 6684.)***

**XI. RESOLUTIONS**

A. Resolution No. 5355 (Gaub)

A Resolution of the City Council of the City of Auburn, Washington, approving the 2019-2024 Transportation Improvement Program of the City of Auburn pursuant to R.C.W. Chapter 35.77 of the laws of the State of Washington

***(RECOMMENDED ACTION: City Council adopt Resolution No. 5355.)***

B. Resolution No. 5356 (Gaub)

A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to execute an agreement with Sensus USA, Inc. for software as a service relating to remote water meter reading

***(RECOMMENDED ACTION: City Council adopt Resolution No. 5356.)***

**XII. MAYOR AND COUNCILMEMBER REPORTS**

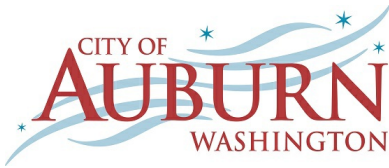
*At this time the Mayor and City Council may report on significant items associated with their appointed positions on federal, state, regional and local organizations.*

A. **From the Council**

B. **From the Mayor**

**XIII. ADJOURNMENT**

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



## AGENDA BILL APPROVAL FORM

**Agenda Subject:**

Public Hearing on the 2019-2024 Transportation Improvement Plan

**Date:**

June 7, 2018

**Department:**

CD & PW

**Attachments:**

[Resolution No. 5354](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:**

City Council conduct a public hearing to receive public comments and suggestions with regard to the proposed modifications to the 2019-2024 Transportation Improvement Plan (TIP). Attachments can be found with Resolution No. 5354.

**Background Summary:**

This public hearing is for public comment on Resolution No. 5354 amending the Six Year Transportation Improvement Program.

A draft was presented to City Council at study session on May 29th and June 11th. The draft was also presented to the Transportation Advisory Board on March 13th and June 12th. The draft was revised to incorporate comments received during these reviews. This public hearing set at the June 4th City Council meeting with Resolution 5354.

The Six-Year Transportation Improvement Program (TIP) is required to be amended annually as required by RCW 35.77.010. The primary importance of the TIP is that, in most instances, projects must be included on the TIP to be eligible for state and federal grant programs. The TIP identifies secured or reasonably expected revenues and expenditures for each of the projects included in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding 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 2019-2024 TIP**

**Deletions:** The following projects are proposed to be removed:



- TIP 2: A St Traffic Signal Improvements (\$1.20M) – This project was combined with TIP 19 (Auburn Way N/1st St NE Signal Improvements) to become I-1 (Signal Replacement Program) to address the ongoing need to replace signal infrastructure as it reaches the end of its service life.
- TIP 12: Grade Separated Crossing of the BNSF Railyard (\$32.1M) – This project was removed from the TIP as it is not anticipated to be started within the next six years. The project remains in the Comprehensive Transportation Plan.
- TIP 14: A Street SE Signal Safety and Traffic Operations (\$0.46M) – Will be completed in 2018.
- TIP 15: 8th Street NE Widening (Pike St NE to R St NE (\$1.45M) – The scope of this project was combined with R-20 (Lea Hill Rd Segment 1).
- TIP 19: Auburn Way N/1st St NE Signal Improvements (\$0.60M) - This project was combined with TIP 2 (A St Traffic Signal Improvements) to become I-1 (Signal Replacement Program) to address the ongoing need to replace signal infrastructure as it reaches the end of its service life.
- TIP 21: W Main St & C St NW Traffic Signal Upgrade (\$0.49M) - Will be completed in 2018.
- TIP 24: Academy Drive Multi-Use Trail (\$0.85M) - This project was removed from the TIP as it is not anticipated to be started within the next six years. The project remains in the Comprehensive Transportation Plan.
- TIP 53: Auburn Way S & 12th St SE Intersection Improvements (\$0.20M) – Will be completed in 2018.
- TIP 55: Auburn Way S Sidewalk Improvements (\$0.67M) - Will be completed in 2018.
- TIP 71: 15th St NE/NW Preservation (SR-167 to 8th St NE) (\$1.64M) - Will be completed in 2018.

**Additions:** The following projects are proposed to be added:

- TIP I-1: Signal Replacement Program (\$1.20M) – this project replaces TIP 2 (A Street SE Traffic Signal Improvements) and TIP 19 (Auburn Way N and 1st Street NE Signal Improvements). This will be an ongoing program to replace existing signal infrastructure as it reaches its end of life.
- TIP I-7: SE 320th St/116th Ave SE Roundabout (\$1.73M) – the project will construct a new roundabout along SE 320th Street at the intersection with 116th Avenue SE. The intersection is currently stop controlled on the 116th Avenue SE approaches. This was previously included as part of the scope for TIP #42 (SE 320th Street Corridor Improvements).
- TIP I-11: Auburn Way S/6th Street SE (\$1.20M) – The project will construct a new southbound right-turn lane on Auburn Way S at the intersection with 6th Street SE.
- TIP N-7: Auburn Way S Sidewalk – south side (17th Street SE to MIT Plaza south side) (\$0.71M) – The project will construct a new sidewalk along the south side of Auburn Way S between Howard Road to the west of the Muckleshoot Plaza signal. The City has received funding from TIB for similar improvements along the north side of Auburn Way S in this vicinity.
- TIP N-11: Lea Hill Safe Routes to School (\$1.83M) – the project will construct safe routes to schools improvements in the vicinity of Hazelwood Elementary School, Lea

Hill Elementary School, and Rainier Middle School.

- TIP P-10: A Street SE Preservation (37th Street SE to King/Pierce County Line) (\$1.71M) – the project will preserve the pavement and construct ADA improvements.
- TIP P-11: C Street SW Preservation (W Main Street to GSA Signal) (\$2.31M) - the project will preserve the pavement and construct ADA improvements.
- TIP P-12: Lakeland Hills Way Preservation (57th Drive SE to Lake Tapps Pkwy) (\$1.20M) - the project will preserve the pavement and construct ADA improvements.
- TIP R-15: Auburn Way S at Poplar Street Safety Improvements (\$0.27M) – the project will install improvements to improve safety along Auburn Way S in the vicinity of the curve adjacent to Poplar Street.

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

The development of a new numbering system for the projects has been implemented as part of this year's annual update. The TIP number for each project now identifies the project type, making individual projects easier to find, making future updates easier, and making the document more user friendly. The new numbering convention is as follows:

- I-X: Intersection, Signal and ITS projects
- N-X: Non-Motorized and Transit projects
- P-X: Preservation projects
- R-X: Roadway projects
- S-X: Study and Monitoring projects

Other changes proposed to be made as part of the annual update are to revise certain project descriptions, cost estimates, and anticipated funding sources to be more representative of project scopes and available funding sources.

**Reviewed by Council Committees:**

**Councilmember:**

**Meeting Date:** June 18, 2018

**Staff:**

Item Number:

Gaub

PH.1

## **RESOLUTION NO. 5354**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, SETTING THE TIME AND DATE FOR A PUBLIC HEARING BEFORE THE CITY COUNCIL ON THE 2019-2024 TRANSPORTATION IMPROVEMENT PLAN

WHEREAS, RCW 35.77.010 requires that the City of Auburn annually prepare and adopt a comprehensive transportation improvement program for each ensuing six calendar years to ensure that the City will have available advance plans as a guide in carrying out a coordinated street construction program; and

WHEREAS, RCW 35.77.010 requires the City Council to annually conduct a public hearing to review the work accomplished under each six-year Transportation Improvement Program, and to adopt a revised and extended comprehensive transportation improvement program.

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

**Section 1. PURPOSE.** The purpose of this Resolution is for the City Council to set a time and date for a public hearing on the 2019-2024 Transportation Improvement Plan, to review the work accomplished under the program, and to identify capital transportation system improvement projects, and relevant transportation studies.

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Resolution No. 5354  
May 23, 2018  
Page 1

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

**Section 3. DATE OF HEARING.** Pursuant to the requirements of State law, a public hearing on said 2019-2024 Transportation Improvement Program will be held on the 18th day of June, 2018, at 7:00 p.m., or as soon thereafter as reasonably possible, in the Council Chambers of the Auburn City Hall at 25 West Main Street in Auburn, Washington, before the City Council. All persons interested in said 2019-2024 Transportation Improvement Program may attend and testify at said hearing.

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

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

DATED and SIGNED this \_\_\_\_\_ day of June, 2018.

CITY OF AUBURN

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NANCY BACKUS  
MAYOR

ATTEST:

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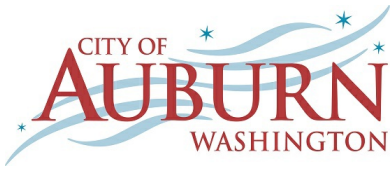
Danielle E. Daskam,  
City Clerk

APPROVED AS TO FORM:

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Daniel B. Heid,  
City Attorney

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Resolution No. 5354  
May 23, 2018  
Page 3



## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Minutes of the March 29, 2018, March 30, 2018, May 14, 2018  
and June 5, 2018 Special City Council Meetings

**Date:**

June 11, 2018

**Department:**

Administration

**Attachments:**

[3-29-2018 minutes](#)

[3-30-2018 Minutes](#)

[05-14-2018 Minutes](#)

[06-05-2018 Minutes](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

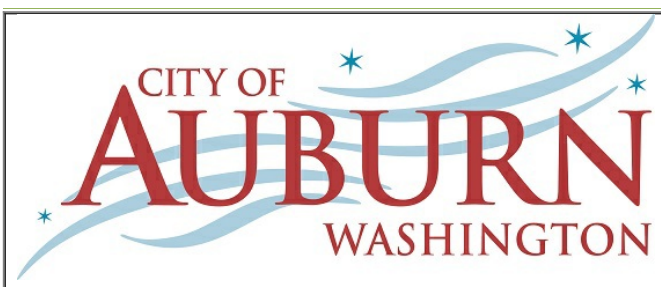
Revised Budget: \$0

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

**Meeting Date:** June 18, 2018

**Staff:**

**Item Number:** CA.A



**Special City Council Meeting  
March 29, 2018 - 8:00 AM  
Green River College - 12401 SE 320th  
St, Auburn  
AGENDA**

**I. CALL TO ORDER**

Mayor Backus called the Special Meeting to order at 8:30 a.m. at Green River College, 12401 SE 320th St, Auburn. The purpose of the meeting is to meet in a workshop session to discuss the City Council's vision and mission statements, goals and expectations, priorities and objectives, budgeting and business practices.

**II. DISCUSSION ITEMS**

**A. Council 2018 Budget Retreat**

Mayor Backus introduced the facilitator, Dave Mercier.

Mr. Mercier set the agenda and each department reviewed their departmental work plan and goals.

Assistant Director Gaub reviewed the staff levels of Engineering Services and Maintenance and Operations. She explained the Public Works Department is responsible for all potable water systems, the sanitary sewage collection system, the storm drainage system, the transportation system for all modes of transportation, general aviation at the airport, the City fleet and the Central Stores for the City. She reviewed the Public Works departmental long and short term planning goals. She reviewed the 2018 Public Works budget.

Assistant Director Gaub and Assistant Director Bailey reviewed the 2017-2018 Departmental Objectives and the progress on each objective, the 2018 Significant Work Plan and departmental priorities moving forward.

Councilmember Pelosa asked if the City has considered bringing the airport management in house. Assistant Director Gaub stated the proposal will be brought to Council for direction at a future meeting.

Assistant Director Tate reviewed the Community Development Department organizational chart and staff levels. The Community Development Department's primary functions include structural plan review, civil plan review, zoning and land use, environmental review, floodplain administration, building and site inspections, business licensing, code compliance, long range planning, comprehensive plan, Planning Commission, regional planning, the Façade Improvement program,

general customer services and parking permits. He explained the difference between public and private development and the departmental goals, future plans and challenges.

Chief Lee reviewed the Police Department (PD) mission and vision statements, the departmental staffing and training requirements. He spoke on the program improvements including six new commissioned police officers, and an embedded IT staff member at the PD, animal control coverage seven days a week, the Alive & Free program, the use of Taser guns and body cameras for some officers. He reviewed the 2019-2020 challenges for the Police Department including increased work load, inadequate police building and facilities and staffing.

Council discussed the need to plan and build a new Police Station and Maintenance and Operations facilities.

Director Faber reviewed the Parks Department organizational structure and the benefits and purpose of having parks. He reviewed the services the Parks Department offers and the available funding sources. The Park Department general fund expenditures include administration, planning, arts, the theater, City planned events, the Senior Center, the White River Museum and Mary Olson Farm, park maintenance and the golf course.

Council discussed the funds needed to subsidize the various parks programs and facilities.

Director Hinman reviewed the divisions that make up the Administration Department including Economic Development, Facilities, Community Services, Multi Media and Communications, Emergency Management and Administration. She reviewed each division and the function they serve within the City.

Director Haugan presented the Innovation and Technology Department's goals and work plan for 2018. He discussed the program improvements for the 2017 year and the enterprise projects that are underway. He reviewed the anticipated challenges for the upcoming budget cycle.

Director Coleman reviewed the Finance Department's mission statement and departmental overview. She discussed the general fund budgeting challenges for the past several years and the anticipated increases to costs and decreases to revenue. She reviewed the various activities the department is required to complete.

City Attorney Heid explained the Legal Department provides mostly internal services to other City departments. He stated the department is responsible to provide legal advice to all City staff, representing the City in hearings and at court, reviewing the statutory obligations for the City, public records and reviewing the legislative immunities that apply to the City.



Director Roscoe reviewed the Human Resources and Risk Management Department. He stated the Human Resources division is primarily tasked with hiring employees, staff training and discipline. The Risk Management division receives approximately 100 claims per year, maintains the insurance of property and vehicles and workers compensation.

Mayor Backus recessed the meeting for lunch from 12:30 p.m. to 1:00 p.m.

Mayor Backus reconvened the meeting at 1:00 p.m.

Director Coleman provided Council and staff with the six year budget forecast.

Council discussed expenditures and revenue for parks, the costs of benefits for staff, and the costs associated with SCORE jail. Council discussed options for cost savings and ways to increase revenues to the general fund.

Mayor Backus recessed the meeting from 2:40 p.m. to 3:10 p.m.  
Mayor Backus reconvened the meeting at 3:10 p.m.

Director Hinman reviewed the Council Goals and Vision Statements, the 10 year Economic Development Strategic Plan vision statement and the 2014 Visioning for Administration.

Director Faber reviewed the Vision statements for the Parks and Open Space Master Plan, the Les Gove Campus Master Plan, the 104th Ave SE Master Plan, Green River Park Master Plan, the Jacobson Tree Farm Master Plan and the Arts and Culture Center Renovation Plan.

Assistant Director Tate reviewed the Greenhouse Gas Inventory Climate Action Plan, the Main Street Scape Urban Design Plan, the Boeing Area Wide Remediation Plan, the Auburn Environmental Park Master Plan, Auburn Way South Corridor Plan, the Downtown Parking Management Plan and the 2015 Health Impact Assessment.

Assistant Director Gaub reviewed the Airport Competitive Market Assessment Long Term rate study, the Pavement Condition Assessment, the Water Comprehensive Plan, the Sewer Comprehensive Plan, the Transportation Comprehensive Plan, the Airport Strategic Business Plan, Storm Drainage Comprehensive Plan and the Airport Master Plan.

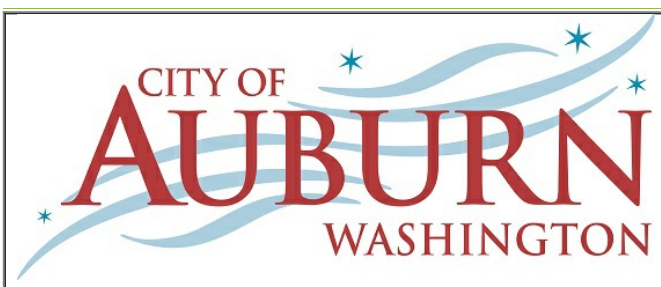
Assistant Director Tate reviewed the value statement in the Core Plan.

Council discussed a possibility of Council action being linked to the Council values and goals.

### **III. ADJOURNMENT**

Mayor Backus recessed the meeting at 4:12 p.m. until 8:30 a.m. on April 30, 2018.

*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.*



**Special City Council Meeting  
March 30, 2018 - 8:00 AM  
Green River College - 12401 SE 320th  
St, Auburn  
AGENDA**

**I. CALL TO ORDER**

Mayor Backus reconvened the Special Meeting at 8:30 a.m. The Special Meeting was a continuation of the Special Meeting held on March 29, 2018.

**II. DISCUSSION ITEMS**

**A. Council 2018 Budget Retreat**

Director Coleman reviewed the non-discretionary expenditures and the discretionary funding sources. She explained the requirements for using funds from each area.

Council discussed various ideas for generating additional revenue to meet expected future budget shortfalls including cutting expenditures, raising taxes, implementing a B&O Tax and/or a Public Safety Tax, creating a Metropolitan Park District, reducing printing costs, extending the length of vehicles life, additional fees for permitting and development, additional bonding or levy options and establishing police impact fees.

Director Coleman reviewed the Capital Funds that are included in the General Fund. Funding is already budgeted for facility planning for a new M&O facility but not for a Police station. Council discussed the facility needs of the City and the need to plan for needed facility improvements and replacements.

Councilmembers discussed the Council Standing Budget Goals.

Mayor Backus recessed the meeting for 15 minutes at 11:00 a.m.  
Mayor Backus reconvened the meeting at 11:15 a.m.

Mayor Backus conducted an exercise where Council and staff shared "What I Love About Auburn"

**III. ADJOURNMENT**

There being no further business to come before the Council, the meeting adjourned at 11:37 a.m.

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018.

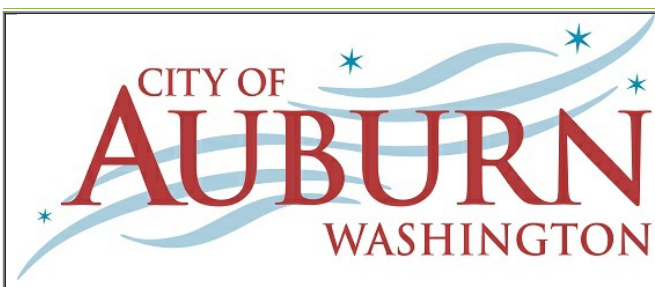
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NANCY BACKUS, MAYOR

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Shawn Campbell, Deputy City Clerk

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**Special City Council Meeting  
May 14, 2018 - 4:00 PM  
Executive Conference Room - 25 West  
Main Street  
AGENDA**

**I. CALL TO ORDER**

Mayor Backus called the special City Council meeting to order at 4:02 p.m. The purpose of the special City Council meeting was to hold the Washington State Auditors Entrance Conference.

Councilmembers present: Deputy Mayor Bob Baggett, Claude DaCorsi, Bill Peloza, Yolanda Trout-Manuel. Councilmembers Larry Brown, John Holman and Largo Wales were excused.

Mayor Nancy Backus and the following department directors and staff members were present: City Attorney Dan Heid, Finance Director Shelley Coleman, Assistant Finance Director Kevin Fuhrer, Accounting Manager Janice Davies and Deputy City Clerk Shawn Campbell.

**II. DISCUSSION ITEMS**

**A. Washington State Auditor Entrance Conference**

Director Coleman introduced the audit team from the Washington State Auditors Office, Leah Hafterson, Assistant Audit Manager; Lacey Scott Audit Lead and Hannah Olafson, Assistant State Auditor.

Ms. Scott shared the vision for the State Auditor's Office is to increase the trust in government. The purpose of the meeting is to share the planned audit scope and receive any feedback. She explained the audit scope will include an accountability audit, a financial statement audit and a federal grant compliance audit for the fiscal year 2017. The engagement letter confirms both the management and auditors responsibilities and the terms and limitations of the audit. She reviewed the levels of reporting in the audit as any reportable items including findings, management letters and exit items.

Ms. Scott reviewed the audit costs which are estimated to be \$88,000.00 plus travel costs, the expected communication from staff and the audit dispute process.

Ms. Scott explained there are some ongoing issues that are affecting local governments including the new GASB requirements and bid threshold changes.

### III. ADJOURNMENT

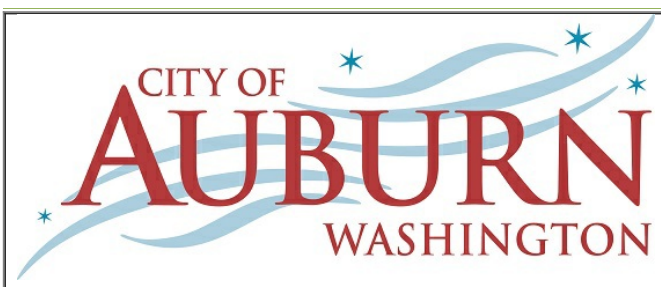
There being no further business to come before the Council, the meeting adjourned at 4:13 p.m.

APPROVED this 18th day of June, 2018.

\_\_\_\_\_  
NANCY BACKUS, MAYOR

\_\_\_\_\_  
Shawn Campbell, Deputy City Clerk

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**Special City Council Meeting  
June 5, 2018 - 1:00 PM  
City Hall Council Chambers  
AGENDA**

**I. CALL TO ORDER**

Mayor Backus called the Special City Council Meeting to Order at 1:03 p.m. The purpose of the meeting was to discuss the 2019-2020 Biennial Budget and Budget processes.

Councilmembers present: Deputy Mayor Bob Baggett, Larry Brown, Claude DaCorsi, John Holman, Bill Pelozza and Yolanda Trout-Manuel. Councilmember Largo Wales was unexcused.

Mayor Nancy Backus and the following Department Directors and staff members present include: Finance Director Shelley Coleman, Police Chief Bob Lee, Assistant Police Chief Bill Pierson, Innovation and Technology Director Paul Haugan, Parks, Arts and Recreation Director Daryl Faber, Assistant Finance Director Kevin Fuhrer, Administrative Assistant Evelyn McOsker, Customer Care Manager Brenda Goodson-Moore, Accounting and Financial Reporting Manager Chase Donnelly, Human Services Manager Joy Scott, Human Services Program Coordinator Emily Pearson and Deputy City Clerk Shawn Campbell.

**II. DISCUSSION ITEMS**

**A. 2019-2020 Biennial Budget and Budget Processes**

Director Coleman reviewed the agenda for the meeting and explained to Council what to expect from this and future budget workshops. She reviewed a biennial budget process opposed to an annual budget process. Director Coleman reviewed the City of Auburn's Mission Statement. She explained staff will use the City's Mission Statement, Core Values, Broad Budget Goals and Departmental Goals when developing the proposed 2019-2020 Biennial Budget.

Director Coleman shared a video on Broad Budget Goals.

Director Coleman reviewed the 2017-2018 Broad Budget Goals including Provide Public Safety, Complete Public Works Projects, Actively Support Regional Transportation Projects, Encourage Economic Development, Enhance Quality of Life, Improve the Designated Urban Center and Encourage a Sense of Community and the recommended 2019-2020 Broad Budget Goals including Safety, Infrastructure, a Thriving Local Economy, Celebrate a Livable Community and Responsible Government. Director Coleman shared a video on Fund Accounting.

Director Coleman reviewed the funds the City of Auburn will include in the 2019-2020 Budget including the General Fund, Special Revenue Fund, Debt Service Fund, Capital Projects Fund, Enterprise Funds, and Internal Service Funds.

Director Coleman explained the Operating and Capital Fund structure for project budgeting and the multi-year budgeting process.

Director Coleman reviewed the responsibility structure for each fund and reviewed sample budgets for the General Fund and a Capital Projects Fund

Director Coleman reviewed the budget challenges for the City including General Fund sales tax growth is slow, the City has used the banked property tax levy capacity and is now limited to 1% per year, the sunset of the Streamlined Sales Tax mitigation payments in September of 2019, the demand for services is increasing faster and greater than budgeted revenue growth, growing human services needs, the unfunded PERS 1 retirement program, labor contracts are due for negotiations at the end of 2018, LEOFF 1 liability and the "Silver Tsunami" retirement effect. Director Coleman reviewed the property tax levy statistics, the policy for fund balances, the working reserve capital guidelines and the six year budget forecast.

### III. ADJOURNMENT

There being no further business to come before the Council, the meeting adjourned at 2:37 p.m.

APPROVED this 18th day of June, 2018.

\_\_\_\_\_  
NANCY BACKUS, MAYOR

\_\_\_\_\_  
Shawn Campbell, Deputy City Clerk

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## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Minutes of the May 29, 2018 City Council Study Session

**Department:**

Administration

**Attachments:**

[Minutes](#)

**Date:**

June 12, 2018

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

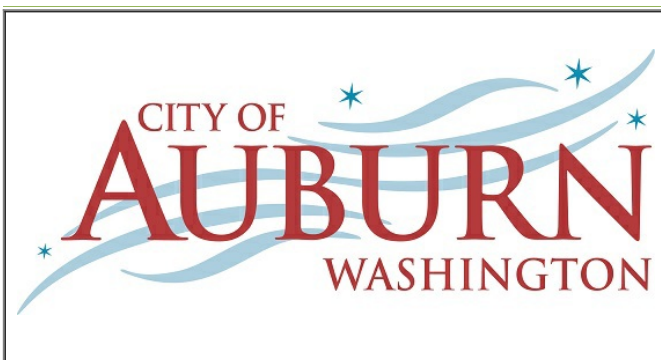
Revised Budget: \$0

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

**Meeting Date:** June 18, 2018

**Staff:**

**Item Number:** CA.B



**City Council Study Session HHS SFA  
May 29, 2018 - 5:30 PM  
Council Chambers - City Hall  
MINUTES**

**Watch the meeting LIVE!**

**Watch the meeting video**

Meeting videos are not available until 72 hours after the meeting has concluded.

**I. CALL TO ORDER**

Deputy Mayor Bob Baggett called the meeting to order at 5:30 p.m. in the Council Chambers of Auburn City Hall, 25 West Main Street in Auburn.

**A. Roll Call**

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

Mayor Nancy Backus and the following department directors and staff members were present: Assistant Director of Engineering Services/City Engineer Ingrid Gaub, Traffic Engineer James Webb, Parks, Arts and Recreation Director Daryl Faber, Police Commander Dan O'Neil, Innovation and Technology Director Paul Haugan, Assistant Director of Community Development Services Jeff Tate, Director of Administration Dana Hinman, Human Services Manager Joy Scott, and City Clerk Danielle Daskam.

**II. ANNOUNCEMENTS REPORTS AND PRESENTATIONS**

There was no announcement, report or presentation.

**III. AGENDA ITEMS FOR COUNCIL DISCUSSION**

**A. SR167 and SR509 Gateway Project (Gaub) (20 Minutes)**

Assistant Director of Engineering Services/City Engineer Ingrid Gaub introduced the presenter, Craig Stone, PE, Washington State Department of Transportation (WSDOT) Gateway Program Administrator.

In 2015, the Washington State Legislature and Governor Inslee acted to fund the SR167 and SR509 Gateway Program through the Connecting Washington revenue package. The Gateway Program is comprised of two projects: the State Route 167 Completion Project, which connects the current SR167 to the Port of Tacoma and the State Route 509 Completion Project, which connects SeaTac Airport/SR509 to the I-5 Corridor.

WSDOT is the lead project sponsor and is responsible for the planning, design and construction of the Gateway Program, as well as for its overall financial management. Funding for the Gateway project will come from designated Connecting Washington funds (\$1.565 billion), tolling (\$180 million), grants (\$111 million), and local contributions (\$130 million).

The local contribution of \$130 million will come from the ports, local agencies, and federal and other grants.

Mr. Stone distributed a folio of the project dated Spring 2018.

Project benefits include:

- Completes critical freight links between the Port of Tacoma and manufacturing and industrial areas in Pierce County
- Reduces congestion on local roads and highways by providing improved east-west travel
- Improves safety and manages congestion with tolling
- Connects walking/biking trails
- Provides environmental enhancements
- Supports regional job growth and economic growth associated with the state's two largest ports

Steve Gorcester, Independent Grant Strategist for WSDOT, spoke regarding the grant strategy to lessen burden on funding partners. Three of the four grants applied for have been secured.

Mr. Stone also spoke about the Memorandum of Understanding (MOU) development process. Auburn is considered a Tier 3 city and will have no cost associated with the project, but is asked to sign the MOU to express its intent to support the project.

Assistant Director/City Engineer Gaub reported the MOU/Interlocal Agreement will be on the Council's June 4th agenda for consideration.

**B. 2019-2024 Transportation Improvement Plan Annual Update (Gaub) (15 Minutes)**

James Webb, Traffic Engineer, reviewed the proposed 2019-2024 Transportation Improvement Program annual update. The Six-Year Transportation Improvement Program (TIP) must be amended annually. In most instances, projects must be 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. Projects listed in the first three years of the TIP are shown as having secured funding while projects in years four through six can be partially or completely unfunded.

Traffic Engineer Webb noted a new numbering system of the TIP projects is included in the updated TIP. The TIP number for each project identifies

the project type, using the following numbering convention:

- I-X Intersection, Signal and ITS projects
- N-X Non-motorized and Transit projects
- P-X Preservation projects
- R-X Roadway projects
- S-X Study and Monitoring projects

Projects removed the TIP are:

- TIP 2: A Street Traffic Signal Improvements, combined with TIP 19 to become I-1
- TIP 12: Grade Separated Crossing of the BNSF Rail Yard - this project was removed from the TIP as it is not anticipated to be started within the next six years
- TIP 14: A Street SE Signal Safety and Traffic Operations will be completed in 2018
- TIP 15: 8th Street NE Widening combined with R-20 (Lea Hill Rd Segment 1)
- TIP 19: Auburn Way N/1st St NE Signal Improvements - combined with TIP 2 to become I-1
- TIP 21: West Main St & C St NW Traffic Signal Upgrade will be completed in 2018
- TIP 24: Academy Drive Multi-Use Trail was removed as it is not anticipated to be started within the next six years
- TIP 53: Auburn Way S & 12th Street SE Intersection Improvements will be completed in 2018
- TIP 55: Auburn Way S Sidewalk Improvements will be completed in 2018
- TIP 71: 15th St NE/NW Preservation will be completed in 2018

Projects proposed to be added to the TIP:

- TIP I-1: Signal replacement program. This will be an ongoing program to replace existing signal infrastructure as it reaches its end of life
- TIP I-7: SE 320th St/116th Ave SE Roundabout
- TIP I-11: Auburn Way S/6th Street SE to construct a new southbound right turn lane on Auburn Way S
- TIP N-7: Auburn Way S Sidewalk - Southside (17th Street SE to MIT Plaza)
- TIP N-11: Lea Hill Safe Routes to School in the vicinity of Hazelwood Elementary, Lea Hill Elementary and Rainier Middle School
- TIP P-10: A Street SE Preservation (37th St SE to King/Pierce County Line)
- TIP P-11: C Street SW Preservation (W Main to GSA Signal)
- TIP P-12: Lakeland Hills Way Preservation (57th Dr SE to Lake Tapps Parkway)
- TIP R-15: Auburn Way S at Poplar St Safety Improvements

Councilmember Pelozza proposed adding rebuilding of 4th Street SE between M Street and Auburn Way South to the TIP at the 2019-2020 time period. Assistant Director/City Engineer Gaub stated if the 4th Street SE project was added to the TIP, other projects will need to be removed. Assistant Director/City Engineer Gaub explained 4th Street SE is an arterial roadway and will need to be funded through the Arterial Preservation Fund. In 2019, the arterial preservation funds are allocated to grant funded projects that are already in design phase.

Mayor Backus stated arterial preservation funds are directed to streets that have not failed, because it is less expensive to maintain and preserve those streets. Mayor Backus stated 4th Street SE will require total reconstruction.

Assistant Director/City Engineer Gaub stated it would take several years of funding from the Arterial Preservation Fund to fund the 4th Street SE Project. She noted other streets, such as 2nd Street SE between A Street SE and Auburn Way South is in similar condition. The City is at a PCI rating of 66 as an average.

Councilmember DaCorsi requested an estimated cost for the 4th Street SE project.

Traffic Engineer Webb reviewed the next steps for the TIP. The public hearing on the TIP will be scheduled for June 18th with the TIP anticipated to be adopted on the same evening.

C. Resolution No. 5370 - Massena PBRs Application (Tate) (10 Minutes)

Presentation of a Public Benefit Rating System application submitted to King County (parcels 3421059044 and 3421059061)

Assistant Director of Community Development Services Jeff Tate presented proposed Resolution No. 5370 expressing the City's support for including parcels 3421059044 and 3421059061 in the King County Public Benefit Rating System (PBRs). Also in attendance was Bill Bernstein from the King County Department of Natural Resources who provided background on the Public Benefit Rating System.

The Public Benefit Rating System is an open space property tax program allowed under state law and administered by the county. The intent of the program is to encourage preservation of open space lands, agricultural lands and forested lands that are in private ownership by offering property tax reductions for land owners who are willing to preserve their land. Property owners can seek to preserve agricultural land, surface water quality buffer, forest stewardship, and public access. Property tax reductions that are awarded to an owner carry land management obligations that are recorded against the property. A reduction in property tax revenue from a single property results in a shift whereby all other

property tax payers within the county share in making up the lost revenue.

The Massena property consists of two separate parcels that total 10.08 acres. The owner is seeking enrollment in the PBRs program under the farm and agricultural conservation land category. King County is recommending that 8.35 acres of the total property be enrolled in the program and that the taxable value of the property be reduced by 50 percent. Enrollment in the PBRs must be approved by the City and King County legislative bodies.

Mr. Bernstein stated the property owners would be required to operate under a Farm Management Plan, developed with the help of the King Conservation District, in order to maintain enrollment in the PBRs.

Assistant Director Tate advised the resolution will be on the June 4th Council agenda for consideration.

#### IV. HEALTH AND HUMAN SERVICES DISCUSSION ITEMS

At 6:42 p.m., Deputy Mayor Baggett recessed the meeting for a 5-minute intermission.

Deputy Mayor Baggett reconvened the meeting at 6:48 p.m.

At this time, Councilmember Trout-Manuel, chair of the Health and Human Services Special Focus Area, presided over the Health and Human Services discussion items.

##### A. Behavioral Health Facility Update (Hinman) (20 Minutes)

Presenters:

Ingrid Gourley Mungia, Director of Government Relations for MultiCare Health System  
Ann McBride, President of CHI Franciscan Post-Acute Care Services  
Maureen Womack, CEO of Alliance for South Sound

Director of Administration Dana Hinman introduced Ingrid Gourley Mungia, Director of Government Relations for MultiCare Health System; Maureen Womack, Chief Executive Officer for Alliance for South Sound Health; and Eric Brown, Director of Human Resources for Alliance for South Sound Health, who provided an update on the new Alliance Behavioral Health Hospital on the Allenmore Campus.

Ms. Womack spoke about the unique partnership between CHI Franciscan and MultiCare, to create a new behavioral health hospital, along with countless other donors. Hospital activation will begin on June 4, 2018. Activation is the process of preparing staff, equipment and the facility for start-up.

Ms. Womack spoke about the need for the hospital. Washington State ranks 47th in the United States for available psychiatric beds. The few state hospital beds that remain have months long wait lists.

The hospital will provide acute behavioral health services to individuals experiencing a psychiatric emergency and/or a life threatening substance use disorder. The primary goal of the services is to stabilize and improve psychological and physical symptoms of distress and to engage individuals in an appropriate treatment service.

Ms. Womack stated the new behavioral health hospital will include a blend of advanced technology and beautiful healing spaces.

Mr. Eric Brown spoke about securing the leadership team, position recruitment and community connections. The hospital will employ approximately 300 people.

B. One Table Update (Hinman) (20 Minutes)

Director of Administration Dana Hinman provided an update on the One Table initiative. One Table is a comprehensive effort made up of business, service providers, healthcare professionals, faith community members, philanthropists, labor, academia and community members and people who have experienced homelessness.

The group has been assessing the region's current response to homelessness, including root causes such as lack of affordable housing, behavioral health issues, the child welfare system, criminal justice system, and loss of employment.

Director Hinman directed the Council's attention to the draft report from the Homeless Task Force Action Plan and the One Table recommended action statements, including six priority actions: affordable housing solutions, housing stabilization fund, on-demand behavioral health services, comprehensive service package for all foster youth aging out of care, criminal justice system to reduce bookings for charges that are a direct result of homelessness and behavioral health crises, and employment programs.

Director Hinman requested Council's feedback to take back to the One Table work group.

Councilmember DaCorsi recommended joining forces with the State Affordable Housing Advisory Board.

Mayor Backus encouraged feedback from Council on which strategies Auburn should participate in as part of the regional homelessness response.

V. OTHER DISCUSSION ITEMS

There was no other discussion item.

VI. NEW BUSINESS

There was no new business.

## VII. MATRIX

### A. Matrix

Councilmembers reviewed the matrix: discussion of Consolidated Court Fees will be scheduled for a future date, the Homeless Update will be scheduled for the next Health and Human Services Special Focus Area study session, the next Capital Projects Update will be scheduled for a future meeting.

## VIII. ADJOURNMENT

There being no further discussion, the meeting adjourned at 7:49 p.m.

APPROVED this 18th day of June, 2018.

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BOB BAGGETT, DEPUTY MAYOR

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Danielle Daskam, City Clerk

*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

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**Agenda Subject:**

Minutes of the June 4, 2018 City Council Meeting

**Department:**

Administration

**Attachments:**

[Minutes](#)

**Date:**

June 10, 2018

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

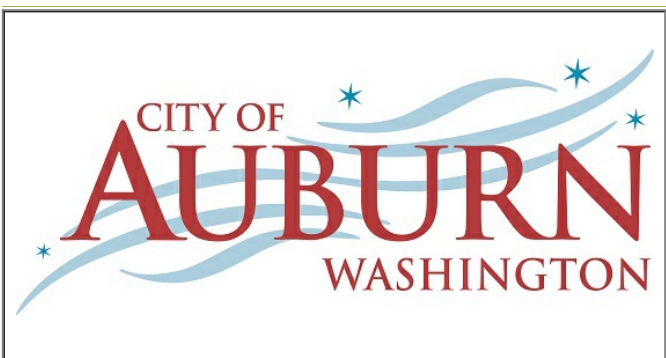
Revised Budget: \$0

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

**Meeting Date:** June 18, 2018

**Staff:**

**Item Number:** CA.C

	<p style="text-align: center;"><b>City Council Meeting</b>  <b>June 4, 2018 - 7:00 PM</b>  <b>City Hall Council Chambers</b>  <b>MINUTES</b>  <b>Watch the meeting LIVE!</b></p> <p style="text-align: center;"><b>Watch the meeting video</b>  Meeting videos are not available until 72  hours after the meeting has concluded.</p>
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## I. **CALL TO ORDER**

### A. **Pledge of Allegiance**

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

### B. **Roll Call**

Councilmembers present: Deputy Mayor Baggett, Larry Brown, Claude DaCorsi, John Holman, Bill Pelozza, Yolanda Trout-Manuel, and Largo Wales.

Mayor Nancy Backus and the following department directors and staff members were present: City Attorney Daniel B. Heid, Innovation and Technology Director Paul Haugan, Police Commander Dan O'Neil, Finance Director Shelley Coleman, Assistant Director of Engineering Services/City Engineer Ingrid Gaub, Assistant Director of Public Works Randy Bailey, Assistant Director of Community Development Services Jeff Tate, and City Clerk Danielle Daskam.

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

### A. **Legislative Update: 31st District Representative Drew Stokesbary**

State Representative Drew Stokesbary, representing the 31st Legislative District, updated the Council regarding the last legislative session. He highlighted passage of the capital budget, which included funding for Nexus Youth and Family Services for a new facility, the Auburn YMCA campus expansion, and matching funds for school districts that recently passed bond measures, including Olympic Middle School. He acknowledged homelessness is a regional problem and the state budget includes some funding and programs to address the issue. The session also included approval of a pilot project in Snohomish County to coordinate and integrate human services and passage of the Voting Rights Act. Representative Stokesbary briefly spoke regarding the outcome of Initiative 940, the use deadly force legislation. In response to a question

from Councilmember Brown, Representative Stokesbary commented on the Public Records Act and its application to the legislature.

### III. APPOINTMENTS

#### A. Auburn Airport Advisory Board

City Council to confirm the following appointments to serve on the Auburn Airport Advisory Board for three year terms, expiring December 31, 2021.

- **Danielle Butsick**
- **Wayne Osborne**
- **Sean Morrow**

Councilmember Pelozo moved and Councilmember Holman seconded to confirm the appointments to the Airport Advisory Board.

MOTION CARRIED UNANIMOUSLY. 7-0

#### B. Auburn Tourism Board

City Council to confirm the following appointments to serve on the Auburn Tourism Board:

**Karrie Schofield – (Best Western Hotel)** – to fill the unexpired term of Tonia Jones to expire December 31, 2020.

**Malia Dale – (Red Lion Hotel)** to fill the unexpired term of Ting Phonsanam to expire December 31, 2019.

**Chantelle Herburger (Gosanko Chocolate)** – to fill the unexpired term of Carina Saucedo to expire December 31, 2020.

Deputy Mayor Baggett moved and Councilmember Holman seconded to confirm the appointments to the Tourism Board.

MOTION CARRIED UNANIMOUSLY. 7-0

### IV. AGENDA MODIFICATIONS

There was no change to the agenda.

### V. CITIZEN INPUT, PUBLIC HEARINGS AND CORRESPONDENCE

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

No public hearing was scheduled for this evening.

#### B. Audience Participation

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

No one from the audience requested to address the Council.

**C. Correspondence**

There was no correspondence for Council review.

**VI. COUNCIL AD HOC COMMITTEE REPORTS**

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

Councilmember Brown, chair of the Finance ad hoc committee, reported he and Councilmember Holman reviewed 156 claims vouchers in the amount of \$1,312,994 and wire transfers in the amount of \$711,291 for a grand total of approximately \$2 million. The committee also reviewed payroll vouchers dated May 17-May 30, 2018, in the approximate amount of \$2.5 million. Councilmember Brown reported all items were in order, and the ad hoc committee recommends approval.

Councilmember DaCorsi, chair of the Roads Projects ad hoc committee, reported the ad hoc committee has not met since the last Council meeting, but is scheduled to meet Tuesday afternoon.

**VII. CONSENT AGENDA**

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

**A. Minutes of the May 21, 2018 City Council Meeting**

**B. Claims Vouchers (Coleman)**

Claims vouchers 448921 through 449076 in the amount of \$1,312,993.97 and five wire transfers in the amount of \$711,291.29 and dated June 4, 2018.

**C. Payroll Vouchers (Coleman)**

Payroll check numbers 537922 through 537945 in the amount of \$511,488.68 and electronic deposit transmissions in the amount of \$1,934,215.07 for a grand total of \$2,445,703.75 for the period covering May 17, 2018 to May 30, 2018.

Deputy Mayor Baggett moved and Councilmember Brown seconded to approve the Consent Agenda.

MOTION CARRIED UNANIMOUSLY. 7-0

**VIII. UNFINISHED BUSINESS**

There was no unfinished business.

**IX. NEW BUSINESS**

There was no new business.

## **X. RESOLUTIONS**

### **A. Resolution No. 5354 (Gaub)**

A Resolution of the City Council of the City of Auburn, Washington, setting the time and date for a public hearing before the City Council on the 2019-2024 Transportation Improvement Plan

Councilmember DaCorsi moved and Deputy Mayor Baggett seconded to adopt Resolution No. 5354.

MOTION CARRIED UNANIMOUSLY. 7-0

### **B. Resolution 5370 (Tate)**

A Resolution of the City Council of the City of Auburn, Washington, expressing support for enrollment of parcels 3421059044 and 3421059061 into the King County Public Rating System

Councilmember DaCorsi moved and Councilmember Brown seconded to adopt Resolution No. 5370.

MOTION CARRIED UNANIMOUSLY. 7-0

### **C. Resolution No. 5371 (Heid)**

A Resolution of the City Council of the City of Auburn, Washington, approving and authorizing the Mayor to execute the agreement between the cities of Auburn and Sumner for adjustment of the boundary between the cities of Auburn and Sumner with the movement of city boundary to the other side of the roadway of a portion of right-of-way of Stewart Road/Lake Tapps Parkway East currently within the city of Auburn, pursuant to RCW 35.13.310

Councilmember DaCorsi moved and Councilmember Trout-Manuel seconded to adopt Resolution No. 5371.

MOTION CARRIED UNANIMOUSLY. 7-0

### **D. Resolution No. 5372 (Gaub)**

A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to execute a Memorandum of Understanding with the Washington State Department of Transportation for the purpose of defining the local funding and phasing of the Puget Sound Gateway Program

Councilmember DaCorsi moved and Councilmember Brown seconded to adopt Resolution No. 5372.

MOTION CARRIED UNANIMOUSLY. 7-0

### **E. Resolution No. 5373 (Bailey)**

A Resolution of the City Council of the City of Auburn, Washington, approving and authorizing the Mayor to execute an agreement with Small & Sons Oil Distribution Company for fuel services

Councilmember Holman moved and Councilmember Pelozo seconded to adopt Resolution No. 5373.

In response to questions from Councilmember Pelozo, Assistant Public Works Director Bailey advised Don Small & Sons is the City's current fuel provider. The rates offered by Don Small & Sons are less than those the City could obtain through the state contract for fuel services.

MOTION CARRIED. 6-1 Councilmember Pelozo voted no.

## **XI. MAYOR AND COUNCILMEMBER REPORTS**

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

### **A. From the Council**

Deputy Mayor Baggett reported on his attendance at the Medic 1/Emergency Medical Service Levy Task Force meeting.

Councilmember Trout-Manuel reported she recently attended a bocce ball tournament at Les Gove Park and spoke in favor of constructing a cover for the court.

Councilmember Pelozo reported on his attendance and participation in Memorial Day services with Post 1741 of the Veterans of Foreign Wars. On June 3rd, Councilmember Pelozo also rang the opening bell marking the opening of the new season of the Auburn International Farmers Market at its new location at Les Gove Park.

### **B. From the Mayor**

Mayor Backus reported on her attendance at an Auburn Community Emergency Response Team (CERT) graduation, the Auburn Stakes at Emerald Downs, Memorial Day services at Mountain View Cemetery and Veterans Memorial Park, the Mental Health Town Hall, a ribbon cutting ceremony for Laser Cutting Northwest facilities, and the Auburn International Farmers Market opening day and tenth anniversary. Mayor Backus reminded a community picnic will be held June 5th at Game Farm Park at 6:00 p.m.

## **XII. ADJOURNMENT**

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

APPROVED this 18th day of June, 2018.

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NANCY BACKUS, MAYOR

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Danielle Daskam, City Clerk

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## AGENDA BILL APPROVAL FORM

Agenda Subject:  
Claims Vouchers (Coleman)

Date:  
June 13, 2018

Department:

**Attachments:**  
No Attachments Available

Budget Impact:  
Current Budget: \$0  
Proposed Revision: \$0  
Revised Budget: \$0

Administrative Recommendation:

Background Summary:

Claim voucher numbers 449077 through 449293 in the amount of \$5,111,076.17 and two wire transfers in the amount of \$549,489.97 and dated June 18th, 2018.

Reviewed by Council Committees:

Councilmember:

Staff:

Coleman

Meeting Date: June 18, 2018

Item Number:

CA.D





## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Payroll Vouchers (Coleman)

**Date:**

June 13, 2018

**Department:****Attachments:**

**No Attachments Available**

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:**

Approve payroll vouchers.

**Background Summary:**

Payroll check numbers 537946 through 537968 in the amount of \$231,388.85, electronic deposit transmissions in the amount of \$2,020,913.69 for a grand total of \$2,252,302.54 for the period covering May 31, 2018 to June 13, 2018.

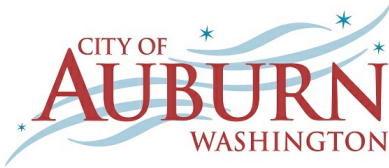
**Reviewed by Council Committees:****Councilmember:****Staff:**

Coleman

**Meeting Date:** June 18, 2018

**Item Number:**

CA.E



## AGENDA BILL APPROVAL FORM

**Agenda Subject:**

Public Works Project No. CP1717

**Date:**

June 7, 2018

**Department:**

CD & PW

**Attachments:**

[Bid Tab Summary](#)

[Budget Status Sheet](#)

[Vicinity Map](#)

**Budget Impact:**

\$220,000.00

**Administrative Recommendation:**

City Council award Contract No. 18-02, to Tucci & Sons, Inc. on their low bid of \$2,192,069.20 plus Washington State sales tax of \$61,307.08 for a total contract price of \$2,253,376.28 for Project No. CP1717, 2018 Local Street Pavement Reconstruction Project

**Background Summary:**

The City received 2 responsive bids and the low bid was approximately 12% above the engineer's estimate. Staff has performed reference checks and other verifications to determine that Tucci & Sons, Inc. meets the responsible bidding criteria and recommends award.

Higher than anticipated bids can be attributed to a recent spike in oil costs coupled with a high demand for concrete and hot mix asphalt materials that suppliers cannot keep up with. Both bids received were within close range of each other therefore, re-advertising this project will not likely result in lower bids and would delay the project. Therefore, it is in the public's best interest to award the contract to Tucci & Sons, Inc.

The purpose of this project is to reconstruct selected local streets that are in very poor condition, as well as improve City owned utilities, rebuild curb ramps to meet ADA standards, and overlay selected streets that are in fair condition. The work at each location varies, but also include water, sanitary sewer, and storm drainage improvements as needed for each project street. The selected streets included in this project are:

- 17<sup>th</sup> Street NE – between Auburn Way N and I Street NE
- K Street NE – between 12<sup>th</sup> Street NE and 14<sup>th</sup> Street NE
- 122<sup>nd</sup> Ave SE – between SE 316<sup>th</sup> Street and SE 317<sup>th</sup> Place (Including the SE 316<sup>th</sup> PI and SE 317<sup>th</sup> PI Cul-de-Sacs)
- SE 286<sup>th</sup> Street – East of 112<sup>th</sup> Ave NE

Construction of this project is anticipated to start in July 2018 and be complete in November 2018.

A project budget shortfall of \$219,931.00 exists in the 103 (Local Street) Fund. It is anticipated that the necessary funds will be transferred into the project via Budget Amendment #6.

A project budget contingency of \$2,022.00 remains in the 460 (Water) Fund.

A project budget contingency of \$824.00 remains in the 461 (Sewer) Fund.

A project budget contingency of \$89.00 remains in the 462 (Storm) Fund.

**Reviewed by Council Committees:**

**Councilmember:**

**Staff:**

Gaub

**Meeting Date:** June 18, 2018

Item Number:

CA.F

## Bid Tabulation - Bid Totals Summary

Project: CP1717, 2018 Local Street Reconstruction and Preservation , 18-02  
 Prepared By: City of Auburn  
 Bid Date: June 5, 2018

<b>ENGINEER'S ESTIMATE:</b>	<b>\$1,947,011.00</b>	<b>(not including tax)</b>
AVERAGE BASIC BID AMOUNT:	\$2,264,548.16	
BASIC BID SPREAD AMOUNT:	\$144,957.91	

		<b>Basic BID Amount</b>	<b>Total BID Amount</b>	<b>Spread \$</b>	<b>Spread %</b>
<b>LOW BIDDER:</b>	<b>Tucci &amp; Sons, Inc.</b>	<b>\$2,192,069.20</b>	<b>\$2,253,376.28</b>	<b>\$245,058.20</b>	<b>12.59%</b>
Second Bidder:	Active Construction, Inc .	\$2,337,027.11	\$2,399,227.29	\$390,016.11	20.03%

	<b>Basic BID (Tax not included)</b>	<b>Total BID (Including tax)</b>
Tucci & Sons, Inc.	\$2,192,069.20	\$2,253,376.28
Active Construction, Inc .	\$2,337,027.11	\$2,399,227.29

**NOTE:** An evaluation of whether a bidder is responsible or non-responsible was only made for the low bidder. This does not indicate, one way or the other, how other bidders would be considered if they were the low bidder.

## BUDGET STATUS SHEET

<b>Project No:</b> CP1717	<b>Project Title:</b> 2018 Local Street Reconstruction Project
<b>Project Manager:</b> Matthew Larson	

- ☐ Project Update

☐ Consultant Agreement

☒ Contract Award

☐ Change Order Approval

☐ Contract Final Acceptance

Date: June 7, 2018

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

### Funds Budgeted (Funds Available)

Funding	Prior Years	2017 (Actual)	2018	Future Years	Total
103 Fund - Local Street		81,201	1,570,000		1,651,201
460 Fund - Water		15,225	354,373		369,598
461 Fund - Sewer		5,075	133,000		138,075
462 Fund - Storm		0	317,300		317,300
Engineering Budget*		23,801	25,000		48,801
<b>Total</b>	<b>0</b>	<b>125,302</b>	<b>2,399,673</b>	<b>0</b>	<b>2,524,975</b>

### Estimated Cost (Funds Needed)

Activity	Prior Years	2017 (Actual)	2018	Future Years	Total
Design Engineering - City Costs*		23,801	25,000		48,801
Design Engineering - Consultant Costs		101,501	180,404		281,905
Design Engineering - Other (Potholing, etc.)		0	10,889		10,889
Construction Contract Bid			2,253,376		2,253,376
Authorized Contingency (5%)			110,000		110,000
Material Testing			37,000		37,000
Construction Engineering - City Costs*			50,000		50,000
<b>Total</b>	<b>0</b>	<b>125,302</b>	<b>2,556,669</b>	<b>0</b>	<b>2,791,971</b>

\*City staff costs for 103 Fund design and construction are not charged against the project budget.

### 103 Local Street Budget Status

	Prior Years	2017 (Actual)	2018	Future Years	Total
**103 Funds Budgeted ( )	0	(81,201)	(1,570,000)	0	(1,651,201)
103 Funds Needed	0	81,201	1,789,931	0	1,871,132
<b>**103 Fund Project Contingency ( )</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>103 Funds Required</b>	<b>0</b>	<b>0</b>	<b>219,931</b>	<b>0</b>	<b>219,931</b>

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

### 460 Water Budget Status

	Prior Years	2017 (Actual)	2018	Future Years	Total
**460 Funds Budgeted ( )	0	(15,225)	(354,373)	0	(369,598)
460 Funds Needed	0	15,225	352,351	0	367,576
<b>**460 Fund Project Contingency ( )</b>	<b>0</b>	<b>0</b>	<b>(2,022)</b>	<b>0</b>	<b>(2,022)</b>
<b>460 Funds Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

### 461 Sewer Budget Status

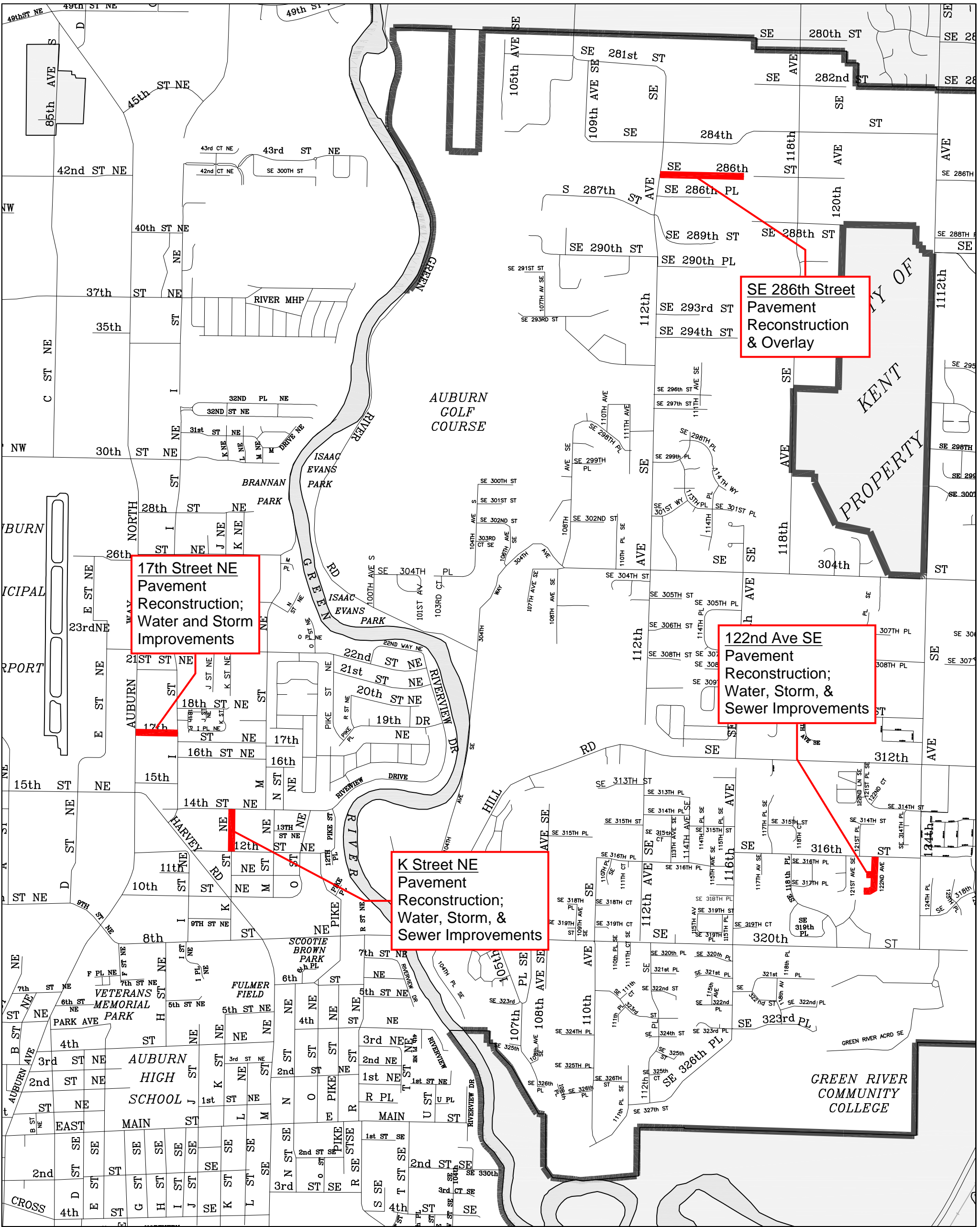
	Prior Years	2017 (Actual)	2018	Future Years	Total
**461 Funds Budgeted ( )	0	(5,075)	(133,000)	0	(138,075)
461 Funds Needed	0	5,075	132,176	0	137,251
<b>**461 Fund Project Contingency ( )</b>	<b>0</b>	<b>0</b>	<b>(824)</b>	<b>0</b>	<b>(824)</b>
<b>461 Funds Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>**460 Fund Project Contingency ( )</b>	<b>0</b>	<b>0</b>	<b>(824)</b>	<b>0</b>	<b>(824)</b>
<b>460 Funds Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

### 462 Storm Budget Status

	Prior Years	2017 (Actual)	2018	Future Years	Total
**462 Funds Budgeted ( )	0	0	(317,300)	0	(317,300)
462 Funds Needed	0	0	317,211	0	317,211
<b>**462 Fund Project Contingency ( )</b>	<b>0</b>	<b>0</b>	<b>(89)</b>	<b>0</b>	<b>(89)</b>
<b>462 Funds Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>**460 Fund Project Contingency ( )</b>	<b>0</b>	<b>0</b>	<b>(89)</b>	<b>0</b>	<b>(89)</b>
<b>460 Funds Required</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

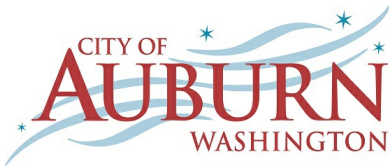
\*\* ( # ) in the Budget Status Sections indicates Money the City has available.



# VICINITY MAP - CP1717

## 2018 LOCAL STREET RECONSTRUCTION PROJECT





## AGENDA BILL APPROVAL FORM

**Agenda Subject:**

Ordinance No. 6659 (Heid)

**Date:**

June 12, 2018

**Department:**

City Attorney

**Attachments:**

[Ordinance No. 6659](#)

[Exhibit A](#)

[Exhibit B](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:**

For discussion.

**Background Summary:**

This Ordinance provides for new tools related to enforcement of illegal drug related activities, targeting those areas where such activities are more prevalent. It would be valuable for those involved in drug-related law enforcement to have additional tools to address illegal drug-related activities where impacts are felt more in some neighborhoods than others. Law enforcement officers in the City of Auburn have been working to identify those areas where neighborhoods are more impacted by illegal drug activity, and working with community development, code enforcement, the legal department and other law enforcement agencies, the police have identified certain areas in the City where the impacts are more serious and where the neighborhoods are more deserving of illegal drug enforcement energies. It is also valuable for law enforcement resources in Auburn to take advantage of tools used with consistency among other jurisdictions in the state and elsewhere. One such tool is court ordered "stay out of areas of drug activity" where violations of these orders (with the orders issued by courts of competent jurisdiction) constitute separate violations. It is also appropriate, in the development and identification of anti-drug emphasis areas, for ongoing evaluations to be made as to the law enforcement effectiveness and the parameters of workable anti-drug emphasis areas, and with that, periodic reports to the City Council. Depending upon the outcome of law enforcement efforts, and an evaluation of identified anti-drug emphasis areas, it may be appropriate to adjust or increased the number of anti-drug emphasis areas or to otherwise modify the code provisions calling for court issued orders prohibiting offenders from entering or remaining in anti-drug emphasis areas. The evaluations and potential modifications would be an ongoing aspect of enforcement through the tools provided by Ordinance No. 6659.

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

**Meeting Date:** June 18, 2018

**Staff:**

Item Number:

Heid

ORD.A





**ORDINANCE NO. 6 6 5 9**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF  
AUBURN, WASHINGTON, AMENDING SECTION 1.24.010  
OF THE AUBURN CITY CODE AND CREATING A NEW  
CHAPTER 9.24 OF THE AUBURN CITY CODE RELATING TO  
NEW GROSS MISDEMEANOR VIOLATIONS CONCERNING  
DRUG-RELATED ACTIVITIES**

WHEREAS, the current provisions of the Auburn City Code include prohibitions on certain drug-related activities but do not, at this point, identify target areas for enforcement - identifying those areas where drug-related activities are most problematic; and

WHEREAS, in the course of law enforcement activities by Auburn police officers, there is a noticeable experience of illegal drug activity occurring in some neighborhoods of the City more than others, with such activities repeatedly involving some of the same individuals; and

WHEREAS, looking to the law enforcement tools in play in other jurisdictions across the state, there are many municipalities that have identified and designated certain areas of their cities as anti-drug emphasis areas, where those convicted of illegal drug activities within the anti-drug emphasis areas are ordered by their sentencing courts to stay out of the anti-drug emphasis areas; and

WHEREAS, the experiences of such various jurisdictions do not always show the same measure of quantifiable results, however, each is able to benefit from anti-drug emphasis to some degree, as a result of targeted anti-drug law enforcement; and

WHEREAS, in connection with a desire for more effective enforcement of illegal drug related activities within the City of Auburn, and an intent to target those areas most adversely affected by such activities, it is appropriate for the City to establish areas where illegal drug enforcement should be emphasized and procedures for such enforcement; and

WHEREAS, under a Stay Out of Designated Area (SODA) ordinance, citizens convicted of drug- related crimes may be prevented from entering a specific area of the city known for drug problems, and judges would be able to issue these SODA orders which would be effective for designated periods of time, during which time, the person could be arrested if the order is violated; and

WHEREAS, while the experiences of other jurisdictions using similar ordinances has been, from descriptions received, positive in addressing illegal drug-related activities, anecdotal experiences of other jurisdictions may or may not relate to what the City of Auburn may experience with such an ordinance; and

WHEREAS, in order to track and evaluate the effectiveness of this Ordinance, it would be appropriate to periodically review and assess its effects and implications; and

WHEREAS, tracking and evaluating the effectiveness of the Ordinance will also indicate whether there are other areas of the City that would benefit from SODA provisions.

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

**SECTION 1. AMENDMENT TO CITY CODE.** Section 1.24.010 of the Auburn city code be, and the same hereby is, amended to read as follows:

1.24.010 Criminal penalties generally.

A. Unless a specific penalty is expressly provided, for all violations of ordinances of the city which are identified as misdemeanors, upon conviction, such violations are punishable by imprisonment in the appropriate city or county jail for a period of up to ninety (90) days and a fine of up to one thousand dollars (\$1,000.00), or by both such fine and imprisonment.

B. Unless a specific penalty is expressly provided, for all violations of ordinances of the city which are identified as gross misdemeanors, upon conviction, such violations are punishable by imprisonment in the appropriate city or county jail for a period of up to one-year-three hundred sixty-four (364) days and a fine of up to five thousand dollars (\$5,000.00), or by both such fine and imprisonment.

C. Any violations of ordinances of the city that are identified as criminal violations, including being punishable by criminal penalties, but not identified as to whether they are misdemeanors or gross misdemeanors, shall be deemed misdemeanors or gross misdemeanors, as follows:

1. Criminal violations that are punishable by up to and including imprisonment in the appropriate city or county jail for a period of up to one year three hundred sixty-four (364) days and a fine of up to five thousand dollars (\$5,000.00), or by both such fine and imprisonment, shall be deemed gross misdemeanors; provided, that criminal violations that are punishable by not more than imprisonment in the appropriate city or county jail for a period of up to ninety (90) days and a fine of up to one thousand dollars (\$1,000.00), or by both such fine and imprisonment, shall be deemed misdemeanors;

2. Criminal violations that are adopted by reference from state statutes, or extrapolated with the same or substantially the same language from state statutes, shall be classified as misdemeanors or gross misdemeanors consistent with their classification by state statutes, and shall be punishable accordingly;

3. Criminal violations that are not identifiable as either misdemeanors or gross misdemeanors shall be deemed misdemeanors and shall be punishable accordingly.

D. In addition, a defendant may be assessed court costs, jury fees and such other fees or costs as may be authorized in statute or court rules. In any court proceeding to enforce this section, the city shall have the burden of proving by evidence beyond a reasonable doubt that a violation occurred. In a proceeding under this section a defendant shall be accorded each and every right protected under the Constitutions of the United States of America and the state of Washington, all applicable federal, state and local laws, and applicable court rules promulgated by the Washington Supreme Court and the inferior courts under the authority of the Washington Supreme Court. (Ord. 5677 § 1, 2002; Ord. 4285 § 2, 1988; Ord. 3618 § 1, 1981; Ord. 2754 § 1, 1973.)

**SECTION 2. NEW CHAPTER TO CITY CODE.** A new Chapter 9.24 is hereby created and added to the Auburn City Code, to read as follows:

Chapter 9.24  
DRUG RELATED ACTIVITIES

Sections:

- |          |                                                                               |
|----------|-------------------------------------------------------------------------------|
| 9.24.010 | Loitering with the intent of engaging in drug-related activity.               |
| 9.24.020 | Designation of anti-drug emphasis areas.                                      |
| 9.24.030 | Violation of conditions of release, suspension or deferral as separate crime. |
| 9.24.040 | Places of illegal drug activity declared public nuisances.                    |
| 9.24.050 | Evidence of use for illegal drug purposes.                                    |
| 9.24.060 | Conviction as prima facie evidence.                                           |

- 9.24.070 Penalties for maintenance of public nuisance.
- 9.24.080 Violation - Penalty.
- 9.24.090 Evaluation.

9.24.010 Loitering with the Intent of engaging in drug-related activity.

A. It is unlawful for any person to loiter in or near any public rights-of-way, or any public or private property in a manner and under circumstances manifesting the intent to engage in illegal drug-related activity contrary to RCW chapters 69.41, 69.50, 69.53 or 69.53, or to chapter 9.22 of the city code.

B. Among the circumstances which may be considered in determining whether such intent is manifested are the following:

1. Such person is a known unlawful drug user, possessor, or seller. For purposes of this chapter, a "known unlawful drug user, possessor, or seller" is a person who has been convicted in any court within this state of any violation involving the use, possession, or sale of any of the substances referred to in chapters 69.41, 69.50, 69.52 and 69.53 RCW, or substantially similar laws of any political subdivision of this state or of any other state; or who is known to have been arrested for a drug related violation not resulting in a conviction because the person participated in a diversionary program, deferral program, drug court or a similar program; or a person who displays physical characteristics of drug intoxication or usage, such as "needle tracks"; or who possesses marijuana in a manner not authorized by RCW 69.50.4013 (1), RCW 69.50.4013 (2) and or in amounts that exceed those set forth in RCW 69.50.360(3);

2. Such person is currently subject to an order from any court prohibiting his/her presence in a high drug activity geographic area;

3. Such person behaves in such a manner as to raise a reasonable suspicion that he or she is about to engage in or is then engaged in an unlawful drug-related activity, including by way of example only, such person acting as a "lookout";

4. Such person is physically identified by a police officer, based on articulable factors, as a member of a "gang," or an association which engages in illegal drug activity. Factors that support an officer physically identifying a person as a member of such a gang or association include, but are not limited to clothing, tattoos, known association and/or affiliation with such gang or association, specific and observed acts or circumstances consistent with drug related activity, and gestures, signs, greetings and movements that are consistent with gang related activity, provided that clothing alone shall not be sufficient, without more, to support an officer physically identifying a person as a member of such a gang or association;

5. Such person transfers small objects or packages for currency in a furtive fashion;

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

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

8. The area involved is by public repute known to be an area of unlawful drug use and trafficking;

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

10. Any vehicle involved is registered to a known unlawful drug user, possessor, or seller, or a person for whom there is an outstanding warrant for a crime involving drug-related activity.

**9.24.020 Designation of anti-drug emphasis areas.**

A. Certain areas of the city shall be designated as and identified to be anti-drug emphasis areas based on the repeat incidents of illegal drug activities occurring therein, enforcement of which shall be enhanced through the use of court orders prohibiting offenders convicted of unlawful drug related acts or loitering for drug purposes within the said areas from entering or remaining in anti-drug emphases areas . The areas to be so designated shall be identified by the city council in an ordinance or resolution passed after consultation with the mayor, city attorney and the chief law enforcement officer of the city, and the list identifying such areas shall be kept on file in the office of the city clerk. Additional areas may also be identified by the judge of the municipal or district court hearing drug related cases arising from within the city. If a defendant is convicted of a drug related case occurring within an area designated as an anti-drug emphasis area, a condition or term of sentence, deferral, or suspension, shall be that such defendant shall stay out of all areas of the city designated as an anti-drug emphasis areas, unless the court finds extenuating circumstances in the defendant's particular case justifying avoidance of some or any of the requirement for such condition or term of sentence, deferral, or suspension. In such case, the extenuating circumstances shall be identified and recited in the record of the case, and any variation in conditions or terms of sentence deferral, suspended sentence or reduction or exclusion of anti-drug emphasis areas shall also be identified and recited in the record of the case. The court ordered condition or term of sentence, deferral, or suspension, shall be in effect shall be in effect for the period of two (2) years from the date of the court's order; provided that the defendant may petition the court for modification or earlier termination of the order.

B. The following areas, generally depicted (for illustrative purposes only) on the maps appended hereto as Exhibits "A" and "B," are hereby designated as and identified to be anti-drug emphasis areas:

**AREA I. DOWNTOWN AREA:**

BEGINNING AT THE INTERSECTION OF E STREET NE AND 23<sup>RD</sup> STREET NE; THENCE EASTERLY TO THE INTERSECTION OF N STREET NE AND 24<sup>TH</sup> STREET NE; THENCE CONTINUING ALONG SAID TANGENT EAST TO THE GREEN RIVER; THENCE EASTERLY, SOUTHERLY AND WESTERLY ALONG THE GREEN RIVER TO A POINT THAT IS EAST OF 14<sup>TH</sup> STREET NE; THENCE WEST ALONG 14<sup>TH</sup> STREET NE, AS EXTENDED, TO AUBURN WAY NORTH; THENCE SOUTHERLY ALONG AUBURN WAY NORTH TO 4<sup>TH</sup> STREET NE; THENCE EASTERLY ALONG 4<sup>th</sup> STREET NE TO J STREET NE;

THENCE SOUTHERLY ALONG J STREET NE AND SE AS EXTENDED TO STATE HIGHWAY 18; THENCE EASTERLY ALONG STATE HIGHWAY 18 TO M STREET SE; THENCE SOUTH ALONG M STREET SE TO 8<sup>TH</sup> STREET SE; THENCE WESTERLY ALONG 8<sup>TH</sup> STREET SE TO A POINT THAT IS SOUTH OF J STREET SE, AS EXTENDED; THENCE SOUTHERLY ALONG SAID J STREET SE EXTENSION TO 9<sup>TH</sup> STREET SE; THENCE WESTERLY ALONG 9<sup>TH</sup> STREET SE TO H STREET SE; THENCE SOUTH ALONG H STREET SE TO THE ALLEY SOUTH OF AND RUNNING GENERALLY PARALLEL TO 9<sup>TH</sup> STREET SE; THENCE WESTERLY ALONG SAID ALLEY TO ITS INTERSECTION WITH AUBURN WAY, SOUTH; THENCE NORTHWESTERLY ALONG AUBURN WAY SOUTH TO ITS INTERSECTION WITH F STREET SE; THENCE NORTHEASTERLY ALONG F STREET SE TO ITS INTERSECTION WITH 9<sup>TH</sup> STREET SE; THENCE WESTERLY ALONG 9<sup>TH</sup> STREET SE, AS EXTENDED, TO THE INTERURBAN TRAIL; THENCE NORTHERLY ALONG THE INTERURBAN TRAIL TO 2<sup>ND</sup> STREET NW; THENCE EASTERLY ALONG 2<sup>ND</sup> STREET NW TO C STREET NW; THENCE NORTHERLY TO A POINT THAT IS WEST OF 18<sup>TH</sup> STREET NE, AS EXTENDED, THENCE EAST TO E STREET NE; THENCE NORTHERLY ALONG E STREET NE TO THE POINT OF BEGINNING.

**AREA II. THE OUTLET COLLECTION:**

BEGINNING AT THE INTERSECTION OF 15<sup>TH</sup> STREET SW AND STATE HIGHWAY 167; THENCE NORTHERLY ALONG STATE HIGHWAY 167 TO STATE HIGHWAY 18; THENCE EASTERLY ALONG STATE HIGHWAY 18 TO THE INTERURBAN TRAIL; THENCE SOUTHERLY ALONG THE INTERURBAN TRAIL TO 15<sup>TH</sup> STREET SW; THENCE WESTERLY ALONG 15<sup>TH</sup> STREET SW TO THE POINT OF BEGINNING.

**AREA III. SOUTH END:**

BEGINNING AT THE INTERSECTION OF THE WHITE RIVER AND A STREET SE; THENCE NORTHERLY ALONG A STREET SE TO 21<sup>ST</sup> STREET SE; THENCE EASTERLY ALONG 21<sup>ST</sup> STREET SE TO R STREET SE; THENCE SOUTHERLY ALONG R STREET SE TO 29<sup>TH</sup> STREET SE; THENCE WESTERLY ALONG 29<sup>TH</sup> STREET SE TO M STREET SE.; THENCE SOUTHERLY ALONG M STREET SE, AS EXTENDED, TO THE WHITE RIVER; THENCE SOUTHWESTERLY ALONG THE WHITE RIVER TO THE POINT OF BEGINNING.

**AREA IV. CITY PARK PROPERTY:**

ALL CITY PARK PROPERTY THROUGHOUT THE CITY IS DESIGNATED AS AN ANTI-DRUG EMPHASIS AREA. FOR THE PURPOSES HEREOF, CITY PARK PROPERTY INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING PARK PROPERTIES AND ALL FACILITIES, AMENITIES AND COMPONENTS THEREIN:

<b>Park</b>	<b>Address</b>	<b>Proximate Acres</b>
21st Street Playground	405 21 <sup>st</sup> St. SE	0.17

104th Ave SE (Green River Park)	31495 104 <sup>th</sup> Ave. SE	14.73
Auburndale	31802 108 <sup>th</sup> Ave. SE	9.64
Auburndale II	29725 118 <sup>th</sup> Ave. SE	9.34
Auburn Environmental Park	413 Western Ave. NW	120
Auburn Golf Course	29630 Green River RD SE	180
Ballard	1612 37 <sup>th</sup> Way SE	0.66
Bicentennial Park	502 Auburn Way S.	1.07
B Street Plaza	148 E. Main Street	0.10
Brannan	1019 28 <sup>th</sup> St. NE	26.63
Cameron	3727 Lemon Tree Lane	3.83
Cedar Lanes	1002 25 <sup>th</sup> St. SE	8.27
Centennial Viewpoint	402 Mountain View Dr.	0.7
City Hall Plaza	25 West Main Street	1.10
Clark Plaza	1420 Auburn Way N.	0.25
Clark Property	1300 block, Oravetz Road - Parcel No. 302105-9025  SE ¼ OF SE ¼ Lying South of Stuck River, less Roads, Sec. 30, Twp. 21 N., Rge. 5 E. WM	26.68
<b>Park</b>	<b>Address</b>	<b>Proximate Acres</b>
Community Garden	1030 8 <sup>th</sup> Street NE	1.04
Dorothy Bothell Park	1087 Evergreen Way SE	4
Dykstra	1487 22 <sup>nd</sup> St. NE	1.78
Fenster Nature Park	2033 4 <sup>th</sup> St. SE	12.58
Forest Villa	1647 Fir St. SE	0.23
Fulmer Park	1101 5 <sup>th</sup> St. NE	5.13
Gaines Park	1008 Pike St. NW	1.34

Game Farm	3030 R St. SE	53.0
Game Farm Wilderness	2401 Stuck River Dr. SE	72.0
GSA Park	413 15 <sup>th</sup> St. SW	6.13
Indian Tom Park	1316 6 <sup>th</sup> St. NE	0.43
Isaac Evans	29827 Green River RD SE	19.87
Jacobsen Tree Farm	29387 132 <sup>nd</sup> Ave. SE	29.3
Jornada Park	1433 U Ct. NW	1.89
Kersey Way A	5480 Charlotte Ave. SE	2.73
Kersey Way B	5530 Udall Ave. SE	0.79
Lakeland Hills	1401 Evergreen Way SE	5.05
Lea Hill	31693 124 <sup>th</sup> Ave. SE	9.0
Lea Hill Tennis Courts	32121 105 <sup>th</sup> Pl. SE	1.18
Les Gove	910 9 <sup>th</sup> St. SE	20.86
Mary Olson Farm	28728 Green River RD SE	67
Mill Pond	4582 Mill Pond Dr. SE	4
Mountain View Cemetery	2020 Mountain View Dr.	60
Pioneer Cemetery	8 <sup>th</sup> St. NE & Auburn Way North	0.76
Plaza Park	2 West Main Street	0.19
<b>Park</b>	<b>Address</b>	<b>Proximate Acres</b>
Riverpoint Park	1450 32 <sup>nd</sup> St. NE	3.8
Riversands Park	5014 Pike St. NE	1.76
Roegner Park	601 Oravetz Road SE	21.25
Rotary Park	2635 Alpine St. SE	4.14
Scootie Brown Park	1403 Henry Rd. NE	1.34
Shaughnessy Park	3302 21 <sup>st</sup> St. SE	3.46
Slaughter Memorial	2988 Auburn Way N.	0.02



Sunset park	1420 69 <sup>th</sup> St. SE	15
Terminal Park	1292 C St. SE	1.2
Veterans Memorial	405 E St. NE	7.65
Village Square Park	12111 SE 310 <sup>th</sup> St.	1.10
West Hill Lake Property	32054 58 <sup>th</sup> Ave. S	9.25

In addition to the above described park properties, the city park property anti-drug emphasis area includes any and all properties, whether owned by the city or not on which any part thereof is used for trail and/or recreational purposes and which is maintained, in whole or in part, by the city of Auburn, including but not limited to the following:

- (a) Interurban Trail: This trail parallels the Union Pacific Railroad for much of its length. The Interurban Trail currently runs north to south through Tukwila, Kent, Auburn, Algona and Pacific, and is approximately 17 miles long, with 4.5 miles in Auburn.
- (b) White River Trail: The White River Trail, within Roegner Park, extends along the White River to the Game Farm Wilderness Park for 2.25 miles.
- (c) Lakeland Linear Trail: Lakeland Linear Trail meanders from Evergreen Way along Lakeland Hills Way connecting to Sunset Park.
- (d) Reddington Levee Trail: This trail goes from Brannan Park/Brannan St., North to I St. along the Green River, for 1.7 miles.
- (e) C Street Trail: The C Street Trail extends from Ellingson Road SW, along C Street SW, to 15th Street SW.

C. Each of the above described/designated anti-drug emphasis areas includes all rights-of-way located within the described areas and also includes any and all rights-of-way adjacent to the outer perimeter thereof.

D. Each of the above described/designated anti-drug emphasis areas includes the total real estate parcel area of all parcel where any part of which is located within any of the above described designated anti-drug emphasis areas.

9.24.030 Violation of conditions of release, suspension or deferral as separate crime.

Any person who knowingly enters or remains within an anti-drug emphasis area in violation of court-imposed conditions of release or conditions of suspension or deferral of any sentence shall be guilty of a gross misdemeanor, and, in accordance with RCW 10.31.100, any such person may be apprehended and arrested without the necessity for any warrant or additional court order. Upon conviction, any person so violating the conditions of release or conditions of

suspension or deferral shall be punished by imprisonment in jail for a maximum term fixed by the court of not more three hundred sixty-four days, or by a fine in an amount fixed by the court of not more than five thousand dollars (\$5,000.00), or by both such imprisonment and fine.

**9.24.040 Places of illegal drug activity declared public nuisances.**

Any building, structure or place within the city used for drug related activity or for loitering with the intent of engaging in drug-related activity as defined in this chapter is hereby declared to be a public nuisance.

**9.24.050 Evidence of use for illegal drug purposes.**

A. Two or more criminal convictions of persons for drug related offenses in a building, structure or place, within the one-year period preceding the commencement of an action under this chapter shall give rise to a rebuttable presumption that the building, structure or place has been used for illegal drug purposes and is a public nuisance. In any action under this chapter, evidence of the common fame and general reputation of the building or place, of the inmates or occupants thereof, or of those resorting thereto, shall be admissible as evidence to prove the existence of the public nuisance but must be supported by additional evidence. Evidence of the general reputation of the building or place, or of the inmates or occupants thereof that is sufficient to establish the existence of the public nuisance, shall be prima facie evidence of knowledge thereof and acquiescence and participation therein and responsibility for the nuisance by persons or legal entities having an interest in the property. Responsibility for the nuisance shall extend to the owners, lessors, lessees and all those in interest in any form in the property, real or personal, used in conducting or maintaining the public nuisance.

B. Evidence of cooperation by owners, agents or managers of a building or place with police investigations or operations to control drug related activity may be used to rebut the presumptions created in this chapter.

**9.24.060 Conviction as prima facie evidence.**

Any conviction of any owner, manager, operator, agent or employee for any illegal drug activity, or for loitering with the intent of engaging in drug-related activity, when such offense was related to any business or commercial enterprise, shall be prima facie evidence that the building, structure or place upon or in which business or commercial enterprise is or was conducted, was used for illegal drug activities.

**9.24.070 Penalties for maintenance of public nuisance.**

Maintenance of a public nuisance as declared herein, in addition to any other civil or criminal penalties, shall result in a civil penalty not less than five hundred dollars (\$500.00) nor more than one thousand dollars (\$1,000.00) for a first conviction of maintaining a public nuisance and by abatement by closure of such business or commercial enterprise for the period of thirty (30) days for each

subsequent conviction of maintaining a public nuisance, the enforcement of which shall be in accordance with the procedures identified in chapter 1.25 of the city code.

**9.24.080 Violation - Penalty.**

Unless otherwise specifically provided otherwise, any person who violates the provisions of this chapter is guilty of a gross misdemeanor and, upon conviction, shall be imprisoned in jail for a period of up three hundred sixty-four (364) days or fined an amount of not more than five thousand dollars (\$5,000.00) or both such jail time and fine.

**9.24.090 Evaluation.**

A. This chapter and the effect of its application shall be reviewed within twenty-four (24) months after its implementation, and annually thereafter. The review shall include, but is not be limited to, the following information:

1. The practicality of enforcing the chapter and any problems with enforcement identified by the Auburn police department or the court.

2. The number of defendants who have been subject of the SODA orders and violations thereof, and any other statistical data related thereto.

3. Whether the geographic scope of anti-drug emphasis areas should be modified, reduced or increased.

4. Other factors that relate to this chapter, or its intended purposes.

B. The mayor or designee shall also develop strategies intended to address issues related to the chapter, including amendments thereto and periodic reports to the city council.

**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.

Introduced: \_\_\_\_\_

Passed: \_\_\_\_\_

Approved: \_\_\_\_\_

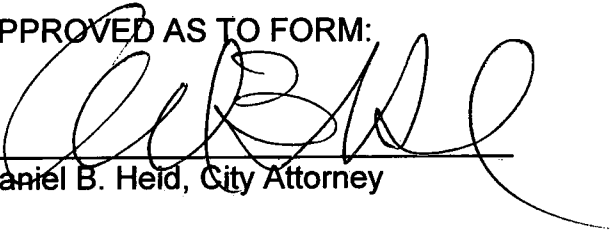
CITY OF AUBURN

\_\_\_\_\_  
NANCY BACKUS, MAYOR

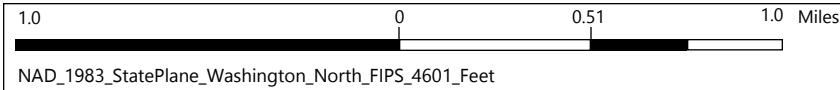
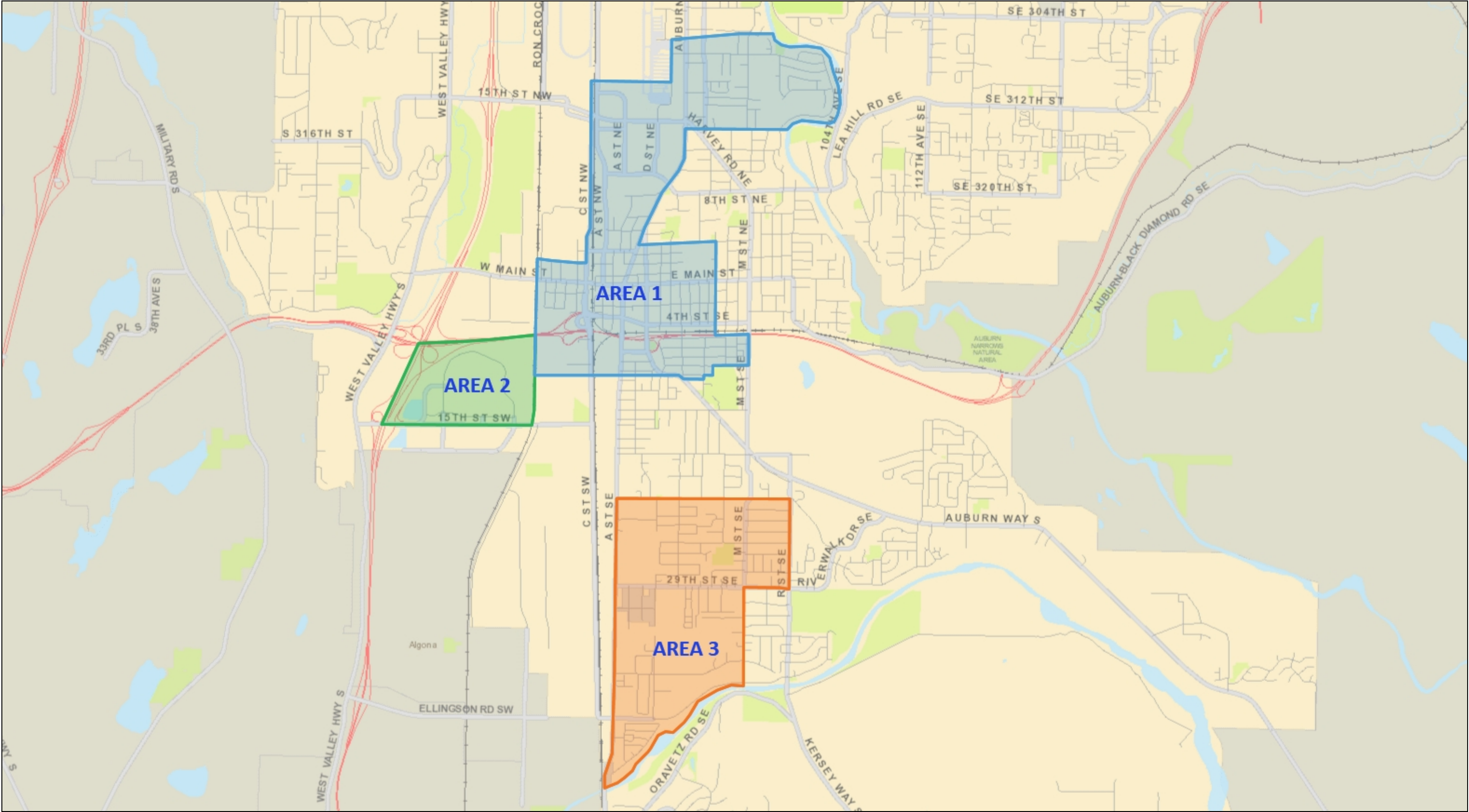
ATTEST:

\_\_\_\_\_  
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Daniel B. Heid, City Attorney

PUBLISHED: \_\_\_\_\_



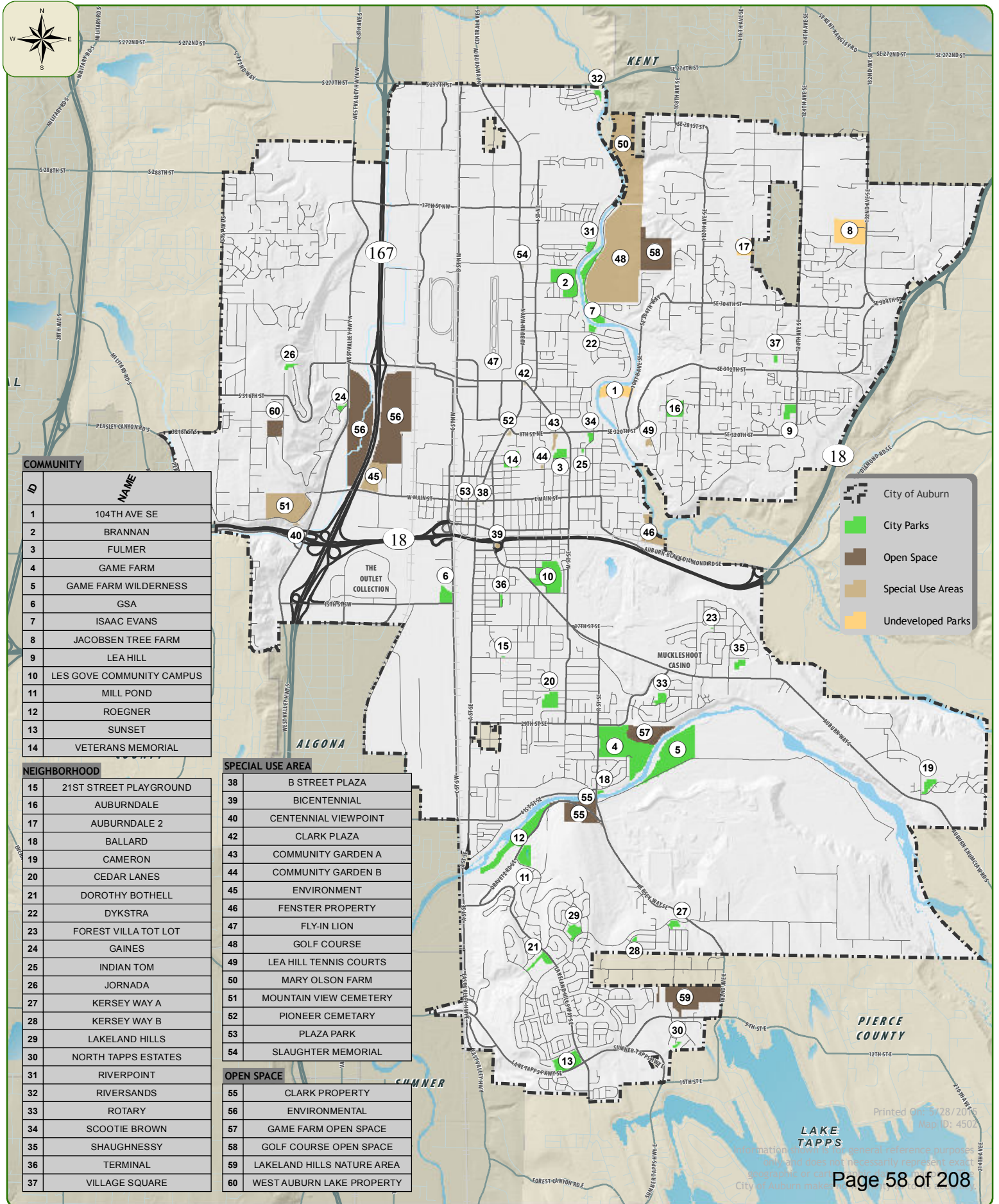
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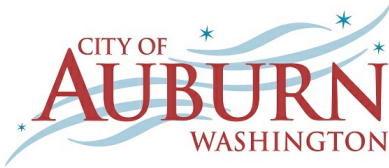
Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn makes no warranty as to its accuracy.



# Ordinance No. 6659 Exhibit "B"

## City of Auburn Parks Inventory Map





## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Ordinance No. 6682 (Coleman)

**Date:**

June 13, 2018

**Department:**

Finance

**Attachments:**

[Ordinance No. 6682](#)

**Budget Impact:****Administrative Recommendation:**

City Council to adopt Ordinance No. 6682.

**Background Summary:**

Currently, all unexpended operating and capital budgets lapse at the end of the fiscal year. Since many capital projects span multiple years, this means that capital budgets for projects not completed by year-end must be carried forward into the next budget year in a budget amendment. This is a cumbersome process involving significant staff time as well as Council review of project budgets that have already been authorized.

For the 2019-2020 and subsequent budgets, a multi-capital budgeting process is proposed. This would: (1) Eliminate the need for annual project carry forwards; and (2) Provide a mechanism – with established guidelines – to allow movement of budget from completed projects that were under budget to ongoing projects that are expected to go over budget.

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

Coleman

**Meeting Date:** June 18, 2018

**Item Number:**

ORD.B

**ORDINANCE NO. 6 6 8 2**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, CREATING A NEW CHAPTER 3.06 - REPURPOSING OF SPECIAL CAPITAL FUNDS - ESTABLISHING A MULTI-YEAR CAPITAL BUDGETING PROCESS, ACCOMMODATING REPURPOSING OF CERTAIN MONIES WITHIN THE SAME SPECIAL FUNDS AND ESTABLISHING GUIDELINES FOR TRANSFERRING MONIES BETWEEN PROJECTS WITHIN THE SAME CAPITAL FUNDS**

WHEREAS, appropriation authority for all funds at the City of Auburn lapses at the end of each fiscal biennium, as per RCW 35A.34.270; and

WHEREAS, RCW 35A.34.270 provides that all appropriations in a special fund authorized by ordinance or by state law to be used only for the purpose or purposes therein specified shall not lapse, but shall be carried forward from biennium to biennium until fully expended or the purpose has been accomplished or abandoned, without necessity of re-appropriation; and

WHEREAS, the City desires to establish multi-year appropriation for capital funds and that unspent appropriations for active capital projects will be carried forward to the next budget year without further action by the City Council; and

WHEREAS, specific guidelines would be established to govern the transfer of any unexpended and unencumbered appropriation from one project to another within the same fund, if approved by the Finance Director; and

WHEREAS, the proposed changes reflect a new best practice and transparent strategy for managing capital project budgets; and

WHEREAS, the City Council finds that it is in the best interests of the City to be able to decrease, revoke or recall all or any portion of the total appropriations provided for any one project, allowing monies thus released to be able to be re-appropriated for another purpose or purposes without limitation to department or division, within the same fund, unless such use is otherwise restricted by law, provided that any release,



revocation, recall or re-appropriation from one fund to another fund would require approval of the City Council as required by law; and

WHEREAS, in accordance with RCW 35A.34.200, it is appropriate that this Ordinance is approved by the vote of one more than the majority of all councilmembers.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON DO ORDAIN AS FOLLOWS:

**Section 1. CREATION OF NEW CHAPTER TO CITY CODE.** That a new Chapter 3.06 of the Auburn City Code is created to read as follows:

**Chapter 3.06  
REPURPOSING OF SPECIAL CAPITAL FUNDS**

Sections:

- 3.06.010 Purpose
- 3.06.020 Identification of special funds
- 3.06.030 Appropriation authority
- 3.06.040 Amendments to capital budgets

**3.06.010 Purpose.**

The purpose of this chapter is to establish a multi-year capital budgeting process, accommodating repurposing of certain monies within special funds within the context of RCW 35A.34.270, and establishing guidelines for transferring monies between projects within the same capital funds.

**3.06.020 Identification of special funds.**

The following funds be designated as "special" funds within the context of RCW 35A.34.270: arterial street fund (fund 102), local street fund (fund 103), arterial street preservation fund (fund 105), recreational trails fund (fund 120), mitigation fees fund (fund 124), municipal parks construction fund (fund 321), capital improvements fund (fund 328), local revitalization fund (fund 330), water utility capital fund (fund 460), sewer utility capital fund (fund 461), storm drainage utility capital fund (fund 462), airport capital fund (fund 465), cemetery capital fund (fund 466), equipment rental capital fund (fund 560), and innovation & technology capital fund (fund 568).

**3.06.030 Appropriation authority.**

The mayor or designee is granted appropriation authority that is established for the duration of all projects within each special fund, as identified in section 3.06.020 of the city code, or as may be hereinafter amended, and that amounts approved would not lapse and would remain without fiscal limitation until expended for the intended purpose or until unencumbered by a future ordinance. Any unspent appropriations at the end of the

budget year would not lapse but would be carried over to the next budget year within the same fund without further Council action.

**3.06.040 Amendments to capital budgets.**

That amendments to capital fund budgets would be initiated to appropriate new projects as approved by city council, to appropriate additional expenditures as a result of new funding and/or use of reserves, and to transfer funds between projects that have a similar purpose. Amendments that result in an increase in a fund's total appropriation or that involve the transfer of any unexpended and unencumbered appropriation from one fund to another would require approval by city council. The transfer of any unexpended and unencumbered appropriation from one project to another within the same fund could be approved by the finance director provided that: (1) The funds will be used for a similar or like project, or (2) The original project is complete and unspent funds remain, or (3) A revised project estimate confirms that there will be savings in the original project upon completion, or (4) The purpose for which the funds were appropriated no longer exists and funds can be redirected as needed.

**Section 2. SEVERABILITY.** If any provision of this Ordinance or the application thereof to any person or circumstance is held to be invalid, the remainder of such code, ordinance or regulation or the application thereof to other person or circumstance shall not be affected.

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

**Section 4. EFFECTIVE DATE.** Upon approval by the vote of one more than the majority of all members of the City Council, this Ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as provided by law.

INTRODUCED: \_\_\_\_\_

PASSED: \_\_\_\_\_

APPROVED: \_\_\_\_\_

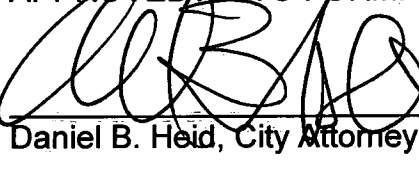
CITY OF AUBURN

\_\_\_\_\_  
NANCY BACKUS, MAYOR

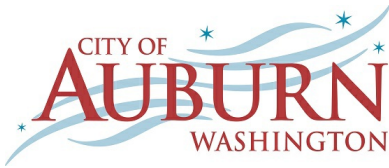
ATTEST:

\_\_\_\_\_  
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Daniel B. Heid, City Attorney

PUBLISHED: \_\_\_\_\_



## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Ordinance No. 6684 (Coleman)

**Date:**

June 13, 2018

**Department:**

Finance

**Attachments:**

[Transmittal Memo](#)

[Ordinance No. 6684](#)

[Schedule A](#)

[Schedule B](#)

**Budget Impact:**

\$16,508,643

**Administrative Recommendation:**

City Council to introduce and adopt Ordinance No. 6684, amending the 2018 budget

**Background Summary:**

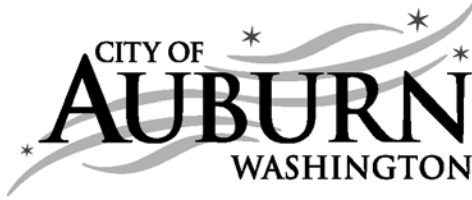
Ordinance No. 6684 (Budget Amendment #6) represents the sixth budget amendment for the 2017-2018 biennium and the third budget amendment for 2018. For details, see the attached transmittal memorandum and supporting materials. One amendment request was added since the June 11 Council Study Session; this is highlighted in red in the attachments.

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

Coleman

**Meeting Date:** June 18, 2018

Item Number: ORD.C



## Interoffice Memorandum

**To:** City Council  
**From:** Shelley Coleman, Finance Director  
**CC:** Nancy Backus, Mayor  
**Date:** June 12, 2018  
**Re:** Ordinance #6684 – 2017-2018 Budget Amendment #6

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The City's biennial 2017-2018 budget was approved by Council as two one-year appropriations. Budget Amendments #1 through #3 amended the budget for calendar year 2017. Budget Amendments #4 and #5 amended the budget for calendar year 2018. This amendment is the sixth budget amendment for the biennium and the third budget amendment for calendar year 2018.

The main purpose of this amendment is to adjust budgeted 2018 beginning fund balances to match actual 2018 beginning fund balances per accounting records. Additional items included in this amendment represent requests for additional budget authority for projects and programs. Four new positions are being requested in this amendment.

One new amendment request was added since the June 11 Council Study Session; this is highlighted in red below.

Proposed amendments to the 2018 budget are as follows:

**Fund Balance Adjustments.** This amendment adjusts City-wide 2018 budgeted beginning fund balances to reflect actual ending balances as of the end of 2017. City-wide beginning fund balances are adjusted by a net increase of \$16.4 million.

**Project and Other Funding Adjustments.** Project and other funding requests included in this budget amendment add spending authority for new projects or establish additional or reduced spending authority for existing projects. Total project expenditure requests net to a reduction of \$889,400.

Significant project funding requests include:

- Reduce Runway Enhancement project (cp1516) and fund miscellaneous projects: This amendment reduces 2018 funding due to a delay in construction and grant uncertainty by \$1,803,300. It also re-allocates \$30,000 of these funds for needed projects that address fueling system repairs and weather reporting system replacement.
- Reduce Federal grant for A St. SE Corridor signal safety project (cp1707): This amendment reduces the Federal grant budget for the project by \$365,500 to reflect the amount of the award.

- Increase budget for 2018 Local Street Reconstruction project (cp1717): This amendment would increase funding for the project by \$220,000 due to bids coming in significantly higher than the Engineer's estimate under the current bidding climate.
- Increase budget for Reservoir #1 Seismic Control Valve project (cp1709): This amendment would fund the construction phase of this project in the amount of \$309,000. The project received grant funding in 2014 and the City has applied for additional grant funds but may not receive the grant award before the project is advertised, if at all. The additional funds are needed to cover rising construction costs over the past four years as well as increased costs due to greater complexity of the project than was originally anticipated.
- Increased allocation from the General Fund for Community Development Block Grant (CDBG) program: This request would increase the salaries and benefits allocated to the Housing & Community Development Fund from the General Fund for the administration of the CDBG program. The City's 2018 CDBG award will exceed the budgeted amount by \$145,000, and this amendment would allow additional administrative hours to be charged to the grant.
- Replace kitchen floor at the Senior Center: This amendment would provide \$135,000 to replace the kitchen floor at the Senior Center and fix the related ground water intrusion problem. This amendment would be partially funded from a \$49,000 King County Veterans, Seniors, and Human Services Levy grant.
- **Grant and additional funding for A Street SE reconstruction (cp1819): This amendment would accept a \$99,400 grant from the Puget Sound Regional Council and provide an additional \$99,400 of funding from the Arterial Street Preservation Fund for this project.**

Other requests include:

- |                                                                                                              |              |
|--------------------------------------------------------------------------------------------------------------|--------------|
| • Transfer General Fund balance to Cumulative Reserve Fund                                                   | \$ 1,500,000 |
| • Extend Nexus contract for youth sheltering services                                                        | 50,000       |
| • New FTE: Police Officer to backfill for School Resource Officer (reimbursed by the Auburn School District) | 75,800       |
| • Tree trimming at the Auburn Municipal Airport                                                              | 40,000       |
| • Three New FTEs to manage and operate the Auburn Municipal Airport                                          | 87,900       |
| • Demolish the caretaker house at Game Farm Park                                                             | 58,000       |
| • Temporary Records Clerk for the City Clerk's Office                                                        | 33,900       |

The following table summarizes the current and revised budget as a result of this amendment.

**Table 1: 2018 Budget as Amended**

2018 Amended Budget	<b>\$ 312,366,528</b>
Budget Amendment #6 (Ord #6684)	<b><u>16,508,643</u></b>
2018 Budget as Amended	<b>\$ 328,875,171</b>

**Attachments:**

- ❖ 1. Schedules "A" and "B"
- ❖ 2. Ordinance #6684

**ORDINANCE NO. 6 6 8 4**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING ORDINANCE NO. 6621, THE 2017-2018 BIENNIAL BUDGET ORDINANCE, AS AMENDED BY ORDINANCE NO. 6646, ORDINANCE NO. 6656, ORDINANCE NO. 6665, ORDINANCE NO. 6666, AND ORDINANCE NO. 6680, AUTHORIZING AMENDMENT TO THE CITY OF AUBURN 2017-2018 BUDGET AS SET FORTH IN SCHEDULE "A" AND SCHEDULE "B"

WHEREAS, the Auburn City Council at its regular meeting of November 21, 2016, adopted Ordinance No. 6621 which adopted the City of Auburn 2017-2018 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of April 3, 2017, adopted Ordinance No. 6646 (BA#1) which amended Ordinance No. 6621 which adopted the City of Auburn 2017-2018 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of July 3, 2017, adopted Ordinance No. 6656 (BA#2) which amended Ordinance No. 6646 which amended the City of Auburn 2017-2018 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of December 4, 2017, adopted Ordinances No. 6665 (BA#3), and No. 6666 (BA#4), both of which amended Ordinance No. 6656 which amended the City of Auburn 2017-2018 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of April 2, 2018, adopted Ordinances No. 6680 (BA#5), which amended Ordinance No. 6656 which amended the City of Auburn 2017-2018 Biennial budget; and

WHEREAS, the City of Auburn deems it necessary to appropriate additional funds to the various funds of the 2018 budget as outlined in this Ordinance (BA#6); and

WHEREAS, this Ordinance has been approved by one more than the majority of all councilpersons in accordance with RCW 35A.34.200.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON DO ORDAIN AS FOLLOWS:

**Section 1.** **Amendment of the 2017-2018 Biennial Budget.** The 2017-2018 Biennial Budget of the City of Auburn is amended pursuant to Chapter 35A.34 RCW, to reflect the revenues and expenditures as shown on Schedule "A" attached hereto and incorporated herein by reference. The Mayor of the City of Auburn, Washington is hereby authorized to utilize revenue and expenditure amounts shown on said Schedule "A" and Schedule "B". A copy of said Schedule "A" and Schedule "B" is on file with the City Clerk and available for public inspection.

**Section 2.** **Severability.** If any provision of this Ordinance or the application thereof to any person or circumstance is held to be invalid, the remainder of such code, ordinance or regulation or the application thereof to other person or circumstance shall not be affected.

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



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

INTRODUCED: \_\_\_\_\_

PASSED: \_\_\_\_\_

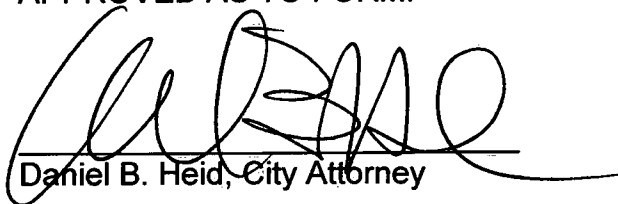
APPROVED: \_\_\_\_\_

\_\_\_\_\_  
NANCY BACKUS, MAYOR

ATTEST:

\_\_\_\_\_  
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Daniel B. Heid, City Attorney

PUBLISHED: \_\_\_\_\_

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>General Fund (#001)</b>				
2018 Adopted Budget	12,623,309	66,091,810	72,860,044	5,855,075
Previous Budget Amendments	2,993,321	1,094,200	2,663,100	1,424,421
2018 Amended Budget	15,616,630	67,186,010	75,523,144	7,279,496
<b>BA#6 (Ordinance #6684, Proposed):</b>	<b>7,027,046</b>	<b>322,000</b>	<b>1,991,500</b>	<b>5,357,546</b>
<b>Parks Department:</b>				
Replace kitchen floor at the Senior Center (T/F to F505)	-	-	86,000	(86,000)
<b>Legal Department:</b>				
Temporary Records Clerk	-	-	33,900	(33,900)
<b>Mayor's Office:</b>				
Required pension benefits for temporary position in Mayor's Office	-	-	22,000	(22,000)
Extend Nexus contract for youth sheltering services	-	-	50,000	(50,000)
<b>Police Department:</b>				
New FTE Police Officer to backfill for School Resource Officer (SRO)	-	89,200	75,800	13,400
Increase grant revenue for COPS Hiring grants	-	57,500	57,500	-
Increase grant revenue for Auto Theft grant	-	38,000	-	38,000
WA Association of Sheriffs & Police Chiefs grant for WA Gang Database	-	26,000	26,000	-
Purchase Electronic Parking Ticket System	-	-	43,000	(43,000)
<b>Public Works Department:</b>				
Traffic signal repairs, funded by insurance recoveries	-	80,000	80,000	-
<b>Administration Department:</b>				
Emergency Management Performance Grant	-	31,300	31,300	-
Incr salaries & benefits allocated from the General Fund for CDBG grant program	-	-	(14,000)	14,000
<b>Non-Departmental:</b>				
Adjust Beginning Fund Balance	7,027,046	-	-	7,027,046
Transfer fund balance to Cumulative Reserve Fund	-	-	1,500,000	(1,500,000)
<b>Revised 2018 Budget - Fund 001</b>	<b>22,643,676</b>	<b>67,508,010</b>	<b>77,514,644</b>	<b>12,637,042</b>

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Arterial Street Fund (#102)</b>				
2018 Adopted Budget	1,376,814	6,215,417	6,643,292	948,939
Previous Budget Amendments	1,082,275	(569,500)	409,100	103,675
2018 Amended Budget	2,459,089	5,645,917	7,052,392	1,052,614
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	125,047	(334,600)	(334,600)	125,047
Adjust Beginning Fund Balance	125,047	-	-	125,047
WUTC grant for median barrier improvements at C St. SW rail crossing (cp1822)	-	25,200	25,200	-
WUTC grant for lighting improvements at C St. SW rail crossing (cp1822)	-	5,200	5,200	-
Reduce Federal grant for A St. SE Corridor signal safety project (cp1707)	-	(365,000)	(365,000)	-
Revised 2018 Budget - Fund 102	2,584,136	5,311,317	6,717,792	1,177,661
<b>Local Street Fund (#103)</b>				
2018 Adopted Budget	893,143	1,909,100	2,418,270	383,973
Previous Budget Amendments	1,262,791	-	953,300	309,491
2018 Amended Budget	2,155,934	1,909,100	3,371,570	693,464
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	787,416	-	220,000	567,416
Adjust Beginning Fund Balance	787,416	-	-	787,416
Additional funding for Local Street Reconstruction project (cp1717)	-	-	220,000	(220,000)
Revised 2018 Budget - Fund 103	2,943,350	1,909,100	3,591,570	1,260,880
<b>Hotel/Motel Tax Fund (#104)</b>				
2018 Adopted Budget	84,044	113,700	113,700	84,044
Previous Budget Amendments	96,102	-	106,100	(9,998)
2018 Amended Budget	180,146	113,700	219,800	74,046
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	20,225	-	-	20,225
Adjust Beginning Fund Balance	20,225	-	-	20,225
Revised 2018 Budget - Fund 104	200,371	113,700	219,800	94,271

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Arterial Street Preservation Fund (#105)</b>				
2018 Adopted Budget	366,008	3,067,340	2,880,440	552,908
Previous Budget Amendments	1,566,017	2,658,000	3,237,700	986,317
2018 Amended Budget	1,932,025	5,725,340	6,118,140	1,539,225
BA#6 (Ordinance #6684, Proposed):	107,812	99,400	198,800	8,412
Adjust Beginning Fund Balance	107,812	-	-	107,812
PSRC grant and additional funding for A Street NE Preservation project (cp1819)	-	99,400	198,800	(99,400)
Revised 2018 Budget - Fund 105	2,039,837	5,824,740	6,316,940	1,547,637
<b>Drug Forfeiture Fund (#117)</b>				
2018 Adopted Budget	193,981	87,100	253,221	27,860
Previous Budget Amendments	95,555	-	-	95,555
2018 Amended Budget	289,536	87,100	253,221	123,415
BA#6 (Ordinance #6684, Proposed):	95,518	-	-	95,518
Adjust Beginning Fund Balance	95,518	-	-	95,518
Revised 2018 Budget - Fund 117	385,054	87,100	253,221	218,933
<b>Housing &amp; Comm Develop Fund (#119)</b>				
2018 Adopted Budget	52,455	460,000	468,446	44,009
Previous Budget Amendments	(10,001)	596,200	596,200	(10,001)
2018 Amended Budget	42,454	1,056,200	1,064,646	34,008
BA#6 (Ordinance #6684, Proposed):	2,450	145,000	145,000	2,450
Adjust Beginning Fund Balance	2,450	-	-	2,450
Incr salaries & benefits allocated from the General Fund for CDBG grant program	-	145,000	145,000	-
Revised 2018 Budget - Fund 119	44,904	1,201,200	1,209,646	36,458

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Recreation Trails Fund (#120)</b>				
2018 Adopted Budget	56,998	7,340	-	64,338
Previous Budget Amendments	164	-	-	164
2018 Amended Budget	57,162	7,340	-	64,502
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	364	-	-	364
Adjust Beginning Fund Balance	364	-	-	364
Revised 2018 Budget - Fund 120	57,526	7,340	-	64,866
<b>BIA Fund (#121)</b>				
2018 Adopted Budget	48,716	55,200	55,000	48,916
Previous Budget Amendments	9,956	-	-	9,956
2018 Amended Budget	58,672	55,200	55,000	58,872
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	35,801	-	35,000	801
Adjust Beginning Fund Balance	35,801	-	-	35,801
Security enhancements and misc. improvements in the BIA	-	-	35,000	(35,000)
Revised 2018 Budget - Fund 121	94,473	55,200	90,000	59,673
<b>Cumulative Reserve Fund (#122)</b>				
2018 Adopted Budget	7,366,699	20,500	250,000	7,137,199
Previous Budget Amendments	2,121,600	-	1,342,200	779,400
2018 Amended Budget	9,488,299	20,500	1,592,200	7,916,599
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	311,013	1,500,000	-	1,811,013
Adjust Beginning Fund Balance	311,013	-	-	311,013
Transfer General Fund fund balance to Cumulative Reserve Fund	-	1,500,000	-	1,500,000
Revised 2018 Budget - Fund 122	9,799,312	1,520,500	1,592,200	9,727,612

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Mitigation Fees Fund (#124)</b>				
2018 Adopted Budget	4,429,481	1,520,200	1,219,817	4,729,864
Previous Budget Amendments	5,786,882	400,000	1,616,100	4,570,782
2018 Amended Budget	10,216,363	1,920,200	2,835,917	9,300,646
BA#6 (Ordinance #6684, Proposed):	1,235,392	-	-	1,235,392
Adjust Beginning Fund Balance	1,235,392	-	-	1,235,392
Revised 2018 Budget - Fund 124	11,451,755	1,920,200	2,835,917	10,536,038
<b>Local Revitalization 2010 C&amp;D Bond Fund (#231)</b>				
2018 Adopted Budget	-	589,595	589,595	-
Previous Budget Amendments	-	-	-	-
2018 Amended Budget	-	589,595	589,595	-
BA#6 (Ordinance #6684, Proposed):	11,396	-	-	11,396
Adjust Beginning Fund Balance	11,396	-	-	11,396
Revised 2018 Budget - Fund 231	11,396	589,595	589,595	11,396
<b>LID Guarantee Fund (#249)</b>				
2018 Adopted Budget	-	-	-	-
Previous Budget Amendments	1,588	-	-	1,588
2018 Amended Budget	1,588	-	-	1,588
BA#6 (Ordinance #6684, Proposed):	-	-	-	-
Adjust Beginning Fund Balance	-	-	-	-
Revised 2018 Budget - Fund 249	1,588	-	-	1,588

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>LID 350 Fund (#275)</b>				
2018 Adopted Budget	11,959	7,812	7,246	12,525
Previous Budget Amendments	(1,349)	-	-	(1,349)
2018 Amended Budget	10,610	7,812	7,246	11,176
BA#6 (Ordinance #6684, Proposed):	(2,527)	-	-	(2,527)
Adjust Beginning Fund Balance	(2,527)	-	-	(2,527)
Revised 2018 Budget - Fund 275	8,083	7,812	7,246	8,649
<b>Golf/Cemetery 2016 Refunding Fund (#276)</b>				
2018 Adopted Budget	-	554,367	554,367	-
Previous Budget Amendments	-	-	-	-
2018 Amended Budget	-	554,367	554,367	-
BA#6 (Ordinance #6684, Proposed):	19	-	-	19
Adjust Beginning Fund Balance	19	-	-	19
Revised 2018 Budget - Fund 276	19	554,367	554,367	19
<b>Parks Construction Fund (#321)</b>				
2018 Adopted Budget	282,116	664,590	872,000	74,706
Previous Budget Amendments	1,027,460	1,570,500	2,113,900	484,060
2018 Amended Budget	1,309,576	2,235,090	2,985,900	558,766
BA#6 (Ordinance #6684, Proposed):	(291,544)	-	-	(291,544)
Adjust Beginning Fund Balance	(291,544)	-	-	(291,544)
Revised 2018 Budget - Fund 321	1,018,032	2,235,090	2,985,900	267,222

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Capital Improvements Fund (#328)</b>				
2018 Adopted Budget	7,797,299	3,869,857	4,015,148	7,652,008
Previous Budget Amendments	1,678,886	1,715,300	2,923,100	471,086
2018 Amended Budget	9,476,185	5,585,157	6,938,248	8,123,094
BA#6 (Ordinance #6684, Proposed):	1,795,660	-	-	1,795,660
Adjust Beginning Fund Balance	1,795,660	-	-	1,795,660
Revised 2018 Budget - Fund 328	11,271,845	5,585,157	6,938,248	9,918,754
<b>Local Revitalization Fund (#330)</b>				
2018 Adopted Budget	-	-	-	-
Previous Budget Amendments	341,100	-	340,500	600
2018 Amended Budget	341,100	-	340,500	600
BA#6 (Ordinance #6684, Proposed):	33,866	-	-	33,866
Adjust Beginning Fund Balance	33,866	-	-	33,866
Revised 2018 Budget - Fund 330	374,966	-	340,500	34,466
<b>Water Fund (#430)</b>				
2018 Adopted Budget	4,675,993	15,432,455	15,464,336	4,644,112
Previous Budget Amendments	1,664,006	1,196,600	1,552,200	1,308,406
2018 Amended Budget	6,339,999	16,629,055	17,016,536	5,952,518
BA#6 (Ordinance #6684, Proposed):	(765,027)	-	-	(765,027)
Adjust Beginning Fund Balance	(765,027)	-	-	(765,027)
Revised 2018 Budget - Fund 430	5,574,972	16,629,055	17,016,536	5,187,491



**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Sewer Fund (#431)</b>				
2018 Adopted Budget	1,234,710	8,237,670	7,793,219	1,679,161
Previous Budget Amendments	939,957	-	161,600	778,357
2018 Amended Budget	2,174,667	8,237,670	7,954,819	2,457,518
BA#6 (Ordinance #6684, Proposed):	1,434,710	-	-	1,434,710
Adjust Beginning Fund Balance	1,434,710	-	-	1,434,710
Revised 2018 Budget - Fund 431	3,609,377	8,237,670	7,954,819	3,892,228
<b>Storm Drainage Fund (#432)</b>				
2018 Adopted Budget	1,776,980	9,320,902	9,561,770	1,536,112
Previous Budget Amendments	(127,507)	-	366,400	(493,907)
2018 Amended Budget	1,649,473	9,320,902	9,928,170	1,042,205
BA#6 (Ordinance #6684, Proposed):	1,260,644	-	-	1,260,644
Adjust Beginning Fund Balance	1,260,644	-	-	1,260,644
Revised 2018 Budget - Fund 432	2,910,117	9,320,902	9,928,170	2,302,849
<b>Sewer Metro Sub Fund (#433)</b>				
2018 Adopted Budget	2,318,495	18,190,923	18,250,200	2,259,218
Previous Budget Amendments	232,317	-	-	232,317
2018 Amended Budget	2,550,812	18,190,923	18,250,200	2,491,535
BA#6 (Ordinance #6684, Proposed):	482,655	-	-	482,655
Adjust Beginning Fund Balance	482,655	-	-	482,655
Revised 2018 Budget - Fund 433	3,033,467	18,190,923	18,250,200	2,974,190
<b>Solid Waste Fund (#434)</b>				
2018 Adopted Budget	4,233,901	16,065,850	15,691,927	4,607,824
BA#6 (Ordinance #6684, Proposed):	356,619	-	-	356,619
Adjust Beginning Fund Balance	356,619	-	-	356,619
Revised 2018 Budget - Fund 434	5,083,854	15,052,950	14,970,227	5,166,577

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Airport Fund (#435)</b>				
2018 Adopted Budget	324,165	829,800	693,975	459,990
Previous Budget Amendments	26,635	19,000	50,000	(4,365)
2018 Amended Budget	350,800	848,800	743,975	455,625
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	71,808	-	127,900	(56,092)
Adjust Beginning Fund Balance	71,808	-	-	71,808
Tree trimming at Auburn Municipal Airport	-	-	40,000	(40,000)
Three FTEs to manage and operate Auburn Municipal Airport	-	-	87,900	(87,900)
Revised 2018 Budget - Fund 435	422,608	848,800	871,875	399,533
<b>Cemetery Fund (#436)</b>				
2018 Adopted Budget	243,909	1,183,800	1,197,391	230,318
Previous Budget Amendments	16,243	-	1,000	15,243
2018 Amended Budget	260,152	1,183,800	1,198,391	245,561
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	254,636	-	-	254,636
Adjust Beginning Fund Balance	254,636	-	-	254,636
Revised 2018 Budget - Fund 436	514,788	1,183,800	1,198,391	500,197
<b>Water Capital Fund (#460)</b>				
2018 Adopted Budget	946,053	5,000,000	5,086,586	859,467
Previous Budget Amendments	1,848,602	1,549,200	1,776,200	1,621,602
2018 Amended Budget	2,794,655	6,549,200	6,862,786	2,481,069
<b>BA#6 (Ordinance #6684, Proposed):</b>				
	(1,309,645)	-	309,000	(1,618,645)
Adjust Beginning Fund Balance	(1,309,645)	-	-	(1,309,645)
Increase budget for Reservoir #1 Seismic Control Valve project (cp1709)	-	-	309,000	(309,000)
Revised 2018 Budget - Fund 460	1,485,010	6,549,200	7,171,786	862,424

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Sewer Capital Fund (#461)</b>				
2018 Adopted Budget	7,821,219	600,000	1,414,000	7,007,219
Previous Budget Amendments	4,656,158	-	1,071,300	3,584,858
2018 Amended Budget	12,477,377	600,000	2,485,300	10,592,077
BA#6 (Ordinance #6684, Proposed):	(10,186)	-	-	(10,186)
Adjust Beginning Fund Balance	(10,186)	-	-	(10,186)
Revised 2018 Budget - Fund 461	12,467,191	600,000	2,485,300	10,581,891
<b>Storm Drainage Capital Fund (#462)</b>				
2018 Adopted Budget	10,347,143	1,800,000	1,536,000	10,611,143
Previous Budget Amendments	1,819,753	210,000	1,940,300	89,453
2018 Amended Budget	12,166,896	2,010,000	3,476,300	10,700,596
BA#6 (Ordinance #6684, Proposed):	1,027,992	-	-	1,027,992
Adjust Beginning Fund Balance	1,027,992	-	-	1,027,992
Revised 2018 Budget - Fund 462	13,194,888	2,010,000	3,476,300	11,728,588
<b>Airport Capital Fund (#465)</b>				
2018 Adopted Budget	111,743	1,741,667	1,853,334	76
Previous Budget Amendments	132,592	830,500	898,000	65,092
2018 Amended Budget	244,335	2,572,167	2,751,334	65,168
BA#6 (Ordinance #6684, Proposed):	16,637	(1,741,700)	(1,803,300)	78,237
Adjust Beginning Fund Balance	16,637	-	-	16,637
Reduce Runway Enhancement project (cp1516) and fund misc. projects	-	(1,741,700)	(1,803,300)	61,600
Revised 2018 Budget - Fund 465	260,972	830,467	948,034	143,405

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Cemetery Capital Fund (#466)</b>				
2018 Adopted Budget	157,301	-	-	157,301
Previous Budget Amendments	99,332	75,000	75,000	99,332
2018 Amended Budget	256,633	75,000	75,000	256,633
BA#6 (Ordinance #6684, Proposed):	2,404	-	-	2,404
Adjust Beginning Fund Balance	2,404	-	-	2,404
Revised 2018 Budget - Fund 466	259,037	75,000	75,000	259,037
<b>Insurance Fund (#501)</b>				
2018 Adopted Budget	1,084,209	1,500	241,230	844,479
Previous Budget Amendments	743,711	-	-	743,711
2018 Amended Budget	1,827,920	1,500	241,230	1,588,190
BA#6 (Ordinance #6684, Proposed):	187,580	-	-	187,580
Adjust Beginning Fund Balance	187,580	-	-	187,580
Revised 2018 Budget - Fund 501	2,015,500	1,500	241,230	1,775,770
<b>Workers' Comp Fund (#503)</b>				
2018 Adopted Budget	993,145	1,103,700	862,683	1,234,162
Previous Budget Amendments	227,246	-	-	227,246
2018 Amended Budget	1,220,391	1,103,700	862,683	1,461,408
BA#6 (Ordinance #6684, Proposed):	404,729	-	-	404,729
Adjust Beginning Fund Balance	404,729	-	-	404,729
Revised 2018 Budget - Fund 503	1,625,120	1,103,700	862,683	1,866,137

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Facilities Fund (#505)</b>				
2018 Adopted Budget	1,285,575	3,875,400	3,911,293	1,249,682
Previous Budget Amendments	202,597	(234,400)	242,000	(273,803)
2018 Amended Budget	1,488,172	3,641,000	4,153,293	975,879
BA#6 (Ordinance #6684, Proposed):	253,752	135,000	193,000	195,752
Adjust Beginning Fund Balance	253,752	-	-	253,752
Replace kitchen floor at the Senior Center (grant and T/F from Gen'l Fund)	-	135,000	135,000	-
Demolish caretaker house at Game Farm Park	-	-	58,000	(58,000)
Revised 2018 Budget - Fund 505	1,741,924	3,776,000	4,346,293	1,171,631
<b>Innovation &amp; Technology Fund (#518)</b>				
2018 Adopted Budget	435,128	6,598,327	6,063,932	969,523
Previous Budget Amendments	1,173,567	586,700	419,300	1,340,967
2018 Amended Budget	1,608,695	7,185,027	6,483,232	2,310,490
BA#6 (Ordinance #6684, Proposed):	196,121	5,000	5,000	196,121
Adjust Beginning Fund Balance	196,121	-	-	196,121
Three FTEs to manage and operate Auburn Municipal Airport	-	5,000	5,000	-
Revised 2018 Budget - Fund 518	1,804,816	7,190,027	6,488,232	2,506,611
<b>Equipment Rental Fund (#550)</b>				
2018 Adopted Budget	2,483,429	3,049,383	2,829,409	2,703,403
Previous Budget Amendments	440,448	(639,058)	(88,800)	(109,810)
2018 Amended Budget	2,923,877	2,410,325	2,740,609	2,593,593
BA#6 (Ordinance #6684, Proposed):	186,934	-	-	186,934
Adjust Beginning Fund Balance	186,934	-	-	186,934
Revised 2018 Budget - Fund 550	3,110,811	2,410,325	2,740,609	2,780,527

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Equipment Rental Capital Fund (#560)</b>				
2018 Adopted Budget	1,376,943	1,703,631	1,506,851	1,573,723
Previous Budget Amendments	1,438,752	930,858	889,200	1,480,410
2018 Amended Budget	2,815,695	2,634,489	2,396,051	3,054,133
BA#6 (Ordinance #6684, Proposed):	638,113	-	20,000	618,113
Adjust Beginning Fund Balance	638,113	-	-	638,113
Purchase mudjacking trailer for sidewalk repairs	-	-	20,000	(20,000)
Revised 2018 Budget - Fund 560	3,453,808	2,634,489	2,416,051	3,672,246
<b>IT Capital Fund (#568)</b>				
2018 Adopted Budget	1,079,683	205,000	1,033,800	250,883
Previous Budget Amendments	436,294	27,300	125,900	337,694
2018 Amended Budget	1,515,977	232,300	1,159,700	588,577
BA#6 (Ordinance #6684, Proposed):	321,308	-	-	321,308
Adjust Beginning Fund Balance	321,308	-	-	321,308
Revised 2018 Budget - Fund 568	1,837,285	232,300	1,159,700	909,885
<b>Fire Pension Fund (#611)</b>				
2018 Adopted Budget	2,324,182	84,000	178,225	2,229,957
Previous Budget Amendments	(48,293)	-	42,800	(91,093)
2018 Amended Budget	2,275,889	84,000	221,025	2,138,864
BA#6 (Ordinance #6684, Proposed):	41,905	-	-	41,905
Adjust Beginning Fund Balance	41,905	-	-	41,905
Revised 2018 Budget - Fund 611	2,317,794	84,000	221,025	2,180,769

**Schedule A**  
**Summary of 2018 Budget Adjustments by Fund**  
**Budget Amendment #6 (Ordinance #6684)**

	Beg. Fund Balance	2018 Revenues	2018 Expenditures	Ending Fund Balance
<b>Cemetery Endowment Fund (#701)</b>				
2018 Adopted Budget	1,758,279	39,900	-	1,798,179
Previous Budget Amendments	23,330	-	75,000	(51,670)
2018 Amended Budget	1,781,609	39,900	75,000	1,746,509
<b>BA#6 (Ordinance #6684, Proposed):</b>	<b>29,900</b>	<b>-</b>	<b>-</b>	<b>29,900</b>
<b>Adjust Beginning Fund Balance</b>	<b>29,900</b>	<b>-</b>	<b>-</b>	<b>29,900</b>
<b>Revised 2018 Budget - Fund 701</b>	<b>1,811,509</b>	<b>39,900</b>	<b>75,000</b>	<b>1,776,409</b>
<b>Grand Total - All Funds</b>				
2018 Adopted Budget	82,595,207	184,276,400	192,349,311	74,522,296
Previous Budget Amendments	34,491,421	11,003,500	25,177,000	20,317,921
2018 Amended Budget	117,086,628	195,279,900	217,526,311	94,840,217
<b>TOTAL BA#5 (Ordinance #6684, Proposed)</b>	<b>16,378,543</b>	<b>130,100</b>	<b>1,107,300</b>	<b>15,401,343</b>
<b>Revised 2018 Budget</b>	<b>133,465,171</b>	<b>195,410,000</b>	<b>218,633,611</b>	<b>110,241,560</b>
		<b>328,875,171</b>		<b>328,875,171</b>

## Schedule B

### 2018 Appropriations by Fund

Fund	2018 Adopted Budget	BA#4 (Ord #6666)	BA#5 (Ord #6680)	BA#6 (Ord #6684)	Total Amendments	Revised Budget
General Fund (#001)	78,715,119	3,394,221	693,300	7,349,046	11,436,567	90,151,686
Arterial Street Fund (#102)	7,592,231	(3,928,125)	4,440,900	(209,553)	303,222	7,895,453
Local Street Fund (#103)	2,802,243	459,491	803,300	787,416	2,050,207	4,852,450
Hotel Motel Fund (#104)	197,744	60,502	35,600	20,225	116,327	314,071
Arterial Street Preservation Fund (#105)	3,433,348	3,701,817	522,200	207,212	4,431,229	7,864,577
Drug Forfeiture Fund (#117)	281,081	95,555	-	95,518	191,073	472,154
Housing & Community Development Grant Fund (#119)	512,455	(10,001)	596,200	147,450	733,649	1,246,104
Recreation Trails Fund (#120)	64,338	164	-	364	528	64,866
Business Improvement Area Fund (#121)	103,916	9,956	-	35,801	45,757	149,673
Cumulative Reserve Fund (#122)	7,387,199	2,121,600	-	1,811,013	3,932,613	11,319,812
Mitigation Fees Fund (#124)	5,949,681	4,593,782	1,593,100	1,235,392	7,422,274	13,371,955
1998 Library Fund (#229)	282,150	-	-	-	-	282,150
2010 Annex A&B Bond Debt Fund (#230)	1,675,120	-	-	-	-	1,675,120
2010 C&D Local Revitalization Debt Fund (#231)	589,595	-	-	11,396	11,396	600,991
SCORE Debt Service Fund (#238)	2,021,294	-	-	-	-	2,021,294
LID Guarantee Fund (#249)	-	1,588	-	-	1,588	1,588
LID #350 (#275)	19,771	(1,349)	-	(2,527)	(3,876)	15,895
Golf/Cemetery 2016 Refunding (#276)	554,367	-	-	19	19	554,386
Municipal Park Construction Fund (#321)	946,706	1,300,460	1,297,500	(291,544)	2,306,416	3,253,122
Capital Improvements Fund (#328)	11,667,156	2,069,486	1,324,700	1,795,660	5,189,846	16,857,002
Local Revitalization Fund (#330)	-	41,100	300,000	33,866	374,966	374,966
Water Fund (#430)	20,108,448	1,454,006	1,406,600	(765,027)	2,095,579	22,204,027
Sewer Fund (#431)	9,472,380	887,957	52,000	1,434,710	2,374,667	11,847,047
Storm Drainage Fund (#432)	11,097,882	(227,307)	99,800	1,260,644	1,133,137	12,231,019
Sewer Metro Fund (#433)	20,509,418	232,317	-	482,655	714,972	21,224,390
Solid Waste Fund (#434)	20,299,751	(519,566)	-	356,619	(162,947)	20,136,804
Airport Fund (#435)	1,153,965	45,635	-	71,808	117,443	1,271,408
Cemetery Fund (#436)	1,427,709	16,243	-	254,636	270,879	1,698,588
Water Capital Fund (#460)	5,946,053	(22,498)	3,420,300	(1,309,645)	2,088,157	8,034,210
Sewer Capital Fund (#461)	8,421,219	3,881,858	774,300	(10,186)	4,645,972	13,067,191
Storm Drainage Capital Fund (#462)	12,147,143	1,097,153	932,600	1,027,992	3,057,745	15,204,888
Airport Capital Fund (#465)	1,853,410	620,692	342,400	(1,725,063)	(761,971)	1,091,439
Cemetery Capital Fund (#466)	157,301	174,332	-	2,404	176,736	334,037
Insurance Fund (#501)	1,085,709	743,711	-	187,580	931,291	2,017,000
Workers Compensation Self Insurance Fund (#503)	2,096,845	227,246	-	404,729	631,975	2,728,820
Facilities Fund (#505)	5,160,975	(338,903)	307,100	388,752	356,949	5,517,924
Innovation and Technology Fund (#518)	7,033,455	1,475,967	284,300	201,121	1,961,388	8,994,843
Equipment Rental Fund (#550)	5,532,812	440,448	-	186,934	627,382	6,160,194
Equipment Rental Capital Fund (#560)	3,080,574	1,296,652	433,900	638,113	2,368,665	5,449,239
IT Capital Fund (#568)	1,284,683	360,194	103,400	321,308	784,902	2,069,585
Fire Pension Fund (#611)	2,408,182	(48,293)	-	41,905	(6,388)	2,401,794
Cemetery Endowment Fund (#701)	1,798,179	23,330	-	29,900	53,230	1,851,409
<b>Total</b>	<b>266,871,607</b>	<b>25,731,421</b>	<b>19,763,500</b>	<b>16,508,643</b>	<b>62,003,564</b>	<b>328,875,171</b>





## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Resolution No. 5355 (Gaub)

**Date:**

June 7, 2018

**Department:**

CD & PW

**Attachments:**

[Resolution No. 5355](#)  
[2019-2024 Transportation Improvement Program](#)

**Budget Impact:**

Current Budget: \$0  
Proposed Revision: \$0  
Revised Budget: \$0

**Administrative Recommendation:**

City Council to introduce and adopt Resolution No. 5355.

**Background Summary:**

The purpose of this Resolution is for the City Council to adopt the 2019-2024 Transportation Improvement Program (TIP). Staff has reviewed the TIP with the City Council at two previous Study Sessions on May 29, 2018 and June 11, 2018. In addition, the Transportation Advisory Board reviewed the TIP at their March and June meetings and provided feedback.

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

Gaub

**Meeting Date:** June 18, 2018

Item Number: RES.A

**RESOLUTION NO. 5 3 5 5**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
AUBURN, WASHINGTON, APPROVING THE 2019-2024  
TRANSPORTATION IMPROVEMENT PROGRAM OF THE  
CITY OF AUBURN PURSUANT TO CHAPTER 35.77 OF  
THE REVISED CODE OF WASHINGTON (RCW)

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

WHEREAS, a public hearing to review the 2019-2024 Transportation Improvement Program for the City of Auburn was held on June 18, 2018 at the hour of 7:00 p.m. in the Council Chambers of the Auburn City Hall, pursuant to notice published in the legal newspaper of the City of Auburn on June 07, 2018.

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

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

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

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

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

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2018

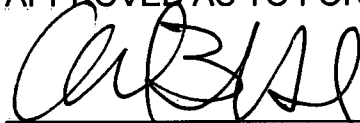
CITY OF AUBURN

\_\_\_\_\_  
NANCY BACKUS MAYOR

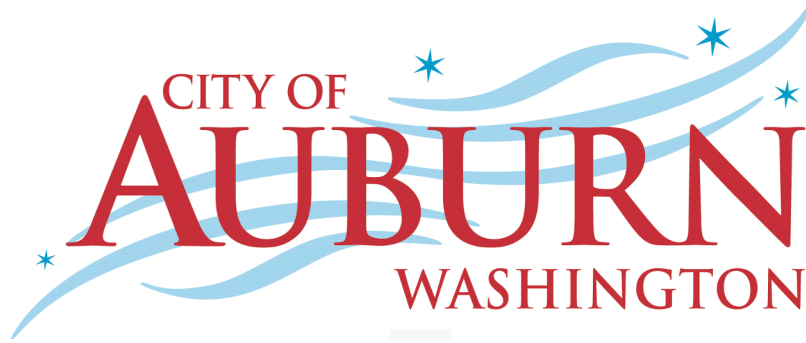
ATTEST:

\_\_\_\_\_  
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

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

\_\_\_\_\_  
Daniel B. Heid, City Attorney

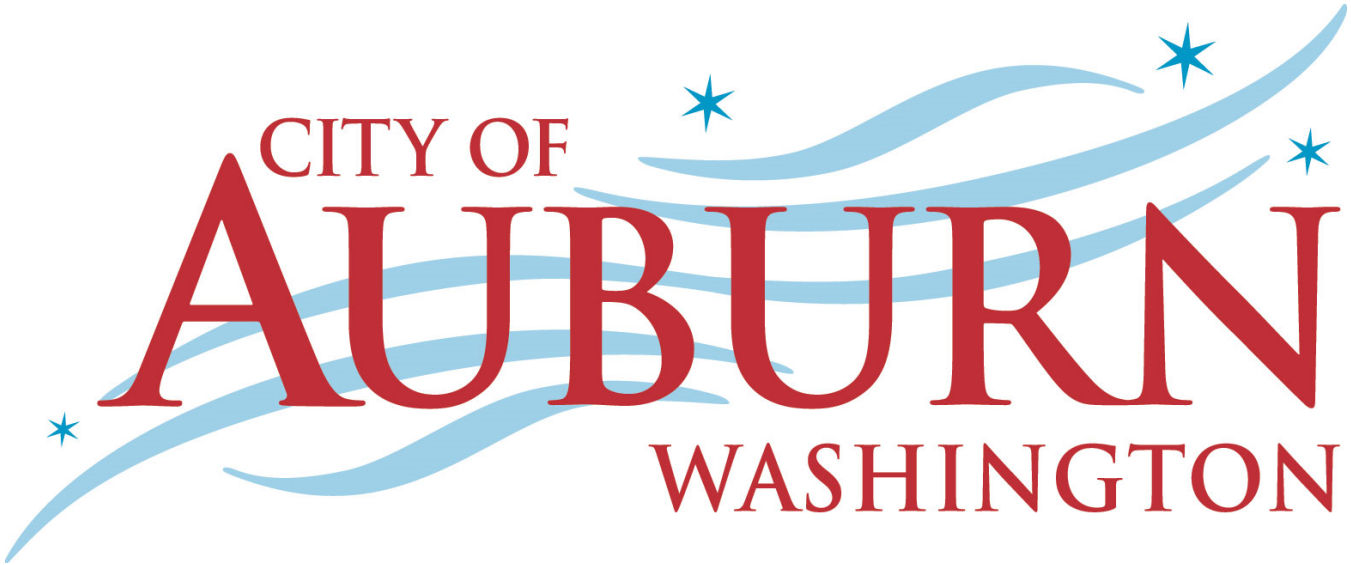


# **2019-2024 Transportation Improvement Program**



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

**Adopted June 18, 2018 by Resolution 5355**



**Cover Photos: Left: S 277th St, Right: B St NW**

Placeholder for Resolution

Placeholder for Resolution

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*City of Auburn Transportation Improvement Program*

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## **EXECUTIVE SUMMARY**

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

## **INTRODUCTION**

### **Purpose**

The purpose of the TIP is to identify priority transportation projects and assure that the City has advanced plans as a guide to carrying out a coordinated transportation program. There are always more projects than available revenues. Therefore, a primary objective of the TIP is to integrate the two to produce a comprehensive, realistic program for the orderly development and maintenance of the street system. Projects are required to be included in the TIP in order to be eligible for State and Federal grants. Grant funding for projects listed may not yet be secured.

### **Statutory Requirements**

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

*Projects of Regional Significance* - RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program for that region. The 2019-2024 TIP includes two projects of regional significance:

<b>TIP Project Number</b>	<b>Project Title</b>
TIP# 9	AWS Widening (Hemlock to Poplar)
TIP# 61	SR-18 to Auburn Way South (SR-164) Bypass

## **Methodology**

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

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

Projects are placed into one of the following categories:

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

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

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

*City of Auburn Transportation Improvement Program*

# Projects & Financing Plan Summary

TIP#	Intersection, Signal & ITS Projects	2019	2020	2021	2022	2023	2024	Total
<b>I-1</b>	<b><u>Signal Replacement Program</u></b>							
	<b>Capital Costs</b>	-	-	75,000	525,000	-	75,000	<b>675,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	75,000	525,000	-	75,000	675,000
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	REET2	-	-	-	-	-	-	-
<b>I-2</b>	<b><u>Traffic Signal Improvements</u></b>							
	<b>Capital Costs</b>	175,000	200,000	200,000	200,000	200,000	200,000	<b>1,175,000</b>
	<b>Funding Sources:</b>							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	REET2	175,000	200,000	200,000	200,000	200,000	200,000	<b>1,175,000</b>
<b>I-3</b>	<b><u>ITS Dynamic Message Signs</u></b>							
	<b>Capital Costs</b>	20,000	125,000	-	20,000	125,000	-	<b>290,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	20,000	125,000	-	20,000	125,000	-	<b>290,000</b>
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
<b>I-4</b>	<b><u>Citywide Street Lighting Improvements</u></b>							
	<b>Capital Costs</b>	100,000	100,000	100,000	100,000	100,000	100,000	<b>600,000</b>
	<b>Funding Sources:</b>							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	REET2	100,000	100,000	100,000	100,000	100,000	100,000	<b>600,000</b>
<b>I-5</b>	<b><u>Harvey Road &amp; 8th Street NE Intersection Improvements</u></b>							
	<b>Capital Costs</b>	84,401	84,000	83,598	83,196	82,794	82,392	<b>500,381</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	84,401	84,000	83,598	83,196	82,794	82,392	<b>500,381</b>
<b>I-6</b>	<b><u>Lake Tapps Parkway ITS Expansion</u></b>							
	<b>Capital Costs</b>	105,000	900,000	-	-	-	-	<b>1,005,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Federal Grant	82,950	711,000	-	-	-	-	<b>793,950</b>
	Traffic Impact Fees	22,050	189,000	-	-	-	-	<b>211,050</b>
<b>I-7</b>	<b><u>SE 320th St &amp; 116th Ave SE Roundabout</u></b>							
	<b>Capital Costs</b>	325,000	30,000	1,370,000	-	-	-	<b>1,725,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	35,000	5,000	-	-	-	-	<b>40,000</b>
	Unsecured Federal Grant	290,000	25,000	1,370,000	-	-	-	<b>1,685,000</b>
	Traffic Impact Fees	-	-	-	-	-	-	-
<b>I-8</b>	<b><u>29th Street SE &amp; R Street SE Intersection Improvements</u></b>							
	<b>Capital Costs</b>	-	-	450,000	1,000,000	-	-	<b>1,450,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	360,000	800,000	-	-	<b>1,160,000</b>
	Traffic Impact Fees	-	-	90,000	200,000	-	-	<b>290,000</b>

*City of Auburn Transportation Improvement Program*

<b>TIP#</b>	<b>Intersection, Signal &amp; ITS Projects</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b>I-9</b>	<b><u>M Street SE &amp; 29th Street SE Intersection Improvements</u></b>							
	<b>Capital Costs</b>	50,000	-	-	600,000	-	-	<b>650,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	500,000	-	-	<b>500,000</b>
	Traffic Impact Fees	50,000	-	-	100,000	-	-	<b>150,000</b>
<b>I-10</b>	<b><u>R Street SE &amp; 21st Street SE Intersection Improvements</u></b>							
	<b>Capital Costs</b>	75,000	-	-	800,000	-	-	<b>875,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	700,000	-	-	<b>700,000</b>
	Traffic Impact Fees	75,000	-	-	100,000	-	-	<b>175,000</b>
<b>I-11</b>	<b><u>Auburn Way S &amp; 6th Street SE</u></b>							
	<b>Capital Costs</b>	-	-	-	130,000	25,000	630,000	<b>785,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	105,000	-	505,000	<b>610,000</b>
	Traffic Impact Fees	-	-	-	25,000	25,000	125,000	<b>175,000</b>
<b>I-12</b>	<b><u>C Street SW &amp; 15th Street SW Intersection Improvements</u></b>							
	<b>Capital Costs</b>	-	-	-	200,000	1,000,000	-	<b>1,200,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	800,000	-	<b>800,000</b>
	Traffic Impact Fees	-	-	-	200,000	200,000	-	<b>400,000</b>
<b>I-13</b>	<b><u>124th Avenue SE &amp; SE 320th Street Intersection Improvements</u></b>							
	<b>Capital Costs</b>	-	-	-	350,000	1,600,000	-	<b>1,950,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	175,000	150,000	-	<b>325,000</b>
	Unsecured Grant	-	-	-	-	1,200,000	-	<b>1,200,000</b>
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (GRC)	-	-	-	175,000	250,000	-	<b>425,000</b>
<b>I-14</b>	<b><u>124th Avenue SE &amp; SE 284th Street Intersection Safety Improvements</u></b>							
	<b>Capital Costs</b>	-	-	-	-	100,000	600,000	<b>700,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	450,000	<b>450,000</b>
	Traffic Impact Fees	-	-	-	-	100,000	150,000	<b>250,000</b>
<b><u>Subtotal, Intersection, Signal &amp; ITS Projects:</u></b>								
	<b>Capital Costs</b>	<b>934,401</b>	<b>1,439,000</b>	<b>2,278,598</b>	<b>4,008,196</b>	<b>3,232,794</b>	<b>1,687,392</b>	<b>13,580,381</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	55,000	130,000	75,000	720,000	275,000	75,000	<b>1,330,000</b>
	Secured Grants	82,950	711,000	-	-	-	-	<b>793,950</b>
	Unsecured Grants	290,000	25,000	1,730,000	2,105,000	2,000,000	955,000	<b>7,105,000</b>
	Traffic Impact Fees	231,451	273,000	173,598	708,196	407,794	357,392	<b>2,151,431</b>
	REET 2	275,000	300,000	300,000	300,000	300,000	300,000	<b>1,775,000</b>
	Other (GRC)	-	-	-	175,000	250,000	-	<b>425,000</b>
	<b>Total Funding</b>	<b>934,401</b>	<b>1,439,000</b>	<b>2,278,598</b>	<b>4,008,196</b>	<b>3,232,794</b>	<b>1,687,392</b>	<b>13,580,381</b>

*City of Auburn Transportation Improvement Program*

<b>TIP: Non-Motorized &amp; Transit Projects</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b><u>N-1 Citywide Pedestrian Accessibility and Safety Program</u></b>							
<b>Capital Costs</b>	100,000	100,000	100,000	100,000	100,000	100,000	<b>600,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	100,000	100,000	100,000	100,000	100,000	100,000	<b>600,000</b>
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
<b><u>N-2 Citywide ADA &amp; Sidewalk Improvements Program</u></b>							
<b>Capital Costs</b>	200,000	200,000	200,000	200,000	200,000	200,000	<b>1,200,000</b>
<b>Funding Sources:</b>							
Unsecured Grant	-	-	-	-	-	-	-
REET2	200,000	200,000	200,000	200,000	200,000	200,000	<b>1,200,000</b>
<b><u>N-3 Citywide Arterial Bicycle and Safety Improvements</u></b>							
<b>Capital Costs</b>	100,000	-	100,000	-	100,000	-	<b>300,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	100,000	-	100,000	-	100,000	-	<b>300,000</b>
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
<b><u>N-4 Transit Partnership Routes</u></b>							
<b>Capital Costs</b>	400,000	400,000	400,000	400,000	400,000	400,000	<b>2,400,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	400,000	400,000	400,000	400,000	400,000	400,000	<b>2,400,000</b>
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
<b><u>N-5 F Street SE Non-Motorized Improvements</u></b>							
<b>Capital Costs</b>	-	-	3,264,000	-	-	-	<b>3,264,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	500,000	-	-	-	<b>500,000</b>
Traffic Impact Fees	-	-	664,000	-	-	-	<b>664,000</b>
Unsecured Grant	-	-	2,100,000	-	-	-	<b>2,100,000</b>
<b><u>N-6 Downtown Transit Center Access Improvements</u></b>							
<b>Capital Costs</b>	-	125,000	-	-	-	-	<b>125,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	25,000	-	-	-	-	<b>25,000</b>
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	100,000	-	-	-	-	<b>100,000</b>
<b><u>N-7 Auburn Way South Sidewalk Improvements - Southside</u></b>							
<b>Capital Costs</b>	-	95,000	618,000	-	-	-	<b>713,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	80,000	525,300	-	-	-	<b>605,300</b>
Traffic Impact Fees	-	-	-	-	-	-	-
REET2	-	15,000	92,700	-	-	-	<b>107,700</b>
<b><u>N-8 Evergreen Heights Safe Routes to School Improvements - Phases 1 + 2</u></b>							
<b>Capital Costs</b>	-	-	-	410,000	2,270,000	-	<b>2,680,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	350,000	1,870,000	-	<b>2,220,000</b>
Traffic Impact Fees	-	-	-	60,000	400,000	-	<b>460,000</b>
<b><u>N-9 Riverwalk Drive SE Non-Motorized Improvements</u></b>							
<b>Capital Costs</b>	-	-	-	250,000	1,500,000	-	<b>1,750,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	125,000	125,000	-	<b>250,000</b>
Unsecured Grant	-	-	-	-	1,250,000	-	<b>1,250,000</b>
Traffic Impact Fees	-	-	-	-	-	-	-
Other (MIT)	-	-	-	125,000	125,000	-	<b>250,000</b>

*City of Auburn Transportation Improvement Program*

<b>TIP: Non-Motorized &amp; Transit Projects</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b><u>N-10 BNSF/A St SE Pedestrian Crossing Improvements</u></b>							
<b>Capital Costs</b>	-	-	-	-	650,000	4,900,000	<b>5,550,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	400,000	3,500,000	<b>3,900,000</b>
Traffic Impact Fees	-	-	-	-	250,000	1,400,000	<b>1,650,000</b>
<b><u>N-11 Lea Hill Safe Routes to Schools</u></b>							
<b>Capital Costs</b>	20,000	1,420,000	387,000	-	-	-	<b>1,827,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	3,000	213,000	58,050	-	-	-	<b>274,050</b>
Unsecured Grant	17,000	1,207,000	328,950	-	-	-	<b>1,552,950</b>
Traffic Impact Fees	-	-	-	-	-	-	-
<b><u>Subtotal, Non-Motorized &amp; Transit Projects:</u></b>							
<b>Capital Costs</b>	<b>820,000</b>	<b>2,340,000</b>	<b>5,069,000</b>	<b>1,360,000</b>	<b>5,220,000</b>	<b>5,600,000</b>	<b>20,409,000</b>
<b>Funding Sources</b>							
Unrestricted Street Revenue	603,000	738,000	1,158,050	625,000	725,000	500,000	<b>4,349,050</b>
Unsecured Grants	17,000	1,287,000	2,954,250	350,000	3,520,000	3,500,000	<b>11,628,250</b>
Traffic Impact Fees	-	100,000	664,000	60,000	650,000	1,400,000	<b>2,874,000</b>
REET 2	200,000	215,000	292,700	200,000	200,000	200,000	<b>1,307,700</b>
Other (MIT)	-	-	-	125,000	125,000	-	<b>250,000</b>
<b>Total Funding</b>	<b>820,000</b>	<b>2,340,000</b>	<b>5,069,000</b>	<b>1,360,000</b>	<b>5,220,000</b>	<b>5,600,000</b>	<b>20,409,000</b>
<b>TIP# Preservation Projects</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b><u>P-1 Annual Arterial Preservation Program</u></b>							
<b>Capital Costs</b>	1,000,000	200,000	1,000,000	1,475,000	1,100,000	1,550,000	<b>6,325,000</b>
<b>Funding Sources:</b>							
Arterial Preservation Fund	1,000,000	200,000	1,000,000	1,475,000	1,100,000	1,550,000	<b>6,325,000</b>
<b><u>P-2 Local Streets Improvement Program</u></b>							
<b>Capital Costs</b>	2,550,000	2,100,000	1,750,000	1,750,000	1,750,000	1,750,000	<b>11,650,000</b>
<b>Funding Sources:</b>							
Local St Preservation Fund	350,000	350,000	-	-	-	-	<b>700,000</b>
Transfer In (Utilities)	150,000	150,000	150,000	150,000	150,000	150,000	<b>900,000</b>
Sales Tax on Construction	2,050,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	<b>10,050,000</b>
<b><u>P-3 Annual Arterial Crack Seal Program</u></b>							
<b>Capital Costs</b>	100,000	100,000	100,000	100,000	100,000	100,000	<b>600,000</b>
<b>Funding Sources:</b>							
Arterial Preservation Fund	100,000	100,000	100,000	100,000	100,000	100,000	<b>600,000</b>
Unsecured Grant	-	-	-	-	-	-	-
<b><u>P-4 Bridge Deck Preservation Program</u></b>							
<b>Capital Costs</b>	100,000	100,000	100,000	100,000	100,000	100,000	<b>600,000</b>
<b>Funding Sources:</b>							
Arterial Preservation Fund	100,000	100,000	100,000	100,000	100,000	100,000	<b>600,000</b>
Unsecured Grant	-	-	-	-	-	-	-
<b><u>P-5 Bridge Structure Preservation Program</u></b>							
<b>Capital Costs</b>	-	50,000	-	50,000	-	50,000	<b>150,000</b>
<b>Funding Sources:</b>							
Arterial Preservation Fund	-	50,000	-	50,000	-	50,000	<b>150,000</b>
Unsecured Grant	-	-	-	-	-	-	-
<b><u>P-6 15th Street SW Reconstruction</u></b>							
<b>Capital Costs</b>	-	-	-	375,000	3,000,000	-	<b>3,375,000</b>
<b>Funding Sources:</b>							
Arterial Preservation Fund	-	-	-	75,000	500,000	-	<b>575,000</b>
Unsecured Grant	-	-	-	300,000	2,500,000	-	<b>2,800,000</b>
<b><u>P-7 Auburn Way N Preservation Phase 2</u></b>							
<b>Capital Costs</b>	120,000	1,508,000	-	-	-	-	<b>1,628,000</b>
<b>Funding Sources:</b>							
Arterial Preservation Fund	120,000	618,280	-	-	-	-	<b>738,280</b>
Secured Grant	-	889,720	-	-	-	-	<b>889,720</b>

*City of Auburn Transportation Improvement Program*

<b>TIP#</b>	<b>Preservation Projects</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b>P-8</b>	<b><u>Auburn Way N Preservation Phase 3</u></b>							
	<b>Capital Costs</b>	222,440	1,727,840	-	-	-	-	1,950,280
	<b>Funding Sources:</b>							
	Arterial Preservation Fund	111,220	863,920	-	-	-	-	975,140
	Secured Grant	111,220	863,920	-	-	-	-	975,140
<b>P-9</b>	<b><u>A St SE Preservation (E Main St to 17th St SE)</u></b>							
	<b>Capital Costs</b>	1,564,880	-	-	-	-	-	1,564,880
	<b>Funding Sources:</b>							
	Arterial Preservation Fund	782,440	-	-	-	-	-	782,440
	Secured Grant	782,440	-	-	-	-	-	782,440
<b>P-10</b>	<b><u>A St SE Preservation (37th St SE to King/Pierce County Line)</u></b>							
	<b>Capital Costs</b>	-	-	135,000	1,576,000	-	-	1,711,000
	<b>Funding Sources:</b>							
	Arterial Preservation Fund	-	-	67,500	788,000	-	-	855,500
	Unsecured Grant	-	-	67,500	788,000	-	-	855,500
<b>P-11</b>	<b><u>C Street SW Presevation (W Main Sto to GSA Signal)</u></b>							
	<b>Capital Costs</b>	-	182,000	2,125,500	-	-	-	2,307,500
	<b>Funding Sources:</b>							
	Arterial Preservation Fund	-	182,000	871,500	-	-	-	1,053,500
	Unsecured Grant	-	-	1,254,000	-	-	-	1,254,000
<b>P-12</b>	<b><u>Lakeland Hills Way Preservation (57th Dr SE to Lake Tapps Pkwy)</u></b>							
	<b>Capital Costs</b>	-	100,000	1,100,000	-	-	-	1,200,000
	<b>Funding Sources:</b>							
	Arterial Preservation Fund	-	100,000	352,000	-	-	-	452,000
	Unsecured Grant	-	-	748,000	-	-	-	748,000
<b><u>Subtotal, Preservation Projects:</u></b>								
	<b>Capital Costs</b>	<b>5,657,320</b>	<b>6,067,840</b>	<b>6,310,500</b>	<b>5,426,000</b>	<b>6,050,000</b>	<b>3,550,000</b>	<b>33,061,660</b>
	<b>Funding Sources</b>							
	Arterial Preservation Fund	2,213,660	2,214,200	2,491,000	2,588,000	1,800,000	1,800,000	13,106,860
	Secured Grants	893,660	1,753,640	-	-	-	-	2,647,300
	Unsecured Grants	-	-	2,069,500	1,088,000	2,500,000	-	5,657,500
	Local St Preservation Fund	2,550,000	2,100,000	1,750,000	1,750,000	1,750,000	1,750,000	11,650,000
	<b>Total Funding</b>	<b>5,657,320</b>	<b>6,067,840</b>	<b>6,310,500</b>	<b>5,426,000</b>	<b>6,050,000</b>	<b>3,550,000</b>	<b>33,061,660</b>
<b>TIP#</b>	<b>Roadway Projects</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b>R-1</b>	<b><u>Auburn Way Corridor (4th St NE to 4th St SE)</u></b>							
	<b>Capital Costs</b>	-	-	-	50,000	600,000	200,000	850,000
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	50,000	300,000	100,000	450,000
	Unsecured Grant	-	-	-	50,000	300,000	100,000	450,000
	Traffic Impact Fees	-	-	-	-	-	-	-
<b>R-2</b>	<b><u>I Street NE Corridor (45th St NE to S 277th St)</u></b>							
	<b>Capital Costs</b>	-	-	-	6,760,000	-	-	6,760,000
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (Development)	-	-	-	6,760,000	-	-	6,760,000
<b>R-3</b>	<b><u>M Street Underpass (3rd St SE to 8th St SE)</u></b>							
	<b>Capital Costs</b>	123,720	123,428	123,135	122,843	122,550	122,258	737,934
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Traffic Impact Fees	123,720	123,428	123,135	122,843	122,550	122,258	737,934
	Traffic Mitigation Fees	-	-	-	-	-	-	-
<b>R-4</b>	<b><u>A Street Loop</u></b>							
	<b>Capital Costs</b>	-	350,000	1,350,000	-	-	-	1,700,000
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Traffic Impact Fees	-	70,000	270,000	-	-	-	340,000
	Other (Sound Transit)	-	280,000	1,080,000	-	-	-	1,360,000



*City of Auburn Transportation Improvement Program*

TIP#	Roadway Projects	2019	2020	2021	2022	2023	2024	Total
<b>R-5</b>	<b><u>A Street NW, Phase 2 (W Main St to 3rd St NW)</u></b>							
	Capital Costs:	-	-	-	350,000	2,650,000	-	3,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	175,000	1,325,000	-	1,500,000
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (Development)	-	-	-	175,000	1,325,000	-	1,500,000
<b>R-6</b>	<b><u>Auburn Way S Widening (Hemlock St SE to Poplar St SE)</u></b>							
	Capital Costs:	-	-	1,500,000	1,500,000	7,250,000	7,250,000	17,500,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	1,297,500	1,297,500	5,800,000	5,800,000	14,195,000
	Traffic Impact Fees	-	-	202,500	202,500	1,450,000	1,450,000	3,305,000
<b>R-7</b>	<b><u>M Street NE (E Main St to 4th St NE)</u></b>							
	Capital Costs	50,000	-	-	350,000	1,250,000	-	1,650,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	50,000	-	-	350,000	1,250,000	-	1,650,000
<b>R-8</b>	<b><u>49th Street NE (Auburn Way N to I St NE)</u></b>							
	Capital Costs	-	-	-	850,000	2,500,000	-	3,350,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (Development)	-	-	-	850,000	2,500,000	-	3,350,000
<b>R-9</b>	<b><u>46th Place S Realignment</u></b>							
	Capital Costs	-	-	-	-	-	825,000	825,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	575,000	575,000
	Traffic Impact Fees	-	-	-	-	-	250,000	250,000
<b>R-10</b>	<b><u>Neighborhood Traffic Safety Program</u></b>							
	Capital Costs	150,000	150,000	150,000	150,000	150,000	150,000	900,000
	Funding Sources:							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	REET 2	150,000	150,000	150,000	150,000	150,000	150,000	900,000
<b>R-11</b>	<b><u>124th Avenue SE Corridor Improvements (SE 312th St to SE 318th St)</u></b>							
	Capital Costs	-	-	-	400,000	1,100,000	2,500,000	4,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	300,000	880,000	2,000,000	3,180,000
	Traffic Impact Fees	-	-	-	100,000	220,000	500,000	820,000
<b>R-12</b>	<b><u>R Street Bypass (M St SE to SR-18)</u></b>							
	Capital Costs	-	-	-	-	-	650,000	650,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	150,000	150,000
	Other (Development)	-	-	-	-	-	500,000	500,000
<b>R-13</b>	<b><u>SE 320th Street Corridor Improvements (116th Ave SE to 122nd Ave SE)</u></b>							
	Capital Costs	-	-	425,000	695,000	2,500,000	-	3,620,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	340,000	556,000	2,000,000	-	2,896,000
	Traffic Impact Fees	-	-	85,000	139,000	500,000	-	724,000
<b>R-14</b>	<b><u>W Valley Highway Improvements (15th Street NW to W Main Street)</u></b>							
	Capital Costs	25,000	-	100,000	-	600,000	3,000,000	3,725,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	480,000	2,400,000	2,880,000
	Traffic Impact Fees	25,000	-	100,000	-	120,000	600,000	845,000

*City of Auburn Transportation Improvement Program*

<b>TIP#</b>	<b>Roadway Projects</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b>R-15</b>	<b><u>Auburn Way S - Poplar Curve Safety Improvements</u></b>							
	<b>Capital Costs</b>	55,000	213,200	-	-	-	-	<b>268,200</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	5,500	-	-	-	-	-	<b>5,500</b>
	Unsecured Grant	49,500	213,200	-	-	-	-	<b>262,700</b>
	Traffic Impact Fees	-	-	-	-	-	-	<b>-</b>
<b>R-16</b>	<b><u>Regional Growth Center Access Improvements</u></b>							
	<b>Capital Costs</b>	-	-	400,000	100,000	1,500,000	-	<b>2,000,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	<b>-</b>
	Unsecured Grant	-	-	320,000	80,000	1,200,000	-	<b>1,600,000</b>
	Traffic Impact Fees	-	-	80,000	20,000	300,000	-	<b>400,000</b>
<b>R-17</b>	<b><u>M Street SE Corridor (8th St SE to Auburn Way S)</u></b>							
	<b>Capital Costs</b>	-	-	-	-	2,050,000	5,250,000	<b>7,300,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	<b>-</b>
	Unsecured Grant	-	-	-	-	975,000	4,200,000	<b>5,175,000</b>
	Traffic Impact Fees	-	-	-	-	750,000	750,000	<b>1,500,000</b>
	Other (Development)	-	-	-	-	325,000	300,000	<b>625,000</b>
<b>R-18</b>	<b><u>SR-18 to Auburn Way S Bypass</u></b>							
	<b>Capital Costs</b>	10,000,000	-	12,500,000	12,500,000	-	-	<b>35,000,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	<b>-</b>
	Unsecured Grant	-	-	-	-	-	-	<b>-</b>
	Traffic Impact Fees	-	-	-	-	-	-	<b>-</b>
	Other (WSDOT)	3,500,000	-	5,000,000	5,000,000	-	-	<b>13,500,000</b>
	Other (Development)	6,500,000	-	7,500,000	7,500,000	-	-	<b>21,500,000</b>
<b>R-19</b>	<b><u>Auburn Way S Streetscape Improvements (SR-18 to M St SE)</u></b>							
	<b>Capital Costs</b>	-	-	-	-	1,850,000	2,650,000	<b>4,500,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	200,000	200,000	<b>400,000</b>
	Unsecured Grant	-	-	-	-	1,650,000	2,450,000	<b>4,100,000</b>
	Traffic Impact Fees	-	-	-	-	-	-	<b>-</b>
<b>R-20</b>	<b><u>Lea Hill Road Segment 1 (R St NE to 105th Pl SE)</u></b>							
	<b>Capital Costs</b>	-	-	-	2,900,000	5,500,000	5,500,000	<b>13,900,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	<b>-</b>
	Unsecured Grant	-	-	-	2,310,000	4,400,000	4,400,000	<b>11,110,000</b>
	Traffic Impact Fees	-	-	-	590,000	1,100,000	1,100,000	<b>2,790,000</b>
<b>R-21</b>	<b><u>Lea Hill Road Segment 2 (105th Pl SE to 112th Ave SE)</u></b>							
	<b>Capital Costs</b>	-	-	-	-	-	3,500,000	<b>3,500,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	<b>-</b>
	Unsecured Grant	-	-	-	-	-	2,900,000	<b>2,900,000</b>
	Traffic Impact Fees	-	-	-	-	-	600,000	<b>600,000</b>
<b>R-22</b>	<b><u>Lea Hill Road Segment 3 (112th Ave SE to 124th Ave SE)</u></b>							
	<b>Capital Costs</b>	-	-	-	-	-	1,000,000	<b>1,000,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	<b>-</b>
	Unsecured Grant	-	-	-	-	-	750,000	<b>750,000</b>
	Traffic Impact Fees	-	-	-	-	-	250,000	<b>250,000</b>
<b>R-23</b>	<b><u>W Valley Highway Improvements (SR-18 to 15th St SW)</u></b>							
	<b>Capital Costs</b>	-	-	400,000	2,000,000	-	-	<b>2,400,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	-	-	-	-	<b>-</b>
	Unsecured Grant	-	-	320,000	1,600,000	-	-	<b>1,920,000</b>
	Traffic Impact Fees	-	-	80,000	400,000	-	-	<b>480,000</b>
<b>R-24</b>	<b><u>Stewart Road (Lake Tapps Parkway Corridor)</u></b>							
	<b>Capital Costs</b>	-	-	100,000	-	-	-	<b>100,000</b>
	<b>Funding Sources:</b>							
	Unrestricted Street Revenue	-	-	66,000	-	-	-	<b>66,000</b>
	Unsecured Grant	-	-	-	-	-	-	<b>-</b>
	Traffic Impact Fees	-	-	-	-	-	-	<b>-</b>
	Traffic Mitigation Fees	-	-	34,000	-	-	-	<b>34,000</b>

*City of Auburn Transportation Improvement Program*

<b>TIP# Roadway Projects</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b><u>R-25 R St SE Corridor Extension</u></b>							
<b>Capital Costs</b>	-	-	-	-	2,000,000	8,000,000	<b>10,000,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	2,000,000	8,000,000	<b>10,000,000</b>
<b>Subtotal, Roadway Projects:</b>							
<b>Capital Costs</b>	<b>10,403,720</b>	<b>836,628</b>	<b>17,048,135</b>	<b>28,727,843</b>	<b>31,622,550</b>	<b>40,597,258</b>	<b>129,236,134</b>
<b>Funding Sources</b>							
Unrestricted Street Revenue	5,500	-	66,000	50,000	500,000	300,000	921,500
Unsecured Grants	49,500	213,200	2,277,500	6,368,500	19,010,000	25,575,000	53,493,700
Traffic Impact Fees	198,720	193,428	940,635	1,924,343	5,812,550	5,772,258	14,841,934
Traffic Mitigation Fees	-	-	34,000	-	-	-	34,000
REET 2	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Other (WSDOT)	3,500,000	-	5,000,000	5,000,000	-	-	13,500,000
Other (Agencies)	-	-	-	-	-	-	-
Other (Development)	6,500,000	-	7,500,000	15,285,000	6,150,000	8,800,000	44,235,000
Other (ST)	-	280,000	1,080,000	-	-	-	1,360,000
<b>Total Funding</b>	<b>10,403,720</b>	<b>836,628</b>	<b>17,048,135</b>	<b>28,777,843</b>	<b>31,622,550</b>	<b>40,597,258</b>	<b>129,286,134</b>
<b><u>TIP# Pre. Eng. and Misc. Projects</u></b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b><u>S-1 A Street NW, Phase 1</u></b>							
<b>Capital Costs</b>	25,000	25,000	25,000	25,000	-	-	<b>100,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Secured Fed & State Grants	-	-	-	-	-	-	-
Traffic Impact Fees	25,000	25,000	25,000	25,000	-	-	<b>100,000</b>
<b><u>S-2 S 272nd/277th Street St Corridor Environmental Monitoring</u></b>							
<b>Capital Costs</b>	20,000	20,000	20,000	20,000	20,000	20,000	<b>120,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	20,000	20,000	20,000	20,000	20,000	20,000	<b>120,000</b>
<b><u>S-3 A Street SE/Lakeland Hills Way SE Intersection Safety &amp; Capacity Improvements</u></b>							
<b>Capital Costs</b>	50,000	-	-	-	-	-	<b>50,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	50,000	-	-	-	-	-	<b>50,000</b>
<b><u>S-4 Kersey Way SE Corridor Study</u></b>							
<b>Capital Costs</b>	20,000	-	-	-	-	-	<b>20,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Mitigation Fees	20,000	-	-	-	-	-	<b>20,000</b>
<b><u>S-5 A Street SE Safety Improvements Study</u></b>							
<b>Capital Costs</b>	55,000	-	-	-	-	-	<b>55,000</b>
<b>Funding Sources:</b>							
Unrestricted Street Revenue	55,000	-	-	-	-	-	<b>55,000</b>
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
<b>Subtotal, Pre. Eng. and Misc. Projects:</b>							
<b>Capital Costs</b>	<b>170,000</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>	<b>20,000</b>	<b>20,000</b>	<b>345,000</b>
<b>Funding Sources</b>							
Unrestricted Street Revenue	55,000	-	-	-	-	-	<b>55,000</b>
Secured Grants	-	-	-	-	-	-	-
Unsecured Grants	-	-	-	-	-	-	-
Traffic Impact Fees	45,000	45,000	45,000	45,000	20,000	20,000	<b>220,000</b>
Traffic Mitigation Fees	20,000	-	-	-	-	-	<b>20,000</b>
<b>Total Funding</b>	<b>120,000</b>	<b>45,000</b>	<b>45,000</b>	<b>45,000</b>	<b>20,000</b>	<b>20,000</b>	<b>295,000</b>

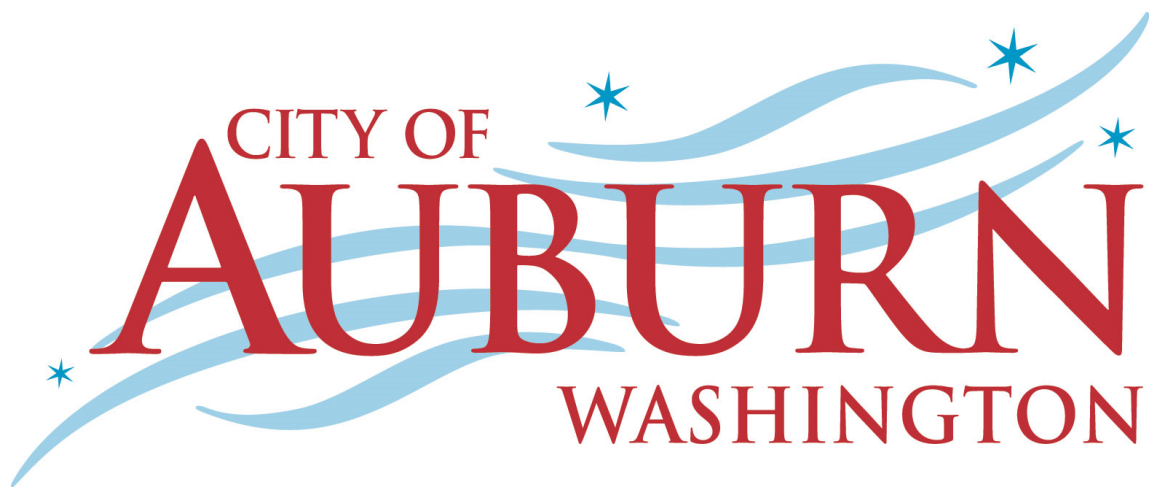
*City of Auburn Transportation Improvement Program*

<b>PROJECT FINANCING SUMMARY:</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Total</b>
<b><u>CAPITAL COSTS</u></b>							
Int., Signal & ITS Projects	934,401	1,439,000	2,278,598	4,008,196	3,232,794	1,687,392	<b>13,580,381</b>
Non-Motorized Projects	820,000	2,340,000	5,069,000	1,360,000	5,220,000	5,600,000	<b>20,409,000</b>
Preservation Projects	5,657,320	6,067,840	6,310,500	5,426,000	6,050,000	3,550,000	<b>33,061,660</b>
Roadway Projects	10,403,720	836,628	17,048,135	28,727,843	31,622,550	40,597,258	<b>129,236,134</b>
Prel. Eng. and Misc. Projects	170,000	45,000	45,000	45,000	20,000	20,000	<b>345,000</b>
<b>Total Costs</b>	<b>17,985,441</b>	<b>10,728,468</b>	<b>30,751,233</b>	<b>39,567,039</b>	<b>46,145,344</b>	<b>51,454,650</b>	<b>196,632,175</b>

<b><u>FUNDING SOURCES:</u></b>							
Unrestricted Street Revenue	718,500	868,000	1,299,050	1,395,000	1,500,000	875,000	<b>6,655,550</b>
Secured Grants	976,610	2,464,640	-	-	-	-	<b>3,441,250</b>
Unsecured Grants	356,500	1,525,200	9,031,250	9,911,500	27,030,000	30,030,000	<b>77,884,450</b>
Traffic Impact Fees	475,171	611,428	1,823,233	2,737,539	6,890,344	7,549,650	<b>20,087,365</b>
Traffic Mitigation Fees	20,000	-	34,000	-	-	-	<b>54,000</b>
Local Street Pres. Fund 103	2,550,000	2,100,000	1,750,000	1,750,000	1,750,000	1,750,000	<b>11,650,000</b>
Arterial Preservation Fund 105	2,213,660	2,214,200	2,491,000	2,588,000	1,800,000	1,800,000	<b>13,106,860</b>
REET2	625,000	665,000	742,700	650,000	650,000	650,000	<b>3,982,700</b>
Other (WSDOT)	3,500,000	-	5,000,000	5,000,000	-	-	<b>13,500,000</b>
Other (Development)	6,500,000	-	7,500,000	15,285,000	6,150,000	8,800,000	<b>44,235,000</b>
Other (MIT)	-	-	-	125,000	125,000	-	<b>250,000</b>
Other (ST)	-	280,000	1,080,000	-	-	-	<b>1,360,000</b>
Other (GRC)	-	-	-	175,000	250,000	-	<b>425,000</b>
<b>Total Funding</b>	<b>17,935,441</b>	<b>10,728,468</b>	<b>30,751,233</b>	<b>39,617,039</b>	<b>46,145,344</b>	<b>51,454,650</b>	<b>196,632,175</b>

**Financial Constraint & Fund Balance Summary**

	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>
<b>Unrestricted Street Revenue 102</b>						
Beginning Fund Balance	1,177,700	1,044,200	766,200	57,150	(742,850)	(1,647,850)
Forecast Annual Revenue	585,000	590,000	590,000	595,000	595,000	600,000
Project Expenses	718,500	868,000	1,299,050	1,395,000	1,500,000	875,000
End of Year Fund Balance	1,044,200	766,200	57,150	(742,850)	(1,647,850)	(1,922,850)
<b>Traffic Impact Fees</b>						
Beginning Fund Balance	4,922,800	5,397,629	5,761,201	4,912,968	3,175,429	(2,714,915)
Forecast Annual Revenue	950,000	975,000	975,000	1,000,000	1,000,000	1,025,000
Project Expenses	475,171	611,428	1,823,233	2,737,539	6,890,344	7,549,650
End of Year Fund Balance	5,397,629	5,761,201	4,912,968	3,175,429	(2,714,915)	(9,239,565)
<b>Traffic Mitigation Fees</b>						
Beginning Fund Balance	46,000	46,000	46,000	12,000	12,000	12,000
Forecast Annual Revenue	20,000	-	-	-	-	-
Project Expenses	20,000	-	34,000	-	-	-
End of Year Fund Balance	46,000	46,000	12,000	12,000	12,000	12,000
<b>Local Street Preservation Fund 103</b>						
Beginning Fund Balance	1,480,900	1,130,900	780,900	780,900	780,900	780,900
Forecast Annual Revenue	2,200,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000
Project Expenses	2,550,000	2,100,000	1,750,000	1,750,000	1,750,000	1,750,000
End of Year Fund Balance	1,130,900	780,900	780,900	780,900	780,900	780,900
<b>Arterial Preservation Fund 105</b>						
Beginning Fund Balance	693,100	579,440	465,240	74,240	(313,760)	86,240
Forecast Annual Revenue	2,100,000	2,100,000	2,100,000	2,200,000	2,200,000	2,200,000
Project Expenses	2,213,660	2,214,200	2,491,000	2,588,000	1,800,000	1,800,000
End of Year Fund Balance	579,440	465,240	74,240	(313,760)	86,240	486,240
<b>Grants</b>						
Secured Grants	976,610	2,464,640	-	-	-	-
Unsecured Grants	356,500	1,525,200	9,031,250	9,911,500	27,030,000	30,030,000



## Six Year Transportation Improvement Plan

TIP# I-1

### ARTERIAL STREET FUND (102)

Project Title: **Signal Replacement Program**  
 Project No: **cpxxxx**  
 Project Type: **Non-Capacity**  
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

This program will replace existing traffic signals as they reach the end of their serviceable life span. Replacement signals will match the City's current design standards, meet ADA accessibility requirements, and include battery backup power supplies. The signal anticipated to be replaced in 2022 is the Auburn Way N/1st Street NE signal which was constructed in 1968. The signal anticipated to be replaced in 2024 is the E Main Street/Auburn Avenue signal which was also constructed in 1968.

#### Progress Summary:

#### Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2019	2020	2021	2022	2023	2024	Beyond 2024	
	Unrestricted Street Revenue	-	-	-	-	75,000	525,000	-	75,000	525,000	1,200,000
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	REET2	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>		-	-	-	-	<b>75,000</b>	<b>525,000</b>	-	<b>75,000</b>	<b>525,000</b>	<b>1,200,000</b>
	Capital Expenditures:										
	Design	-	-	-	-	75,000	-	-	75,000	-	150,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	-	-	525,000	-	-	525,000	1,050,000
<b>Total Expenditures:</b>		-	-	-	-	<b>75,000</b>	<b>525,000</b>	-	<b>75,000</b>	<b>525,000</b>	<b>1,200,000</b>

## Six Year Transportation Improvement Plan

TIP# I-2

### 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 requirements of the Americans with Disabilities Act (ADA).

#### Progress Summary:

Project continues to complete various intersection improvements.

#### Future Impact on Operating Budget:

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

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	175,000	175,000	200,000	200,000	200,000	200,000	200,000	-	1,350,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>175,000</b>	<b>175,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	-	<b>1,350,000</b>
<b>Capital Expenditures:</b>										
Design	-	25,000	25,000	25,000	25,000	25,000	25,000	25,000	-	175,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	150,000	150,000	175,000	175,000	175,000	175,000	175,000	-	1,175,000
<b>Total Expenditures:</b>	-	<b>175,000</b>	<b>175,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	-	<b>1,350,000</b>

**Six Year Transportation Improvement Plan****TIP# I-3****ARTERIAL STREET FUND (102)**

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

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

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

**Progress Summary:**

The first two signs (Auburn Way S and S 277th Street) have been completed.

**Future Impact on Operating Budget:**

The annual maintenance and operational costs for this project is estimated to be \$6,000.

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
Funding Sources:										
Unrestricted Street Revenue	88,999	8,590	20,000	125,000	-	20,000	125,000		20,000	407,589
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
REET2 (328 Fund)	88,999	8,590	-	-	-	-	-	-	-	97,589
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	177,998	17,180	20,000	125,000	-	20,000	125,000	-	20,000	505,178
Capital Expenditures:										
Design	12,408	-	20,000	-	-	20,000	-	-	20,000	72,408
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	165,590	17,180	-	125,000	-	-	125,000	-	-	432,770
Total Expenditures:	177,998	17,180	20,000	125,000	-	20,000	125,000	-	20,000	505,178



# Six Year Transportation Improvement Plan

TIP# I-4

## CAPITAL IMPROVEMENT FUND (328)

Project Title: **Street Lighting Improvement Program**  
 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 lighting improvements throughout the City, including conversion to LED lighting and installing new street lights.

### Progress Summary:

This is a new program for 2017.

### Future Impact on Operating Budget:

Activity:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>600,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	20,000	20,000	20,000	20,000	20,000	20,000	-	120,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	80,000	80,000	80,000	80,000	80,000	80,000	-	480,000
<b>Total Expenditures:</b>	-	-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>600,000</b>

**Six Year Transportation Improvement Plan****TIP# I-5****ARTERIAL STREET FUND (102)**

Project Title: **Harvey Rd NE & 8th St NE Intersection Improvements**  
 Project No: **cp0611**  
 Project Type: **Capacity**  
 Project Manager: **N/A**

**STIP# AUB-N/A****LOS Corridor ID# 5,19****Description:**

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 PWTF L debt payments.

**Future Impact on Operating Budget:**

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

Activity:	Funding Sources:	2018 YE Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2019	2020	2021	2022	2023	2024	Beyond 2024	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees (Debt Service)	691,974	84,803	84,401	84,000	83,598	83,196	82,794	82,392	325,551	1,602,709
	Traffic Impact Fees	204,500	-	-	-	-	-	-	-	-	204,500
	PWTF	1,527,300	-	-	-	-	-	-	-	-	1,527,300
	<b>Total Funding Sources:</b>	<b>1,731,800</b>	<b>84,803</b>	<b>84,401</b>	<b>84,000</b>	<b>83,598</b>	<b>83,196</b>	<b>82,794</b>	<b>82,392</b>	<b>325,551</b>	<b>1,807,209</b>
	<b>Capital Expenditures:</b>										
	Design	327,500	-	-	-	-	-	-	-	-	327,500
	Right of Way	200,400	-	-	-	-	-	-	-	-	200,400
	Construction	1,203,900	-	-	-	-	-	-	-	-	1,203,900
	Long Term Debt: PWTF	691,974	84,803	84,401	84,000	83,598	83,196	82,794	82,392	325,551	1,602,709
	<b>Total Expenditures:</b>	<b>1,731,800</b>	<b>84,803</b>	<b>84,401</b>	<b>84,000</b>	<b>83,598</b>	<b>83,196</b>	<b>82,794</b>	<b>82,392</b>	<b>325,551</b>	<b>1,807,209</b>

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

Project Title: **Lake Tapps Parkway ITS Expansion**  
 Project No: **cp1618**  
 Project Type: **Capacity**  
 Project Manager: **Kevin Thompson**

**STIP# AUB-54****LOS Corridor ID# 17****Description:**

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

**Progress Summary:**

Federal Grant application was submitted to PSRC in May 2014. Project was awarded design and construction funds in 2016; the awarded funds will not be released to the City until 2019.

**Future Impact on Operating Budget:**

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

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Secured Federal Grant	-	-	82,950	711,000	-	-	-	-	-
Traffic Impact Fees	3,572	-	22,050	189,000	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	<b>3,572</b>	<b>-</b>	<b>105,000</b>	<b>900,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,008,572</b>
<b>Capital Expenditures:</b>									
Design	3,572	-	105,000	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	900,000	-	-	-	-	-
<b>Total Expenditures:</b>	<b>3,572</b>	<b>-</b>	<b>105,000</b>	<b>900,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,008,572</b>

**Six Year Transportation Improvement Plan****TIP# I-7****ARTERIAL STREET FUND (102)**

Project Title: **SE 320th Street/116th Avenue SE Roundabout**  
 Project No: **cpxxxx**  
 Project Type: **Capacity, Safety**  
 Project Manager: **TBD**

**STIP# AUB-N/A****LOS Corridor ID# 25****Description:**

This project will fund the design, right-of-way acquisition, and construction of a modern roundabout at the SE 320th Street intersection with 116th Avenue SE. The intersection currently has stop control on the 116th Avenue SE approaches.

**Progress Summary:**

Grant funding was applied for in 2018. If awarded, the design phase would begin in 2019, with construction anticipated to be completed in 2021.

**Future Impact on Operating Budget:**

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

<b>Activity:</b>	<b>Prior to 2018</b>	<b>2018 YE Estimate</b>	<b>Budget</b>			<b>Forecast Project Cost</b>				<b>Total Project Cost</b>
			<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Beyond 2024</b>	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	35,000	5,000	-	-	-	-	-	40,000
Unsecured Grant	-	-	290,000	25,000	1,370,000	-	-	-	-	1,685,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>325,000</b>	<b>30,000</b>	<b>1,370,000</b>	-	-	-	-	<b>1,725,000</b>
<b>Capital Expenditures:</b>										
Pre-Design	-	-	-	-	-	-	-	-	-	-
Design	-	-	325,000	-	-	-	-	-	-	325,000
Right of Way	-	-	-	30,000	-	-	-	-	-	30,000
Construction	-	-	-	-	1,370,000	-	-	-	-	1,370,000
<b>Total Expenditures:</b>	-	-	<b>325,000</b>	<b>30,000</b>	<b>1,370,000</b>	-	-	-	-	<b>1,725,000</b>

## Six Year Transportation Improvement Plan

TIP# I-8

### ARTERIAL STREET FUND (102)

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:

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

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	360,000	800,000	-	-	-	1,160,000
Traffic Impact Fees	-	-	-	-	90,000	200,000	-	-	-	290,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	<b>450,000</b>	<b>1,000,000</b>	-	-	-	<b>1,450,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	450,000	-	-	-	-	450,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	1,000,000	-	-	-	1,000,000
<b>Total Expenditures:</b>	-	-	-	-	<b>450,000</b>	<b>1,000,000</b>	-	-	-	<b>1,450,000</b>

**Six Year Transportation Improvement Plan****TIP# I-9****ARTERIAL STREET FUND (102)**

Project Title: **M Street SE & 29th Street SE Intersection Safety Improvements**  
 Project No: **cpXXXX**  
 Project Type: **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. Preliminary design is scheduled to be initiated in 2019. 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:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	500,000	-	-	-
Traffic Impact Fees	-	-	50,000	-	-	100,000	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>50,000</b>	-	-	<b>600,000</b>	-	-	-
<b>Capital Expenditures:</b>									
Design	-	-	50,000	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	600,000	-	-	-
<b>Total Expenditures:</b>	-	-	<b>50,000</b>	-	-	<b>600,000</b>	-	-	-

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

Project Title: **R Street SE & 21st Street SE Intersection Safety Improvements**  
 Project No: **CPXXXX**  
 Project Type: **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 preliminary design are anticipated to be completed in 2019. Construction will be completed when the project is fully funded. Interim improvements were constructed in 2017 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.

<b>Activity:</b>	<b>2018 YE Estimate</b>	<b>Budget</b>			<b>Forecast Project Cost</b>				<b>Total Project Cost</b>
		<b>Prior to 2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Beyond 2024</b>
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	700,000	-	-	-
Traffic Impact Fees	-	-	75,000	-	-	100,000	-	-	-
Traffic Mitigation Funds	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>75,000</b>	-	-	<b>800,000</b>	-	-	-
<b>Capital Expenditures:</b>									
Design	-	-	75,000	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	800,000	-	-	-
<b>Total Expenditures:</b>	-	-	<b>75,000</b>	-	-	<b>800,000</b>	-	-	-

**Six Year Transportation Improvement Plan****TIP# I-11****ARTERIAL STREET FUND (102)**

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

**STIP# AUB-N/A****LOS Corridor ID# 3****Description:**

This project will fund the design, right-of-way acquisition, and construction of a new southbound right-turn pocket on Auburn Way S at the intersection with 6th Street SE/SR-18 EB ramps.

**Progress Summary:**

The project phases will be completed when grant funding is secured.

**Future Impact on Operating Budget:**

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

<b>Activity:</b>	<b>2018 YE Estimate</b>	<b>Budget</b>			<b>Forecast Project Cost</b>				<b>Total Project Cost</b>
		<b>Prior to 2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Beyond 2024</b>
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Federal Grant	-	-	-	-	-	105,000	-	505,000	-
Traffic Impact Fees	-	-	-	-	-	25,000	25,000	125,000	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	-	<b>130,000</b>	<b>25,000</b>	<b>630,000</b>	-
<b>Capital Expenditures:</b>									
Design	-	-	-	-	-	130,000	-	-	-
Right of Way	-	-	-	-	-	-	25,000	-	-
Construction	-	-	-	-	-	-	-	630,000	-
<b>Total Expenditures:</b>	-	-	-	-	-	<b>130,000</b>	<b>25,000</b>	<b>630,000</b>	-



**Six Year Transportation Improvement Plan****TIP # I-12****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 construct 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 2022. 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:	2018 YE Prior to 2018	Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	800,000	-	-	800,000
Traffic Impact Fees	-	-	-	-	-	200,000	200,000	-	-	400,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	-	<b>200,000</b>	<b>1,000,000</b>	-	-	<b>1,200,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	-	200,000	-	-	-	200,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	1,000,000	-	-	1,000,000
<b>Total Expenditures:</b>	-	-	-	-	-	<b>200,000</b>	<b>1,000,000</b>	-	-	<b>1,200,000</b>

**Six Year Transportation Improvement Plan****TIP# I-13****ARTERIAL STREET FUND (102)**

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

**STIP# AUB-N/A****LOS Corridor ID# 23, 25****Description:**

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

**Progress Summary:****Future Impact on Operating Budget:**

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

Activity:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
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
<b>Total Funding Sources:</b>	-	-	-	-	-	<b>350,000</b>	<b>1,600,000</b>	-	-	<b>1,950,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	-	350,000	-	-	-	350,000
Right of Way	-	-	-	-	-	-	100,000	-	-	100,000
Construction	-	-	-	-	-	-	1,500,000	-	-	1,500,000
<b>Total Expenditures:</b>	-	-	-	-	-	<b>350,000</b>	<b>1,600,000</b>	-	-	<b>1,950,000</b>

**Six Year Transportation Improvement Plan****TIP# I-14****ARTERIAL STREET FUND (102)**

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

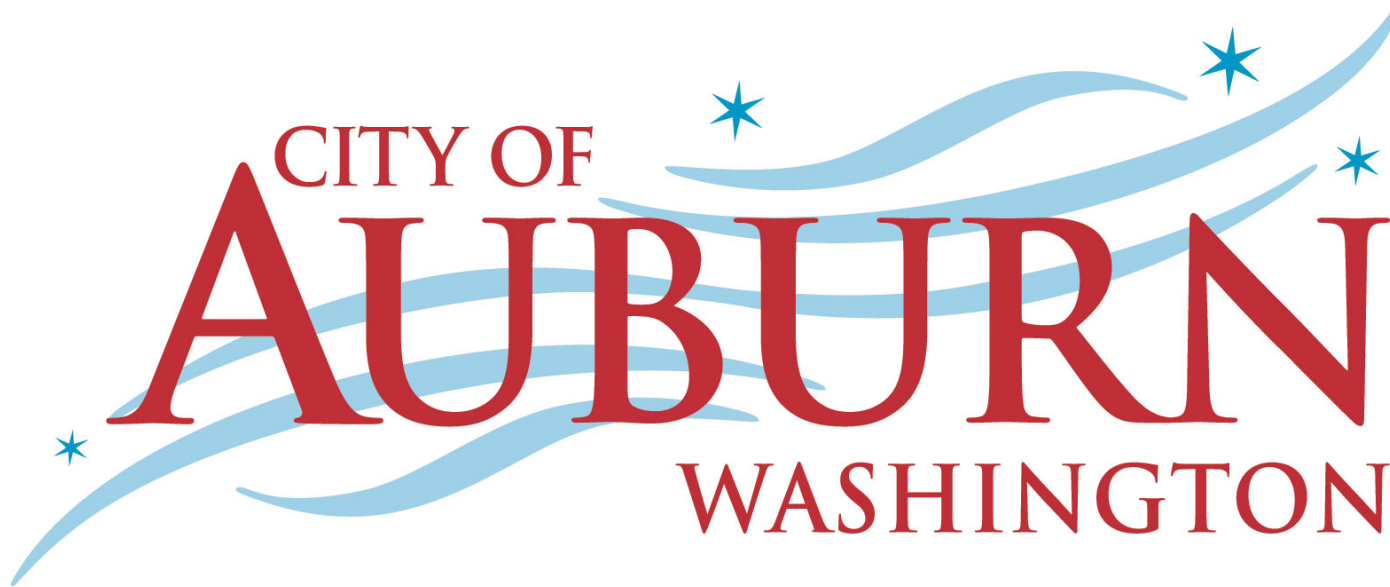
**STIP# AUB-N/A****LOS Corridor ID# N/A****Description:**

This project will complete the design phase, purchase ROW, and construct safety and capacity improvements at this intersection. The improvements will include a left-turn lane for northbound vehicles on 124th Avenue SE.

**Progress Summary:****Future Impact on Operating Budget:**

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

Activity:	2018 YE	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2018	Estimate	2019	2020	2021	2022	2023		2024
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

TIP# N-1

### ARTERIAL STREET FUND (102)

Project Title: **Pedestrian Accessibility and Safety Program**  
 Project No: **cpxxxx**  
 Project Type: **Non-Capacity (Annual)**  
 Project Manager: **Courtney Pompa**

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

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

#### Progress Summary:

#### Future Impact on Operating Budget:

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

Activity:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>700,000</b>
<b>Capital Expenditures:</b>										
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
<b>Total Expenditures:</b>	-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>700,000</b>

## Six Year Transportation Improvement Plan

TIP# N-2

### CAPITAL IMPROVEMENT FUND (328)

Project Title: **ADA & Sidewalk Improvement Program**  
 Project No: **Varies**  
 Project Type: **Non-Capacity (Annual)**  
 Project Manager: **Courtney Pompa**

STIP# AUB-N/A

LOS Corridor ID# N/A

#### 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. 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:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	200,000	200,000	200,000	200,000	200,000	200,000	200,000	-	1,400,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	-	<b>1,400,000</b>
<b>Capital Expenditures:</b>										
Design	-	20,000	20,000	20,000	20,000	20,000	20,000	20,000	-	140,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	180,000	180,000	180,000	180,000	180,000	180,000	180,000	-	1,260,000
<b>Total Expenditures:</b>	-	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	-	<b>1,400,000</b>

**Six Year Transportation Improvement Plan****TIP# N-3****ARTERIAL STREET FUND (102)**

Project Title: **Arterial Bicycle & Safety Improvement Program**  
 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 bi-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:	2018 YE	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2018	Estimate	2019	2020	2021	2022	2023		2024
Funding Sources:										
Unrestricted Street Revenue	-	-	100,000	-	100,000	-	100,000	-	100,000	400,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	100,000	-	100,000	-	100,000	-	100,000	400,000
Capital Expenditures:										
Design	-	-	10,000	-	10,000	-	10,000	-	10,000	40,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	90,000	-	90,000	-	90,000	-	90,000	360,000
Total Expenditures:	-	-	100,000	-	100,000	-	100,000	-	100,000	400,000

**Six Year Transportation Improvement Plan****TIP# N-4****ARTERIAL STREET FUND (102)**

Project Title: **Transit Partnership Routes**  
 Project No: **N/A**  
 Project Type: **Other**  
 Project Manager: **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, PT497, began in 2009, the community shuttle, Route 910, in 2010. Lakeland Hills Sounder Shuttle is a partnership route with King County Metro and Pierce Transit currently authorized through February 2020. Route 910 is a KC Metro Transit Now Partnership Program currently authorized until September 2020. It is anticipated that the partnership agreement will be renewed in 2020.

**Future Impact on Operating Budget:**

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

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	400,000	400,000	400,000	400,000	400,000	400,000	400,000	-	2,800,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET	-	-	-	-	-	-	-	-	-	-
Other (Agencies)	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	-	<b>2,800,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Transit Service	-	400,000	400,000	400,000	400,000	400,000	400,000	400,000	-	2,800,000
<b>Total Expenditures:</b>	-	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	-	<b>2,800,000</b>



**Six Year Transportation Improvement Plan****TIP# N-5****ARTERIAL STREET FUND (102)**

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, 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 Regional Growth Center 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 is pending based on the ability to secure grant funding.

**Future Impact on Operating Budget:**

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

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	500,000	-	-	-	-	500,000
Secured Federal Grant	331,990	188,010	-	-	-	-	-	-	-	520,000
Traffic Impact Fees	55,789	114,211	-	-	664,000	-	-	-	-	834,000
Unsecured Federal Grant	-	-	-	-	2,100,000	-	-	-	-	2,100,000
<b>Total Funding Sources:</b>	<b>387,779</b>	<b>302,221</b>	-	-	<b>3,264,000</b>	-	-	-	-	<b>3,954,000</b>
<b>Capital Expenditures:</b>										
Design	387,779	252,221	-	-	-	-	-	-	-	640,000
Right of Way	-	50,000	-	-	-	-	-	-	-	50,000
Construction	-	-	-	-	3,264,000	-	-	-	-	3,264,000
<b>Total Expenditures:</b>	<b>387,779</b>	<b>302,221</b>	-	-	<b>3,264,000</b>	-	-	-	-	<b>3,954,000</b>

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

Project Title: **Auburn Station 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 northeast 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:	2018 YE	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2018	Estimate	2019	2020	2021	2022	2023		2024
Funding Sources:										
Unrestricted Street Revenue	-	-	-	25,000	-	-	-	-	-	25,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (Sound Transit)	-	-	-	100,000	-	-	-	-	-	100,000
Total Funding Sources:	-	-	-	125,000	-	-	-	-	-	125,000
Capital Expenditures:										
Design	-	-	-	15,000	-	-	-	-	-	15,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	110,000	-	-	-	-	-	110,000
Total Expenditures:	-	-	-	125,000	-	-	-	-	-	125,000

## Six Year Transportation Improvement Plan

### CAPITAL IMPROVEMENT FUNDS (328)

TIP# N-7

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

STIP# AUB-N/A

LOS Corridor ID# 4

#### Description:

The project will construct missing sidewalk along the south side of Auburn Way S. The existing sidewalk along the south side currently ends at the intersection with Howard Road and restarts to the west of the intersection with Muckleshoot Plaza. The sidewalk gap extends for approximately 1,700 feet. The project also includes a Rapid Flashing Rectangular Beacon (RRFB) across Howard Road to provide a connection from the existing non-motorized facilities to the proposed improvements. TIB awarded funding to design and construct the missing sidewalk along the north side of Auburn Way S, with construction anticipated to be completed by the end of 2018.

#### Progress Summary:

Grant funding for the project was applied for in 2018. If awarded, the design phase would occur in 2020 with construction of the improvements in 2021.

#### Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Funding Sources:	2018 YE Prior to 2018 Estimate	Budget			Forecast Project Costs				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	80,000	525,300	-	-	-	-	605,300
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-
	REET2	-	-	15,000	92,700	-	-	-	-	107,700
	Other	-	-	-	-	-	-	-	-	-
	<b>Total Funding Sources:</b>	-	-	<b>95,000</b>	<b>618,000</b>	-	-	-	-	<b>713,000</b>
	<b>Capital Expenditures:</b>									
	Design	-	-	95,000	-	-	-	-	-	95,000
	Right of Way	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	618,000	-	-	-	-	618,000
	<b>Total Expenditures:</b>	-	-	<b>95,000</b>	<b>618,000</b>	-	-	-	-	<b>713,000</b>

## Six Year Transportation Improvement Plan

TIP# N-8

### ARTERIAL STREET FUND (102)

Project Title: **Evergreen Heights Safe Routes to School Improvements Phases 1+2**  
 Project No: **cp1810**  
 Project Type: **Capacity, Non-Motorized**  
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 37

#### Description:

Phase 1 of the project includes the vertical realignment of S 316th Street along the school frontage to address a sight-distance problems associated with the school driveways and at the intersection with 56th Avenue S. This improvement is being constructed by the school district as part of their half street improvements associated with on-site improvements to the school.

Phase 2 of the project will realign the 56th Avenue S approach to S 316th Street 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:

A partnership with the Auburn School District was created for the Phase 1 improvements, and are scheduled to be constructed during 2018. Phase 2 will be dependent on the ability to secure grant funding.

#### Future Impact on Operating Budget:

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

Activity:	Funding Sources:	2018 YE Prior to 2018 Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
	Unrestricted Street Revenue	-	24,500	-	-	-	-	-	-	24,500
	Unsecured State Grant	-	-	-	-	350,000	1,870,000	-	-	2,220,000
	Traffic Impact Fees	-	-	-	-	60,000	400,000	-	-	460,000
	Other(Auburn Sch. District)	-	122,500	-	-	-	-	-	-	122,500
	Traffic Mitigation Fees	-	100,000	-	-	-	-	-	-	100,000
	<b>Total Funding Sources:</b>	-	<b>247,000</b>	-	-	<b>410,000</b>	<b>2,270,000</b>	-	-	<b>2,927,000</b>
	<b>Capital Expenditures:</b>									
	Design	-	-	-	-	200,000	-	-	-	200,000
	Right of Way	-	-	-	-	210,000	-	-	-	210,000
	Construction	-	247,000	-	-	-	2,270,000	-	-	2,517,000
	<b>Total Expenditures:</b>	-	<b>247,000</b>	-	-	<b>410,000</b>	<b>2,270,000</b>	-	-	<b>2,927,000</b>

**Six Year Transportation Improvement Plan****TIP # N-9****ARTERIAL STREET FUND (102)**

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

**STIP# AUB-N/A****LOS Corridor ID# 27****Description:**

This project 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 2022. 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:	2018 YE	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2018	Estimate	2019	2020	2021	2022	2023		2024
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	125,000	125,000	-	-	250,000
Unsecured Grant	-	-	-	-	-	-	1,250,000	-	-	1,250,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (MIT)	-	-	-	-	-	125,000	125,000	-	-	250,000
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****TIP# N-10****ARTERIAL STREET FUND (102)**

Project Title: **BNSF & A St SE Pedestrian Crossing Improvements**  
 Project No: **cpxxx**  
 Project Type: **Capacity, Safety, Non-Motorized**  
 Project Manager: **TBD**

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

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

**Progress Summary:**

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

**Future Impact on Operating Budget:**

This annual maintenance cost for this project is estimated to be \$5,500.

<b>Activity:</b>	<b>2018 YE Estimate</b>	<b>Budget</b>			<b>Forecast Project Cost</b>				<b>Total Project Cost</b>
		<b>Prior to 2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Beyond 2024</b>
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Federal Grant	-	-	-	-	-	-	400,000	3,500,000	-
Traffic Impact Fees	-	-	-	-	-	-	250,000	1,400,000	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	-	-	<b>650,000</b>	<b>4,900,000</b>	-
<b>Capital Expenditures:</b>									
Design	-	-	-	-	-	-	650,000	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	4,900,000	-
<b>Total Expenditures:</b>	-	-	-	-	-	-	<b>650,000</b>	<b>4,900,000</b>	-

# Six Year Transportation Improvement Plan

TIP# N-11

## ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# N/A

### Description:

The project will design and construct non-motorized improvements along SE 304th St from Hazelwood Elementary School extending east to 124th Ave SE and continuing south along 124th Ave SE to Lea Hill Elementary School. The project will complete multiple gaps in the existing non-motorized network. The elements of work include construction of approximately 2,400 linear feet of sidewalk to match adjacent widths. The project will also construct curb and gutter, ADA compliant curb ramps, driveways aprons and retaining walls associated with the new sidewalks. Utility poles will need to be relocated to accommodate the proposed sidewalk alignment in some locations. Where sidewalks are installed the bike network will be extended in most locations along the project to include the connection to and from the existing bicycle improvements constructed as part of the SE 304th St/124th Ave SE roundabout. Additional lighting is proposed for pedestrian safety and will be incorporated onto existing/relocated utility poles. Ancillary work, including but not limited to, property restoration, grading, storm upgrades, school zone beacon relocation, channelization, fencing, landscaping and mailbox relocation will be addressed with the project.

### Progress Summary:

Grant funding application was submitted in 2018. If secured the design phase will be started in 2019 and construction completed during 2021.

### Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2019	2020	2021	2022	2023	2024	Beyond 2024	
	Unrestricted Street Revenue	-	-	3,000	213,000	58,050	-	-	-	-	274,050
	Unsecured State Grant	-	-	17,000	1,207,000	328,950	-	-	-	-	1,552,950
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	<b>Total Funding Sources:</b>	-	-	<b>20,000</b>	<b>1,420,000</b>	<b>387,000</b>	-	-	-	-	<b>1,827,000</b>
	<b>Capital Expenditures:</b>										
	Design	-	-	20,000	70,000	-	-	-	-	-	90,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	1,350,000	387,000	-	-	-	-	1,737,000
	<b>Total Expenditures:</b>	-	-	<b>20,000</b>	<b>1,420,000</b>	<b>387,000</b>	-	-	-	-	<b>1,827,000</b>





## Six Year Transportation Improvement Plan

TIP# P-1

### ARTERIAL PRESERVATION FUND (105)

Project Title: **Arterial Street Preservation Program**  
 Project No: **Various**  
 Project Type: **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 2017 construction cycle included the completion of the B Street NW reconstruction and provided matching funds for the Federally funded preservation projects on Auburn Way N and Lake Tapps Parkway. 2018 construction includes matching funds for the Federally funded preservation of S 277th Street and 15th Street NE/NW preservation, and for arterial patching and overlay.

#### Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Arterial Preservation Fund	-	500,000	1,000,000	200,000	1,000,000	1,475,000	1,100,000	1,550,000	-	6,825,000
Utility Tax	-	-	-	-	-	-	-	-	-	-
REET2	-	1,212,400	-	-	-	-	-	-	-	1,212,400
<b>Total Funding Sources:</b>	-	<b>1,712,400</b>	<b>1,000,000</b>	<b>200,000</b>	<b>1,000,000</b>	<b>1,475,000</b>	<b>1,100,000</b>	<b>1,550,000</b>	-	<b>8,037,400</b>
<b>Capital Expenditures:</b>										
Design	-	61,500	50,000	20,000	50,000	60,000	50,000	60,000	-	351,500
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	1,650,900	950,000	180,000	950,000	1,415,000	1,050,000	1,490,000	-	7,685,900
<b>Total Expenditures:</b>	-	<b>1,712,400</b>	<b>1,000,000</b>	<b>200,000</b>	<b>1,000,000</b>	<b>1,475,000</b>	<b>1,100,000</b>	<b>1,550,000</b>	-	<b>8,037,400</b>

## Six Year Transportation Improvement Plan

TIP# P-2

### LOCAL STREET PRESERVATION FUND (103)

Project Title: **Local Street Improvement Program**  
 Project No: **Various**  
 Project Type: **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:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Local Street Preserv. Fund	-	1,471,580	350,000	350,000	-	-	-	-	-	2,171,580
Transfer In (Utilities)	-	150,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,050,000
Sales Tax on Construction	-	1,750,000	2,050,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	11,800,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>3,371,580</b>	<b>2,550,000</b>	<b>2,100,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	-	<b>15,021,580</b>
<b>Capital Expenditures:</b>										
Design	-	412,280	525,000	500,000	525,000	500,000	525,000	500,000	-	3,487,280
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	2,959,300	2,025,000	1,600,000	1,225,000	1,250,000	1,225,000	1,250,000	-	11,534,300
<b>Total Expenditures:</b>	-	<b>3,371,580</b>	<b>2,550,000</b>	<b>2,100,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	<b>1,750,000</b>	-	<b>15,021,580</b>

## Six Year Transportation Improvement Plan

TIP# P-3

### ARTERIAL PRESERVATION FUND FUND (105)

Project Title: **Arterial Crackseal Program**  
 Project No: **cp1811**  
 Project Type: **Preservation**  
 Project Manager: **Aleksey Koshman**

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:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Arterial Preservation Fund	-	200,000	100,000	100,000	100,000	100,000	100,000	100,000	-	800,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>200,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>800,000</b>
<b>Capital Expenditures:</b>										
Design	-	15,000	10,000	10,000	10,000	10,000	10,000	10,000	-	75,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	185,000	90,000	90,000	90,000	90,000	90,000	90,000	-	725,000
<b>Total Expenditures:</b>	-	<b>200,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>800,000</b>

## Six Year Transportation Improvement Plan

TIP# P-4

### ARTERIAL PRESERVATION FUND (105)

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

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

This is a annual program to fund the rehabilitation of bridge decks as identified by the City's annual bridge inspection program.

#### Progress Summary:

R St SE Stuck River Bridge deck repairs were completed in 2014.

#### Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2019	2020	2021	2022	2023	2024	Beyond 2024	
	Arterial Preservation Fund	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000
	Unsecured Grant	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>		-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>700,000</b>
		-									
	<b>Capital Expenditures:</b>										
	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
<b>Total Expenditures:</b>		-	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	-	<b>700,000</b>

## Six Year Transportation Improvement Plan

TIP# P-5

### ARTERIAL PRESERVATION FUND (105)

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

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

This is an bi-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:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
Funding Sources:										
Arterial Preservation Fund	-	50,000	-	50,000	-	50,000	-	50,000	-	200,000
Grants (Fed,State,Local)	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	50,000	-	50,000	-	50,000	-	50,000	-	200,000
Capital Expenditures:										
Design	-	5,000	-	5,000	-	5,000	-	5,000	-	20,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	45,000	-	45,000	-	45,000	-	45,000	-	180,000
Total Expenditures:	-	50,000	-	50,000	-	50,000	-	50,000	-	200,000

**Six Year Transportation Improvement Plan****TIP# P-6****ARTERIAL PRESERVATION FUND (105)**

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

**STIP# AUB-N/A****LOS Corridor ID# 12****Description:**

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

**Progress Summary:****Future Impact on Operating Budget:**

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

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
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

TIP# P-7

### ARTERIAL PRESERVATION FUND (105)

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

STIP# AUB-56

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 awarded in 2016.

#### Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Funding Sources:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Costs				Total Project Cost
				2019	2020	2021	2022	2023	2024	Beyond 2024	
	Arterial Preservation Fund	-	-	120,000	618,280	-	-	-	-	-	738,280
	Secured Federal Grant	-	-	-	889,720	-	-	-	-	-	889,720
	Other	-	-	-	-	-	-	-	-	-	-
	<b>Total Funding Sources:</b>	-	-	<b>120,000</b>	<b>1,508,000</b>	-	-	-	-	-	<b>1,628,000</b>
	<b>Capital Expenditures:</b>										
	Design	-	-	120,000	-	-	-	-	-	-	120,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	1,508,000	-	-	-	-	-	1,508,000
	<b>Total Expenditures:</b>	-	-	<b>120,000</b>	<b>1,508,000</b>	-	-	-	-	-	<b>1,628,000</b>

**Six Year Transportation Improvement Plan****TIP# P-8****ARTERIAL PRESERVATION FUND (105)**

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

**STIP# AUB-57****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.

**Progress Summary:**

Federal Grant funding was awarded in 2016.

**Future Impact on Operating Budget:**

There is no impact to the street maintenance budget.

Activity:	2018 YE		Budget			Forecast Project Costs				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Arterial Preservation Fund	-	-	111,220	863,920	-	-	-	-	-	975,140
Secured Federal Grant	-	-	111,220	863,920	-	-	-	-	-	975,140
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>222,440</b>	<b>1,727,840</b>	-	-	-	-	-	<b>1,950,280</b>
<b>Capital Expenditures:</b>										
Design	-	-	222,440	-	-	-	-	-	-	222,440
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	1,727,840	-	-	-	-	-	1,727,840
<b>Total Expenditures:</b>	-	-	<b>222,440</b>	<b>1,727,840</b>	-	-	-	-	-	<b>1,950,280</b>



## Six Year Transportation Improvement Plan

TIP# P-9

### ARTERIAL PRESERVATION FUND (105)

Project Title: **A Street SE Preservation (E Main St to 17th St SE)**  
 Project No: **cp1819**  
 Project Type: **Preservation**  
 Project Manager: **Kim Truong**

STIP# AUB-55

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 awarded in 2016.

#### Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2018 YE		Budget			Forecast Project Costs				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Arterial Preservation Fund	-	99,360	782,440	-	-	-	-	-	-	881,800
Secured Federal Grant	-	99,360	782,440	-	-	-	-	-	-	881,800
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>198,720</b>	<b>1,564,880</b>	-	-	-	-	-	-	<b>1,763,600</b>
<b>Capital Expenditures:</b>										
Design	-	198,720	-	-	-	-	-	-	-	198,720
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	1,564,880	-	-	-	-	-	-	1,564,880
<b>Total Expenditures:</b>	-	<b>198,720</b>	<b>1,564,880</b>	-	-	-	-	-	-	<b>1,763,600</b>

## Six Year Transportation Improvement Plan

TIP# P-10

### ARTERIAL PRESERVATION FUND (105)

Project Title: **A Street SE Preservation (37th Street SE to King/Pierce County Line)**  
 Project No: **cpxxxx**  
 Project Type: **Non-Capacity, Preservation**  
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 10

#### Description:

The project will grind and overlay A Street SE from 37th Street SE to the Auburn/Pacific City Limit and from the Pacific/Auburn City Limit to the King /Pierce County Line (approximately 1,800 feet to the south of Lakeland Hills Way). The project also includes ADA upgrades to curb ramps and replacement of vehicle detection loops.

#### Progress Summary:

An application for grant funding for this project was submitted in 2018. If awarded, design would occur in 2021 and construction in 2022.

#### Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
Funding Sources:										
Arterial Preservation Fund	-	-	-	-	67,500	788,000	-	-	-	855,500
Unsecured Grant	-	-	-	-	67,500	788,000	-	-	-	855,500
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	135,000	1,576,000	-	-	-	1,711,000
Capital Expenditures:										
Design	-	-	-	-	135,000	-	-	-	-	135,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	1,576,000	-	-	-	1,576,000
Total Expenditures:	-	-	-	-	135,000	1,576,000	-	-	-	1,711,000

**Six Year Transportation Improvement Plan****TIP# P-11****ARTERIAL PRESERVATION FUND (105)**

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

**STIP# AUB-N/A****LOS Corridor ID# 13****Description:**

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

**Progress Summary:**

An application for grant funding for the construction phase of this project was submitted in 2018. If awarded, design would occur in 2020 and construction in 2021.

**Future Impact on Operating Budget:**

No impact.

Activity:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Arterial Preservation Fund	-	-	-	182,000	871,500	-	-	-	-	1,053,500
Unsecured Grant	-	-	-	-	1,254,000	-	-	-	-	1,254,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	<b>182,000</b>	<b>2,125,500</b>	-	-	-	-	<b>2,307,500</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	182,000	-	-	-	-	-	182,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	2,125,500	-	-	-	-	2,125,500
<b>Total Expenditures:</b>	-	-	-	<b>182,000</b>	<b>2,125,500</b>	-	-	-	-	<b>2,307,500</b>

## Six Year Transportation Improvement Plan

TIP# P-12

### ARTERIAL PRESERVATION FUND (105)

Project Title: **Lakeland Hill Way Preservation (57th Drive SE to Lake Tapps Pkwy)**  
 Project No: **cpxxxx**  
 Project Type: **Non-Capacity, Preservation**  
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# 26

#### Description:

The project will grind, patch, and overlay Lakeland Hills Way from 57th Drive SE to Lake Tapps Pkwy. The project also includes ADA upgrades to curb ramps and replacement of vehicle detection loops.

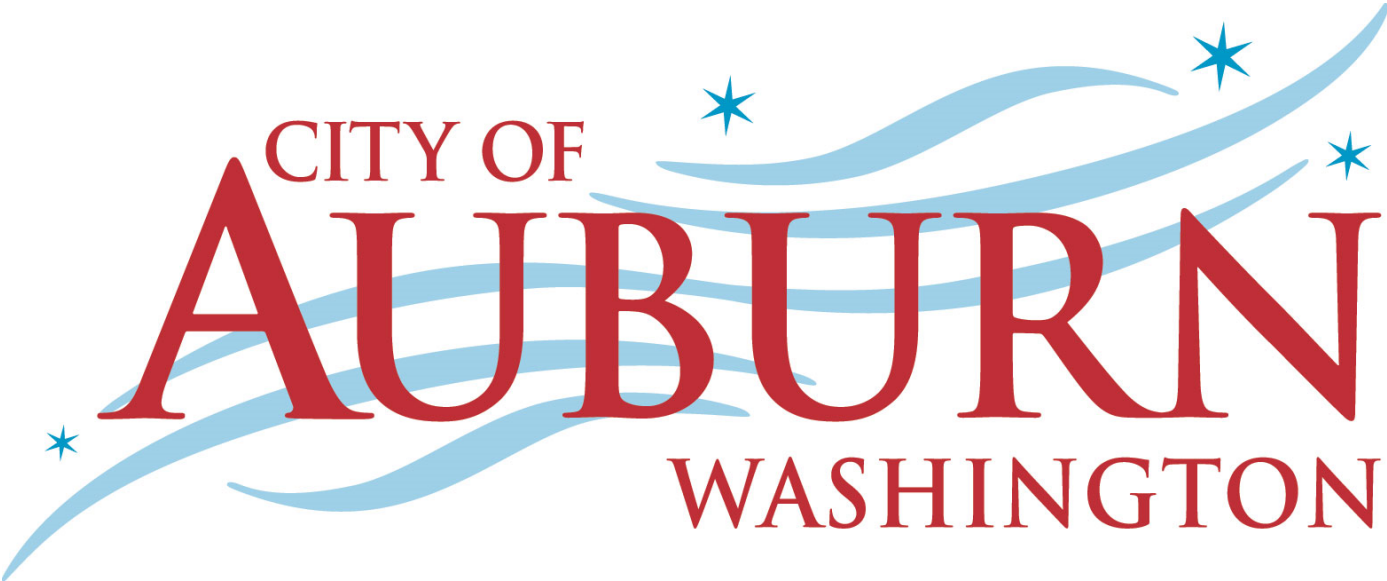
#### Progress Summary:

An application for grant funding for the construction phase of this project was submitted in 2018. If awarded, design would occur in 2020 and construction in 2021.

#### Future Impact on Operating Budget:

No impact.

Activity:	Funding Sources:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			Prior to 2018	2019	2020	2021	2022	2023	2024	
	Arterial Preservation Fund	-	-	100,000	352,000	-	-	-	-	452,000
	Unsecured Grant	-	-	-	748,000	-	-	-	-	748,000
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	100,000	1,100,000	-	-	-	-	1,200,000
	Capital Expenditures:									
	Design	-	-	100,000	-	-	-	-	-	100,000
	Right of Way	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	1,100,000	-	-	-	-	1,100,000
	Total Expenditures:	-	-	100,000	1,100,000	-	-	-	-	1,200,000



## Six Year Transportation Improvement Plan

TIP# R-1

### ARTERIAL STREET FUND (102)

Project Title: **Auburn Way N/S (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 is approximately 0.5 miles long. The project would construct curb-bulbs at intersections adjacent to on-street parking, a new northbound left-turn at 3rd Street NE, and improvements to the signal and channelization at E Main Street.

#### Progress Summary:

#### Future Impact on Operating Budget:

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

Activity:		2018 YE	Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
Unrestricted Street Revenue	78,251	-	-	-	-	50,000	300,000	100,000	1,500,000	2,028,251
Unsecured Grant	-	-	-	-	-	-	300,000	100,000	1,500,000	1,900,000
REET	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other Sources	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	<b>78,251</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	<b>600,000</b>	<b>200,000</b>	<b>3,000,000</b>	<b>3,928,251</b>
<b>Capital Expenditures:</b>										
Design	78,251	-	-	-	-	50,000	600,000	-	-	728,251
Right of Way	-	-	-	-	-	-	-	200,000	-	200,000
Construction	-	-	-	-	-	-	-	-	3,000,000	3,000,000
<b>Total Expenditures:</b>	<b>78,251</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	<b>600,000</b>	<b>200,000</b>	<b>3,000,000</b>	<b>3,928,251</b>

**Six Year Transportation Improvement Plan****TIP# R-2****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# N/A****Description:**

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

**Progress Summary:**

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

**Future Impact on Operating Budget:**

The annual maintenance cost for this project is estimated to be \$25,200.

Activity:	Funding Sources:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			Prior to 2018	2019	2020	2021	2022	2023	2024	
	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**

**TIP# R-3**

**ARTERIAL STREET FUND (102)**

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

**STIP# AUB-N/A**

**LOS Corridor ID# 6**

**Description:**

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

**Progress Summary:**

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

**Future Impact on Operating Budget:**

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
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)	519,695	124,013	123,720	123,428	123,135	122,843	122,550	122,258	2,033,633	3,415,275
Traffic Mitigation Fees	660,000	-	-	-	-	-	-	-	-	660,000
PWTFL (30 years)	3,284,857	-	-	-	-	-	-	-	-	3,284,857
Other (Agencies)	3,090,514	-	-	-	-	-	-	-	-	3,090,514
	<b>22,217,057</b>	<b>124,013</b>	<b>123,720</b>	<b>123,428</b>	<b>123,135</b>	<b>122,843</b>	<b>122,550</b>	<b>122,258</b>	<b>2,033,633</b>	<b>22,347,475</b>
<b>Capital Expenditures:</b>										
Design	2,688,924	-	-	-	-	-	-	-	-	2,688,924
Right of Way	3,358,443	-	-	-	-	-	-	-	-	3,358,443
Construction	16,169,690	-	-	-	-	-	-	-	-	16,169,690
PWTF Debt Service	519,695	124,013	123,720	123,428	123,135	122,843	122,550	122,258	2,033,633	3,415,275
	<b>22,217,057</b>	<b>124,013</b>	<b>123,720</b>	<b>123,428</b>	<b>123,135</b>	<b>122,843</b>	<b>122,550</b>	<b>122,258</b>	<b>2,033,633</b>	<b>22,347,475</b>



## Six Year Transportation Improvement Plan

TIP # R-4

### ARTERIAL STREET FUND (102)

Project Title: **A Street Loop**  
 Project No: **cpxxxx**  
 Project Type: **Capacity**  
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

The project will design and construct a new one-way (eastbound) roadway connection between A Street SW and A Street SE. The new intersection with A Street SE will allow an unsignalized right-turn movement onto southbound A Street SE, providing an alternative to the intersection of 2nd/3rd Street SE and A Street SE. The roadway will be constructed as a complete street to accommodate non-motorized road users.

#### Progress Summary:

#### Future Impact on Operating Budget:

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

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
Funding Sources:	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	70,000	270,000	-	-	-	-	340,000
Other (Sound Transit)	-	-	-	280,000	1,080,000	-	-	-	-	1,360,000
Total Funding Sources:	-	-	-	350,000	1,350,000	-	-	-	-	1,700,000
Capital Expenditures:										
Design	-	-	-	350,000	-	-	-	-	-	350,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	1,350,000	-	-	-	-	1,350,000
Total Expenditures:	-	-	-	350,000	1,350,000	-	-	-	-	1,700,000

## Six Year Transportation Improvement Plan

TIP# R-5

### ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

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

#### Progress Summary:

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:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	175,000	1,325,000	-	-	1,500,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (Developer)	150,000	-	-	-	-	175,000	1,325,000	-	-	1,650,000
<b>Total Funding Sources:</b>	<b>150,000</b>	-	-	-	-	<b>350,000</b>	<b>2,650,000</b>	-	-	<b>3,150,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	-	250,000	-	-	-	250,000
Right of Way	-	-	-	-	-	100,000	-	-	-	100,000
Construction	150,000	-	-	-	-	-	2,650,000	-	-	2,800,000
<b>Total Expenditures:</b>	<b>150,000</b>	-	-	-	-	<b>350,000</b>	<b>2,650,000</b>	-	-	<b>3,150,000</b>

## Six Year Transportation Improvement Plan

TIP# R-6

### ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# 4

#### Description:

Widen Auburn Way S between Hemlock St SE and Poplar St SE to accomodate two general purpose lanes in each direction, turn lanes, access management where feasible, U-turns, curb, gutter, sidewalk, illumination, transit stop improvements, a new traffic signal at Noble Court, Intelligent Transportation Systems, streetscape and storm improvements. The project length is approximately 0.4 miles.

#### Progress Summary:

The project will extend corridor improvements along Auburn Way S recently completed under previous projects. Grant funding for the design and ROW phases was applied for in 2018.

#### Future Impact on Operating Budget:

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

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Federal Grant	-	-	-	-	1,297,500	1,297,500	5,800,000	5,800,000	-	14,195,000
Traffic Impact Fees	-	-	-	-	202,500	202,500	1,450,000	1,450,000	-	3,305,000
<b>Total Funding Sources:</b>	-	-	-	-	<b>1,500,000</b>	<b>1,500,000</b>	<b>7,250,000</b>	<b>7,250,000</b>	-	<b>17,500,000</b>
<b>Capital Expenditures:</b>										
Pre-Design	-	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	1,500,000	-	-	-	-	1,500,000
Right of Way	-	-	-	-	-	1,500,000	-	-	-	1,500,000
Construction	-	-	-	-	-	-	7,250,000	7,250,000	-	14,500,000
<b>Total Expenditures:</b>	-	-	-	-	<b>1,500,000</b>	<b>1,500,000</b>	<b>7,250,000</b>	<b>7,250,000</b>	-	<b>17,500,000</b>

**Six Year Transportation Improvement Plan**

**TIP# R-7**

**ARTERIAL STREET FUND (102)**

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

**STIP# AUB-N/A**

**LOS Corridor ID# 5**

**Description:**

This project will construct a complete four/five-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 2019 to refine project scope, alignment, and estimated costs.

**Future Impact on Operating Budget:**

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

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured State Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	50,000	-	-	350,000	1,250,000	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>50,000</b>	-	-	<b>350,000</b>	<b>1,250,000</b>	-	-
<b>Capital Expenditures:</b>									
Pre-Design	-	-	50,000	-	-	-	-	-	-
Design	-	-	-	-	-	350,000	-	-	-
Right of Way	-	-	-	-	-	-	100,000	-	-
Construction	-	-	-	-	-	-	1,150,000	-	-
<b>Total Expenditures:</b>	-	-	<b>50,000</b>	-	-	<b>350,000</b>	<b>1,250,000</b>	-	-

## Six Year Transportation Improvement Plan

TIP# R-8

### ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# N/A

#### 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 N and 49th Street with accommodations for u-turns on Auburn Way N. This roadway was evaluated and recommended in the NE Auburn Special Area Plan. 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:	2018 YE	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2018	Estimate	2019	2020	2021	2022	2023		2024
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**

**TIP# R-9**

**ARTERIAL STREET FUND (102)**

Project Title: **46th Place S Realignment**  
 Project No: **cpxxxx**  
 Project Type: **Capacity, Safety**  
 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:**

A portion of the right-of-way for the realigned roadway was dedicated as part of an adjacent development project.

**Future Impact on Operating Budget:**

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

Activity:	2018 YE	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2018	Estimate	2019	2020	2021	2022	2023		2024
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

TIP# R-10

### CAPITAL IMPROVEMENT FUND (328)

Project Title: **Neighborhood Traffic Safety Program**  
 Project No: **cpxxxx**  
 Project Type: **Non-Capacity**  
 Project Manager: **Joe Welsh**

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

This project will implement neighborhood traffic calming strategies, speed cushions, signage, speed radar signs, mini roundabouts, chicanes, traffic circles, and other approved traffic calming devices and techniques. Projects will be selected annually based on engineering studies. Requests for engineering studies may come from questions/complaints from residents, neighborhood meetings, and/or police concerns.

#### Progress Summary:

#### Future Impact on Operating Budget:

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

Activity:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Fund Balance	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
REET 2	-	150,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,050,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	-	<b>1,050,000</b>
<b>Capital Expenditures:</b>										
Design	-	15,000	15,000	15,000	15,000	15,000	15,000	15,000	-	105,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	135,000	135,000	135,000	135,000	135,000	135,000	135,000	-	945,000
<b>Total Expenditures:</b>	-	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	-	<b>1,050,000</b>

## Six Year Transportation Improvement Plan

TIP# R-11

### ARTERIAL STREET FUND (102)

Project Title: **124th Ave SE Corridor Improvements (SE 312th St to SE 318th St)**  
 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 \$5,000.

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	300,000	880,000	2,000,000	-
Traffic Impact Fees	-	-	-	-	-	100,000	220,000	500,000	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	-	<b>400,000</b>	<b>1,100,000</b>	<b>2,500,000</b>	-
<b>Capital Expenditures:</b>									
Pre-Design	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	400,000	-	-	-
Right of Way	-	-	-	-	-	-	1,100,000	-	-
Construction	-	-	-	-	-	-	-	2,500,000	-
<b>Total Expenditures:</b>	-	-	-	-	-	<b>400,000</b>	<b>1,100,000</b>	<b>2,500,000</b>	-



**Six Year Transportation Improvement Plan****TIP# R-12****ARTERIAL STREET FUND (102)**

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

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

This project will complete the design and construction of the Bypass Rd, an arterial connection between M Street SE and Auburn Black Diamond Road, paralleling the Stampede Pass 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 \$7,500.

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	150,000	-
Other (Development)	-	-	-	-	-	-	-	500,000	5,700,000
<b>Total Funding Sources:</b>	-	-	-	-	-	-	-	<b>650,000</b>	<b>5,700,000</b>
<b>Capital Expenditures:</b>									
Design	-	-	-	-	-	-	-	650,000	-
Right of Way	-	-	-	-	-	-	-	-	1,800,000
Construction	-	-	-	-	-	-	-	-	3,900,000
<b>Total Expenditures:</b>	-	-	-	-	-	-	-	<b>650,000</b>	<b>5,700,000</b>

## Six Year Transportation Improvement Plan

TIP# R-13

### ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# 25

#### Description:

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

#### Progress Summary:

GRC completed the design and construction of the segment between 124th Ave SE and 122nd Ave SE in 2013. The schedule for this project is dependent on the availability of grant funding.

#### Future Impact on Operating Budget:

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

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	340,000	556,000	2,000,000	-	-
Traffic Impact Fees	-	-	-	-	85,000	139,000	500,000	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	<b>425,000</b>	<b>695,000</b>	<b>2,500,000</b>	-	-
<b>Capital Expenditures:</b>									
Pre-Design	-	-	-	-	-	-	-	-	-
Design	-	-	-	-	425,000	-	-	-	-
Right of Way	-	-	-	-	-	695,000	-	-	-
Construction	-	-	-	-	-	-	2,500,000	-	-
<b>Total Expenditures:</b>	-	-	-	-	<b>425,000</b>	<b>695,000</b>	<b>2,500,000</b>	-	-

## Six Year Transportation Improvement Plan

TIP# R-14

### 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 2019 to complete preliminary plans and refine the project cost-estimate.

#### Future Impact on Operating Budget:

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

Activity:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	480,000	2,400,000	-	2,880,000
Traffic Impact Fees	-	-	25,000	-	100,000	-	120,000	600,000	-	845,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>25,000</b>	-	<b>100,000</b>	-	<b>600,000</b>	<b>3,000,000</b>	-	<b>3,725,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	25,000	-	100,000	-	600,000	-	-	725,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	3,000,000	-	3,000,000
<b>Total Expenditures:</b>	-	-	<b>25,000</b>	-	<b>100,000</b>	-	<b>600,000</b>	<b>3,000,000</b>	-	<b>3,725,000</b>

**Six Year Transportation Improvement Plan****TIP# R-15****ARTERIAL STREET FUND (102)**

Project Title: **Auburn Way S (SR-164) Poplar Curve Safety Improvements**  
 Project No: **cpxxxx**  
 Project Type: **Safety, Non-Capacity**  
 Project Manager: **TBD**

**STIP# AUB-N/A****LOS Corridor ID# 4****Description:**

This project will complete design and construct safety improvements at the curve along Auburn Way S in the vicinity of the intersection with Poplar Street. The improvements would include, illumination, electronic curve ahead warning signage, a high-friction surface treatment for the pavement, guardrail and driveway improvements.

**Progress Summary:**

Grant funding application was submitted in 2018. If secured the design phase will be started in 2019 and construction completed during 2020.

**Future Impact on Operating Budget:**

There is no impact to the street maintenance budget.

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
Funding Sources:										
Unrestricted Street Revenue	-	-	5,500	-	-	-	-	-	-	5,500
Unsecured Grant	-	-	49,500	213,200	-	-	-	-	-	262,700
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	55,000	213,200	-	-	-	-	-	268,200
Capital Expenditures:										
Design	-	-	55,000	-	-	-	-	-	-	55,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	213,200	-	-	-	-	-	213,200
Total Expenditures:	-	-	55,000	213,200	-	-	-	-	-	268,200

## Six Year Transportation Improvement Plan

TIP# R-16

### ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

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

#### Progress Summary:

#### Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Funding Sources:	2018 YE Prior to 2018 Estimate	Budget			Forecast Project Costs				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	320,000	80,000	1,200,000	-	-	1,600,000
	Traffic Impact Fees	-	-	-	80,000	20,000	300,000	-	-	400,000
	Other	-	-	-	-	-	-	-	-	-
	<b>Total Funding Sources:</b>	-	-	-	<b>400,000</b>	<b>100,000</b>	<b>1,500,000</b>	-	-	<b>2,000,000</b>
	<b>Capital Expenditures:</b>									
	Design	-	-	-	400,000	-	-	-	-	400,000
	Right of Way	-	-	-	-	100,000	-	-	-	100,000
	Construction	-	-	-	-	-	1,500,000	-	-	1,500,000
	<b>Total Expenditures:</b>	-	-	-	<b>400,000</b>	<b>100,000</b>	<b>1,500,000</b>	-	-	<b>2,000,000</b>

## Six Year Transportation Improvement Plan

TIP# R-17

### ARTERIAL STREET FUND (102)

Project Title: **M Street SE Improvements (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, including the construction of a new traffic signal at the intersection with 12th Street SE. This project will improve mobility and is tied to corridor development. It is consistent with the Comprehensive Plan and contributes to the completion of a north/south arterial corridor.

#### Progress Summary:

#### Future Impact on Operating Budget:

This annual maintenance cost for this project is estimated to be \$15,000.

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	975,000	4,200,000	-
Traffic Impact Fees	-	-	-	-	-	-	750,000	750,000	-
Other (Development)	-	-	-	-	-	-	325,000	300,000	-
<b>Total Funding Sources:</b>	-	-	-	-	-	-	<b>2,050,000</b>	<b>5,250,000</b>	-
<b>Capital Expenditures:</b>									
Design	-	-	-	-	-	-	725,000	-	-
Right of Way	-	-	-	-	-	-	1,325,000	-	-
Construction	-	-	-	-	-	-	-	5,250,000	-
<b>Total Expenditures:</b>	-	-	-	-	-	-	<b>2,050,000</b>	<b>5,250,000</b>	-

## Six Year Transportation Improvement Plan

TIP# R-18

### ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# N/A

#### Description:

This project is anticipated to permit and construct a new interchange on SR-18 and could also include a new roadway connection to Auburn Way South (SR-164). This will create a bypass of Auburns' urban center for vehicles destined to/from 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 through Connecting Washington for the new eastbound SR-18 off-ramp serving this bypass road in 2017-2019. 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:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (WSDOT)	-	1,500,000	3,500,000	-	5,000,000	5,000,000	-	-	-	15,000,000
Other (Development)	-	3,500,000	6,500,000	-	7,500,000	7,500,000	-	-	-	25,000,000
<b>Total Funding Sources:</b>	-	<b>5,000,000</b>	<b>10,000,000</b>	-	<b>12,500,000</b>	<b>12,500,000</b>	-	-	-	<b>40,000,000</b>
<b>Capital Expenditures:</b>										
Design	-	5,000,000	-	-	-	-	-	-	-	5,000,000
Right of Way	-	-	10,000,000	-	-	-	-	-	-	10,000,000
Construction	-	-	-	-	12,500,000	12,500,000	-	-	-	25,000,000
<b>Total Expenditures:</b>	-	<b>5,000,000</b>	<b>10,000,000</b>	-	<b>12,500,000</b>	<b>12,500,000</b>	-	-	-	<b>40,000,000</b>

## Six Year Transportation Improvement Plan

TIP# R-19

### 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: improved pedestrian linkages; new and repaired sidewalks; curb and gutter; new landscaped medians; undergrounding existing aerial utilities, new street lighting; trash receptacles; recycling containers and other appropriate amenities.

#### Progress Summary:

#### Future Impact on Operating Budget:

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

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	200,000	200,000	-
Unsecured Grant	-	-	-	-	-	-	1,650,000	2,450,000	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	-	-	<b>1,850,000</b>	<b>2,650,000</b>	-
<b>Capital Expenditures:</b>									
Design	-	-	-	-	-	-	400,000	-	-
Right of Way	-	-	-	-	-	-	1,450,000	-	-
Construction	-	-	-	-	-	-	-	2,650,000	-
<b>Total Expenditures:</b>	-	-	-	-	-	-	<b>1,850,000</b>	<b>2,650,000</b>	-



**Six Year Transportation Improvement Plan**

**TIP# R-20**

**ARTERIAL STREET FUND (102)**

Project Title: **Lea Hill Rd Segment 1 (Harvey Rd/M St NE to 105th PI SE)**  
 Project No: **CP1806**  
 Project Type: **Capacity**  
 Project Manager: **Kim Truong**

**STIP# AUB-N/A**

**LOS Corridor ID# 19**

**Description:**

Widen the existing roadway to provide a four/five-lane cross section with intersection improvements and pedestrian and bicycle facilities.

**Progress Summary:**

Two parcels along the future roadway alignment were purchased by the City in 2014, and a third in 2016. Corridor pre-design study started in 2018.

**Future Impact on Operating Budget:**

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

Activity:	2018 YE	Budget			Forecast Project Cost				Total Project Cost	
		Prior to 2018	Estimate	2019	2020	2021	2022	2023		2024
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	2,310,000	4,400,000	4,400,000	-	11,110,000
Traffic Impact Fees	430,000	200,000	-	-	-	590,000	1,100,000	1,100,000	-	3,420,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	430,000	200,000	-	-	-	2,900,000	5,500,000	5,500,000	-	14,530,000
Capital Expenditures:										
Design	-	200,000	-	-	-	2,150,000	-	-	-	2,350,000
Right of Way	430,000	-	-	-	-	750,000	-	-	-	1,180,000
Construction	-	-	-	-	-	-	5,500,000	5,500,000	-	11,000,000
Total Expenditures:	430,000	200,000	-	-	-	2,900,000	5,500,000	5,500,000	-	14,530,000

## Six Year Transportation Improvement Plan

TIP# R-21

### ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# 19

#### Description:

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

#### Progress Summary:

#### Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$24,100.

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	2,900,000	7,100,000
Traffic Impact Fees	-	-	-	-	-	-	-	600,000	1,400,000
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	-	-	-	<b>3,500,000</b>	<b>8,500,000</b>
<b>Capital Expenditures:</b>									
Design	-	-	-	-	-	-	-	2,000,000	-
Right of Way	-	-	-	-	-	-	-	1,500,000	-
Construction	-	-	-	-	-	-	-	-	8,500,000
<b>Total Expenditures:</b>	-	-	-	-	-	-	-	<b>3,500,000</b>	<b>8,500,000</b>

## Six Year Transportation Improvement Plan

TIP# R-22

### 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:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	750,000	2,500,000
Traffic Impact Fees	-	-	-	-	-	-	-	250,000	500,000
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	-	-	-	<b>1,000,000</b>	<b>3,000,000</b>
<b>Capital Expenditures:</b>									
Design	-	-	-	-	-	-	-	500,000	-
Right of Way	-	-	-	-	-	-	-	500,000	-
Construction	-	-	-	-	-	-	-	-	3,000,000
<b>Total Expenditures:</b>	-	-	-	-	-	-	-	<b>1,000,000</b>	<b>3,000,000</b>

## Six Year Transportation Improvement Plan

TIP# R-23

### 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 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:

#### Future Impact on Operating Budget:

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

Activity:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	320,000	1,600,000	-	-	-	1,920,000
Traffic Impact Fees	-	-	-	-	80,000	400,000	-	-	-	480,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	-	-	<b>400,000</b>	<b>2,000,000</b>	-	-	-	<b>2,400,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	400,000	-	-	-	-	400,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	2,000,000	-	-	-	2,000,000
<b>Total Expenditures:</b>	-	-	-	-	<b>400,000</b>	<b>2,000,000</b>	-	-	-	<b>2,400,000</b>

**Six Year Transportation Improvement Plan**

**TIP# R-24**

**ARTERIAL STREET FUND (102)**

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

**STIP# AUB-N/A**

**LOS Corridor ID# N/A**

**Description:**

This is a City of Pacific project to widen the Stewart Road (Lake Tapps Parkway) Corridor. This is the final segment of widening in the City of Pacific which will tie in with the City of Sumner's planned final widening segment and new bridge over the White River. Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C St 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:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	66,000	-	-	-	-	66,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Traffic Mitigation Fees	-	-	-	-	34,000	-	-	-	-	34,000
<b>Total Funding Sources:</b>	-	-	-	-	<b>100,000</b>	-	-	-	-	<b>100,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	100,000	-	-	-	-	100,000
<b>Total Expenditures:</b>	-	-	-	-	<b>100,000</b>	-	-	-	-	<b>100,000</b>

**Six Year Transportation Improvement Plan**

**TIP# R-25**

**ARTERIAL STREET FUND (102)**

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

**STIP# AUB-N/A**

**LOS Corridor ID# N/A**

**Description:**

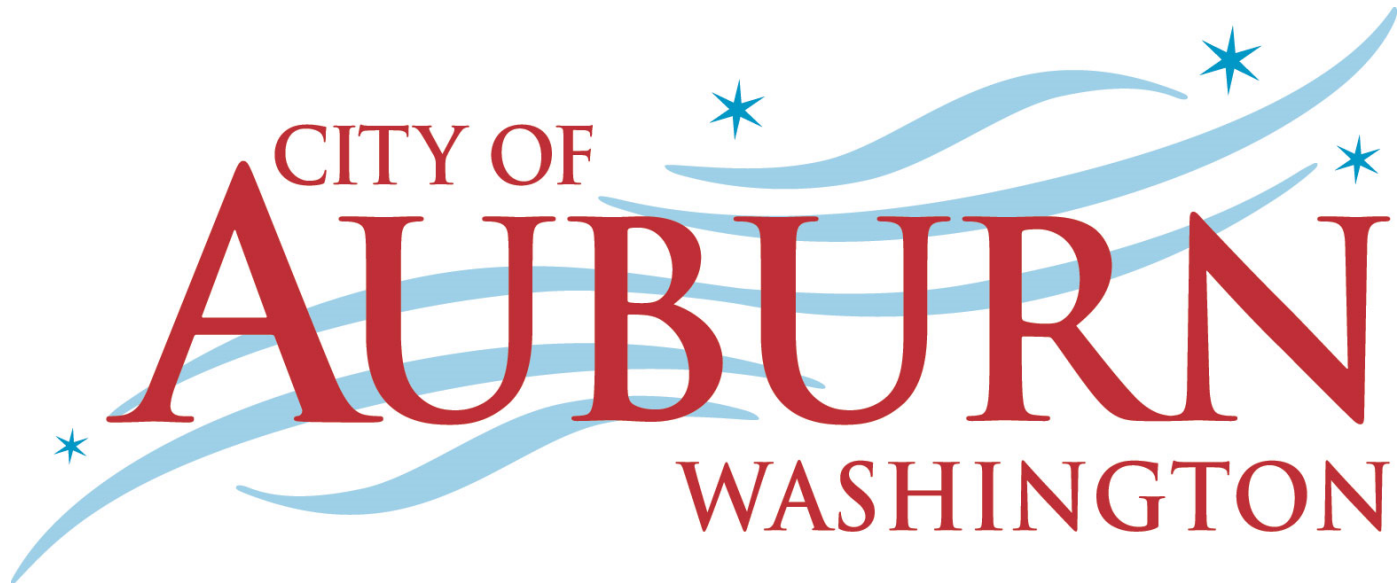
This project will construct a new segment of R St SE approximately 0.7 miles long between 17th St SE and the future bypass road connecting M St SE and Auburn-Black Diamond Road.

**Progress Summary:**

**Future Impact on Operating Budget:**

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

Activity:	Prior to 2018	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2019	2020	2021	2022	2023	2024	Beyond 2024	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	-	2,000,000	8,000,000	-	10,000,000
<b>Total Funding Sources:</b>	-	-	-	-	-	-	<b>2,000,000</b>	<b>8,000,000</b>	-	<b>10,000,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	-	-	2,000,000	-	-	2,000,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	8,000,000	-	8,000,000
<b>Total Expenditures:</b>	-	-	-	-	-	-	<b>2,000,000</b>	<b>8,000,000</b>	-	<b>10,000,000</b>



**Six Year Transportation Improvement Plan**

**TIP# S-1**

**ARTERIAL STREET FUND (102)**

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

**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:	2018 YE	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	
<b>Funding Sources:</b>	<b>Estimate</b>								
Unrestricted Street Revenue	123,276	-	-	-	-	-	-	-	123,276
Secured Grants (Fed,State)	6,562,702	-	-	-	-	-	-	-	6,562,702
Traffic Impact Fees	1,247,398	72,500	25,000	25,000	25,000	25,000	-	-	1,419,898
Other (Developer)	383,381	-	-	-	-	-	-	-	383,381
<b>Total Funding Sources:</b>	<b>8,316,757</b>	<b>72,500</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>	<b>-</b>	<b>8,489,257</b>
<b>Capital Expenditures:</b>									
Design	2,247,331	-	10,000	10,000	10,000	10,000	-	-	2,287,331
Right of Way	821,341	-	-	-	-	-	-	-	821,341
Construction	5,000,640	-	-	-	-	-	-	-	5,000,640
Monitoring	247,445	72,500	15,000	15,000	15,000	15,000	-	-	379,945
<b>Total Expenditures:</b>	<b>8,316,757</b>	<b>72,500</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>	<b>-</b>	<b>8,489,257</b>



**Six Year Transportation Improvement Plan**

**TIP# S-2**

**ARTERIAL STREET FUND (102)**

Project Title: **S 277th St Corridor Capacity & Non-Motorized Trail Improvements**  
 Project No: **cpxxxx**  
 Project Type: **Environmental Monitoring**  
 Project Manager: **Shannon Howard**

**STIP# N/A**

**LOS Corridor ID# 15**

**Description:**

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

**Progress Summary:**

10 year monitoring period is expected to begin in 2018 after final completion and continue through 2028.

**Future Impact on Operating Budget:**

There is no impact on future operating budgets.

<b>Activity:</b>		<b>2018 YE</b>	<b>Budget</b>			<b>Forecast Project Cost</b>				<b>Total Project Cost</b>
<b>Funding Sources:</b>	<b>Prior to 2018</b>	<b>Estimate</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Beyond 2024</b>	
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Fed/State Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	20,000	20,000	20,000	20,000	20,000	20,000	20,000	60,000	200,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	<b>-</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>60,000</b>	<b>200,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Monitoring	-	20,000	20,000	20,000	20,000	20,000	20,000	20,000	60,000	200,000
<b>Total Expenditures:</b>	<b>-</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>20,000</b>	<b>60,000</b>	<b>200,000</b>

**Six Year Transportation Improvement Plan**

**TIP# S-3**

**ARTERIAL STREET FUND (102)**

Project Title: **A Street SE & Lakeland Hills Way SE Intersection Study**  
 Project No: **asbd15**  
 Project Type: **Capacity, Safety**  
 Project Manager: **TBD**

**STIP# AUB-N/A**

**LOS Corridor ID# 10, 34**

<b>Description:</b> This project will study traffic operations, safety, and prepare a preliminary design for intersection improvements.										
<b>Progress Summary:</b> Analysis, preliminary design, and construction cost estimate will be initiated in 2019. Future phases will be programmed as funding becomes available.										
<b>Future Impact on Operating Budget:</b> This project will have no impact on the operating budget for street maintenance.										
<b>Activity:</b>		<b>2018 YE</b>	<b>Budget</b>			<b>Forecast Project Cost</b>				
<b>Funding Sources:</b>	<b>Prior to 2018</b>	<b>Estimate</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>Beyond 2024</b>	<b>Total Project Cost</b>
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	50,000	-	-	-	-	-	-	50,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>50,000</b>	-	-	-	-	-	-	<b>50,000</b>
<b>Capital Expenditures:</b>										
Design	-	-	50,000	-	-	-	-	-	-	50,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
<b>Total Expenditures:</b>	-	-	<b>50,000</b>	-	-	-	-	-	-	<b>50,000</b>

**Six Year Transportation Improvement Plan**

**TIP# S-4**

**ARTERIAL STREET FUND (102)**

Project Title: **Kersey Way SE Corridor Study**  
 Project No: **asbd11**  
 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 findings of the study will become the basis of the improvement project which will include the design, ROW, and construction phases. The project length is approximately two miles.

**Progress Summary:**  
 Design study will begin in 2019.

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

Activity:	2018 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2018	2019	2020	2021	2022	2023	2024	Beyond 2024
<b>Funding Sources:</b>									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	20,000	-	-	-	-	-	20,000
Other	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	-	<b>20,000</b>	-	-	-	-	-	<b>20,000</b>
<b>Capital Expenditures:</b>									
Design	-	-	20,000	-	-	-	-	-	20,000
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-
<b>Total Expenditures:</b>	-	-	<b>20,000</b>	-	-	-	-	-	<b>20,000</b>

**ARTERIAL STREET FUND (102)**

**STIP# AUB-N/A**

**LOS Corridor ID# 10, 33**

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.

In-house pre-design was completed to refine project scope, alignment, and identify design issues. 2019 design will complete conceptual corridor plan for future improvements.

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

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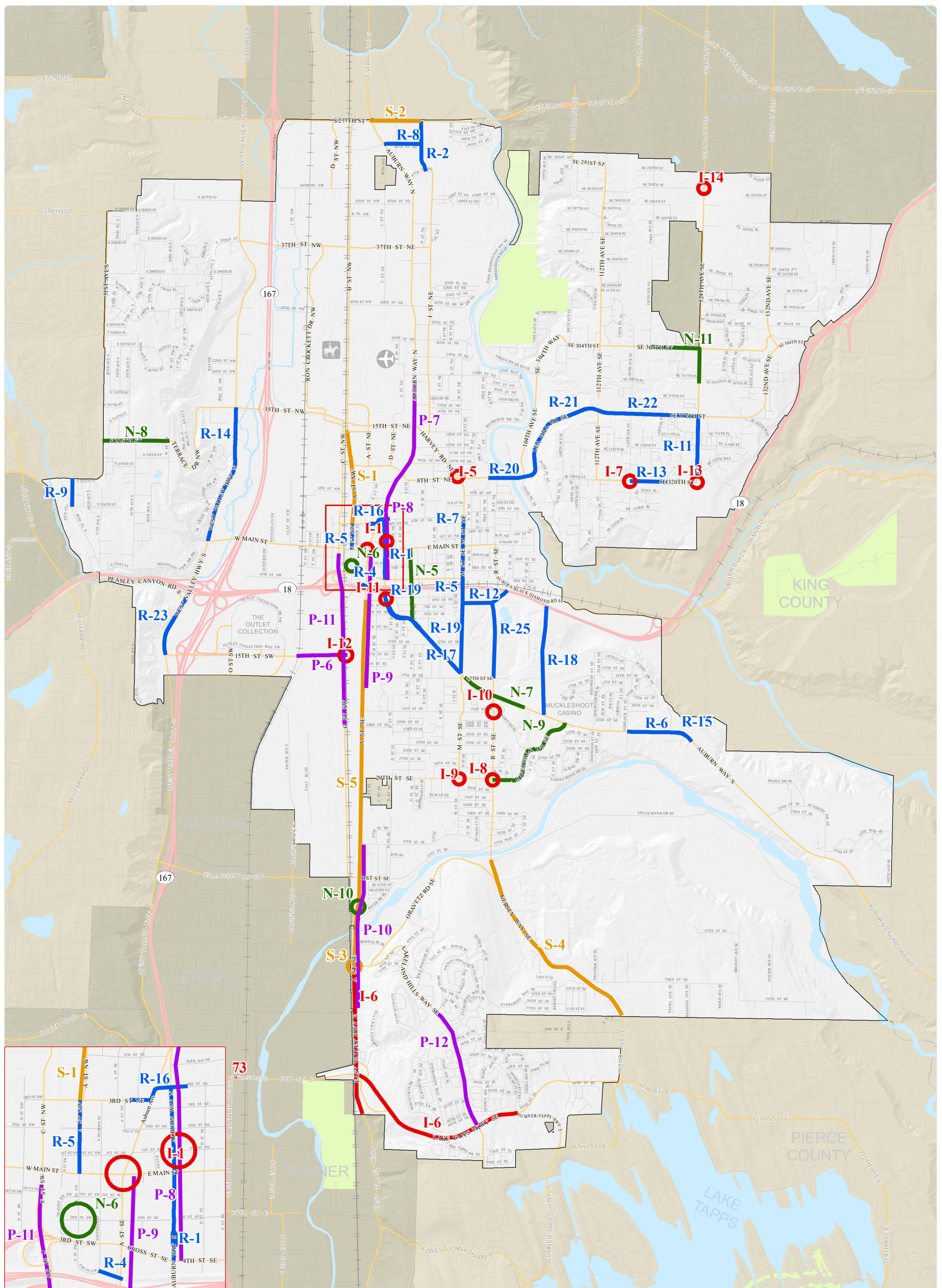


City of Auburn  
2019-2024  
Transportation Improvement Program Summary

Project Number	TIP #	Project Title	Grant Status	Prior to 2019	2019	2020	2021	2022	2023	2024	Beyond 2024	Total Project Cost
cpxxxx	I-1	Signal Replacement Program	N/A	-	-	-	75,000	525,000	-	75,000	525,000	1,200,000
Various	I-2	Traffic Signal Improvements	N/A	175,000	175,000	200,000	200,000	200,000	200,000	200,000	-	1,350,000
cpxxxx	I-3	ITS Dynamic Message Signs	N/A	195,178	20,000	125,000	-	20,000	125,000	-	20,000	505,178
Various	I-4	Street Lighting Improvement Program	N/A	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
cp0611	I-5	Harvey Rd NE/8th St NE Intersection Improvements	N/A	1,816,603	84,401	84,000	83,598	83,196	82,794	82,392	325,551	1,807,209
cpxxxx	I-6	Lake Tapps Parkway ITS Expansion	Secured	3,572	105,000	900,000	-	-	-	-	-	1,008,572
cpxxxx	I-7	SE 320th St/116th Ave SE Roundabout	Unsecured	-	325,000	30,000	1,370,000	-	-	-	-	1,725,000
cpxxxx	I-8	29th St SE/R St SE Intersection Improvements	Unsecured	-	-	-	450,000	1,000,000	-	-	-	1,450,000
cpxxxx	I-9	M St SE/29th St SE Intersection Improvements	Unsecured	-	50,000	-	-	600,000	-	-	-	650,000
cpxxxx	I-10	R St SE/21st St SE Intersection Improvements	Unsecured	-	75,000	-	-	800,000	-	-	-	875,000
cpxxxx	I-11	Auburn Way S/6th St SE Intersection Improvements	Unsecured	-	-	-	-	130,000	25,000	630,000	-	785,000
cp0820	I-12	C St SW/15th St SW Intersection Improvements	Unsecured	-	-	-	-	200,000	1,000,000	-	-	1,200,000
cpxxxx	I-13	124th Ave SE/SE 320th St Intersection Improvements	Unsecured	-	-	-	-	350,000	1,600,000	-	-	1,950,000
cpxxxx	I-14	124th Ave SE/SE 284th St Intersection Safety Improvements	Unsecured	-	-	-	-	-	100,000	600,000	-	700,000
Various	N-1	Pedestrian Accessibility and Safety Program	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000
Various	N-2	ADA and Sidewalk Improvement Program	N/A	200,000	200,000	200,000	200,000	200,000	200,000	200,000	-	1,400,000
Various	N-3	Arterial Bicycle & Safety Improvement Program	N/A	-	100,000	-	100,000	-	100,000	-	100,000	400,000
NA	N-4	Transit Partnership Routes	N/A	400,000	400,000	400,000	400,000	400,000	400,000	400,000	-	2,800,000
cp1416	N-5	F St SE Non-Motorized Improvements	Unsecured	690,000	-	-	3,264,000	-	-	-	-	3,954,000
cpxxxx	N-6	Auburn Station Access Improvements	Unsecured	-	-	125,000	-	-	-	-	-	125,000
cpxxxx	N-7	Auburn Way S - Southside Sidewalk Improvements	Unsecured	-	-	95,000	618,000	-	-	-	-	713,000
cpxxxx	N-8	Evergreen Heights Safe Routes to Schools Phases 1+2	Unsecured	247,030	-	-	-	410,000	2,270,000	-	-	2,927,030
cpxxxx	N-9	Riverwalk Drive Non-Motorized Improvements	Unsecured	-	-	-	-	250,000	1,500,000	-	-	1,750,000
cpxxxx	N-10	BNSF and A St SE Pedestrian Crossing Improvements	Unsecured	-	-	-	-	-	650,000	4,900,000	-	5,550,000
cpxxxx	N-11	Lea Hill Safe Routes to Schools	Unsecured	-	20,000	1,420,000	387,000	-	-	-	-	1,827,000
Various	P-1	Arterial Street Preservation Program	N/A	1,712,400	1,000,000	200,000	1,000,000	1,475,000	1,100,000	1,550,000	-	8,037,400
Various	P-2	Local Streets Improvement Program	N/A	3,371,580	2,550,000	2,100,000	1,750,000	1,750,000	1,750,000	1,750,000	-	15,021,580
Various	P-3	Arterial Crackseal Program	N/A	200,000	100,000	100,000	100,000	100,000	100,000	100,000	-	800,000
cpxxxx	P-4	Bridge Deck Preservation Program	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000
cp1008	P-5	Annual Bridge Structure Preservation Program	N/A	50,000	-	50,000	-	50,000	-	50,000	-	200,000
cpxxxx	P-6	15th St SW Reconstruction	Unsecured	-	-	-	-	375,000	3,000,000	-	-	3,375,000
cpxxxx	P-7	Auburn Way N Preservation Ph 2 (8th St NE to 22nd St NE)	Secured	-	120,000	1,508,000	-	-	-	-	-	1,628,000
cpxxxx	P-8	Auburn Way N Preservation Ph 3 (4th St SE to 8th St NE)	Secured	-	222,440	1,727,840	-	-	-	-	-	1,950,280
cpxxxx	P-9	A St SE Preservation (E Main St to 17th St SE)	Secured	198,720	1,564,880	-	-	-	-	-	-	1,763,600
cpxxxx	P-10	A St SE Preservation (37th St SE to King/Pierce County Line)	Unsecured	-	-	-	135,000	1,576,000	-	-	-	1,711,000
cpxxxx	P-11	C Street SW Preservation (W Main St to GSA Signal)	Unsecured	-	-	182,000	2,125,500	-	-	-	-	2,307,500
cpxxxx	P-12	Lakeland Hills Way Preservation (57th Dr SE to Lake Tapps Pkwy)	Unsecured	-	-	100,000	1,100,000	-	-	-	-	1,200,000
c409a0	R-1	Auburn Way Corridor (4th St NE to 4th St SE)	Unsecured	78,251	-	-	-	50,000	600,000	200,000	3,000,000	3,928,251
c415a0	R-2	I Street NE Corridor (45th St NE to S 277th St)	N/A	3,892	-	-	-	6,760,000	-	-	-	6,763,892
c201a0	R-3	M Street Underpass	N/A	22,341,070	123,720	123,428	123,135	122,843	122,550	122,258	2,033,633	22,347,475
cpxxxx	R-4	A Street Loop	N/A	-	-	350,000	1,350,000	-	-	-	-	1,700,000
cpxxxx	R-5	A St NW, Phase 2 (W Main St to 3rd St NW)	Unsecured	150,000	-	-	-	350,000	2,650,000	-	-	3,150,000
cpxxxx	R-6	Auburn Way S Widening (Hemlock St SE to Poplar St SE)	Unsecured	-	-	-	1,500,000	1,500,000	7,250,000	7,250,000	-	17,500,000
cpxxxx	R-7	M St NE (E Main St to 4th St NE)	N/A	-	50,000	-	-	350,000	1,250,000	-	-	1,650,000
cpxxxx	R-8	49th St NE (Auburn Way N to I St NE)	N/A	-	-	-	-	850,000	2,500,000	-	-	3,350,000
cpxxxx	R-9	46th Place S Realignment	Unsecured	-	-	-	-	-	-	825,000	-	825,000
cpxxxx	R-10	Neighborhood Traffic Safety Program	N/A	150,000	150,000	150,000	150,000	150,000	150,000	150,000	-	1,050,000
cpxxxx	R-11	124th Ave SE Corridor Improvements (SE 312th St to SE 318th St)	Unsecured	-	-	-	-	400,000	1,100,000	2,500,000	-	4,000,000
cpxxxx	R-12	R Street Bypass (M St SE to SR-18)	Unsecured	-	-	-	-	-	-	650,000	5,700,000	6,350,000
cpxxxx	R-13	SE 320th St Corridor Improvements (116th Ave SE to 122nd Ave SE)	Unsecured	-	-	-	425,000	695,000	2,500,000	-	-	3,620,000
cpxxxx	R-14	W Valley Hwy Improvements (15th St NW to W Main St)	Unsecured	-	25,000	-	100,000	-	600,000	3,000,000	-	3,725,000
cpxxxx	R-15	Auburn Way S - Poplar Curve Safety Improvements	Unsecured	-	55,000	213,200	-	-	-	-	-	268,200
cpxxxx	R-16	Regional Growth Center Access Improvements	Unsecured	-	-	-	400,000	100,000	1,500,000	-	-	2,000,000
cpxxxx	R-17	M St SE Corridor (8th St SE to Auburn Way S)	Unsecured	-	-	-	-	-	2,050,000	5,250,000	-	7,300,000
cpxxxx	R-18	SR-18 to Auburn Way S Bypass	N/A	5,000,000	10,000,000	-	12,500,000	12,500,000	-	-	-	40,000,000
cpxxxx	R-19	Auburn Way S Streetscape Improvements (SR-18 to M St SE)	Unsecured	-	-	-	-	-	1,850,000	2,650,000	-	4,500,000
cp1806	R-20	Lea Hill Rd Segment 1 (Harvey Rd/M St NE to 105th PI SE)	Unsecured	630,000	-	-	-	2,900,000	5,500,000	5,500,000	-	14,530,000
cpxxxx	R-21	Lea Hill Rd Segment 2 (105th PI SE to 112th Ave SE)	Unsecured	-	-	-	-	-	-	3,500,000	8,500,000	12,000,000
cpxxxx	R-22	Lea Hill Rd Segment 3 (112th Ave SE to 124th Ave SE)	Unsecured	-	-	-	-	-	-	1,000,000	3,000,000	4,000,000
cpxxxx	R-23	W Valley Hwy Improvements (SR-18 to 15th Street SW)	Unsecured	-	-	-	400,000	2,000,000	-	-	-	2,400,000
cpxxxx	R-24	Stewart Road	N/A	-	-	-	100,000	-	-	-	-	100,000
cpxxxx	R-25	R St SE Corridor Extension	N/A	-	-	-	-	-	2,000,000	8,000,000	-	10,000,000
c207a0	S-1	A St NW, Phase 1 (3rd St NW to 14th St NW)	N/A	8,348,757	25,000	25,000	25,000	25,000	-	-	-	8,448,757
cpxxxx	S-2	S 277th St Monitoring	N/A	20,000	20,000	20,000	20,000	20,000	20,000	20,000	60,000	200,000
cpxxxx	S-3	A St SE/Lakeland Hills Way SE Intersection Study	N/A	-	50,000	-	-	-	-	-	-	50,000
cpxxxx	S-4	Kersey Way SE Corridor Study	N/A	-	20,000	-	-	-	-	-	-	20,000
cp1110	S-5	A St SE Corridor Study	N/A	1,230	55,000	-	-	-	-	-	-	56,230
Total				46,183,283	17,985,441	10,728,468	30,751,233	39,567,039	46,145,344	51,454,650	23,264,184	262,479,154



## City of Auburn 2019 - 2024 Transportation Improvement Program (TIP)



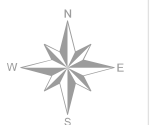
- Intersection and ITS Improvements
- Non-Motorized/Transit Improvements
- Prelim Eng and Misc Improvements
- Preservation
- Roadway Improvements



City of Auburn

## Parks

## Water Features

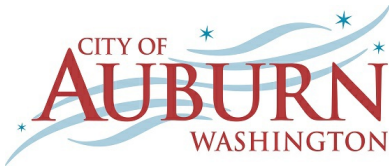


## Appendix B

Printed On: 06/08/2018  
Map ID: 6012

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





## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Resolution No. 5356 (Gaub)

**Date:**

June 7, 2018

**Department:**

CD & PW

**Attachments:**

[Resolution No. 5356](#)

[Agreement for Services AG-S-108](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:**

City Council adopt Resolution No. 5356.

**Background Summary:**

Sensus USA is the provider of the City's Automated Metering Infrastructure (AMI) operating software used for billing and water operations analysis. Sensus has upgraded their AMI operating software; this agreement will allow the City to use the upgraded software. The agreement is with Ferguson Enterprises (the same company that installed the AMI meters throughout the City) to provide the integration of the new software and training of City staff. The agreement with Ferguson also includes an agreement with Sensus for the use of the software.

The costs in 2018 will be paid from the remaining AMI project costs. Annual software costs for the upgrade are included in the proposed 2019/2020 biennial budget.

Resolution No. 5356 authorizes the Mayor to execute an agreement with Ferguson Enterprises, Inc. for upgrading water meter reading related software.

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

Gaub

**Meeting Date:** June 18, 2018

Item Number:

RES.B



**RESOLUTION NO. 5 3 5 6**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT WITH SENSUS USA, INC. FOR SOFTWARE AS A SERVICE RELATING TO REMOTE WATER METER READING.

WHEREAS, the City of Auburn has upgraded water meters for city water service to enable remote reading; and

WHEREAS, Sensus USA, Inc. is the exclusive provider of software and related services necessary to operate the remote meter reading equipment that has been installed; and

WHEREAS, Ferguson Enterprises, Inc. is the local distributor of the Sensus software; and

WHEREAS, the current software is becoming obsolete and an improved version is available; and

WHEREAS, the City Council of the City of Auburn finds that the software service provided by Sensus USA, Inc. will benefit public health safety and welfare by providing improved water meter reading.

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

**Section 1.** The Mayor is hereby authorized to execute an agreement with Ferguson Enterprises, Inc. for upgrading water-meter reading related software, 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 on this 18<sup>th</sup> day of June, 2018.


CITY OF AUBURN

\_\_\_\_\_  
NANCY BACKUS, MAYOR

ATTEST:

\_\_\_\_\_  
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Daniel B. Heid, City Attorney

**CITY OF AUBURN  
AGREEMENT FOR SERVICES  
AG-S-108**

THIS AGREEMENT made and entered into on this \_\_\_\_ day of \_\_\_\_\_, 2018, by and between the **City of Auburn**, a municipal corporation of the State of Washington, hereinafter referred to as "City" and Ferguson Enterprises, Inc. d/b/a Ferguson Waterworks, 24025 Woodinville-Snohomish Road, Woodinville, WA, hereinafter referred to as the "Provider."

**W I T N E S S E T H :**

WHEREAS, the City is in need of the services of individuals, employees or firms for software and data hosting relating to the City's automated metering infrastructure, integration with billing software, and software training; and,

WHEREAS, the City desires to retain the Provider to provide said services in connection with the City's work; and,

WHEREAS, the Provider is qualified and able to provide services in connection with the City's needs for the above-described work, and is willing and agreeable to provide such services upon the terms and conditions herein contained.

NOW, THEREFORE, the parties hereto agree as follows:

1. Scope of Services

The Provider agrees to perform in a good and professional manner the tasks described on Exhibit "A" which is attached hereto and by this reference made a part of this Agreement. (The tasks described on Exhibit "A" shall be individually referred to as a "task," and collectively referred to as the "services.") The Provider shall perform the services as an independent contractor and shall not be deemed, by virtue of this Agreement and the performance thereof, to have entered into any partnership, joint venture, employment or other relationship with the City.

2. Additional Services

In the event additional services with respect to related work are required beyond those specified in the Scope of Work, and not included in the compensation listed in this Agreement, a contract amendment shall be set forth in writing and shall be executed by the respective parties prior to the Provider's performance of the services there under, except as may be provided to the contrary in Section 3 of this Agreement. Upon proper completion and execution of an Amendment (agreement for additional services), such Amendment shall be incorporated into this Agreement and shall have the same force and effect as if the terms of such Amendment were a part of this Agreement as originally executed. The performance of services pursuant to an Amendment shall be subject to the terms

and conditions of this Agreement except where the Amendment provides to the contrary, in which case the terms and conditions of any such Amendment shall control. In all other respects, any Amendment shall supplement and be construed in accordance with the terms and conditions of this Agreement.

3. Performance of Additional Services Prior to Execution of an Amendment

The parties hereby agree that situations may arise in which services other than those described on Exhibit "A" are desired by the City and the time period for the completion of such services makes the execution of Amendment impractical prior to the commencement of the Provider's performance of the requested services. The Provider hereby agrees that it shall perform such services upon the written request of an authorized representative of the City pending execution of an Amendment, at a rate of compensation to be agreed to in connection therewith. The invoice procedure for any such additional services shall be as described in Section 7 of this Agreement.

4. Provider's Representations

The Provider hereby represents and warrants that the Provider has all necessary licenses and certifications to perform the services provided for herein, and is qualified to perform such services.

5. City's Responsibilities

The City shall do the following in a timely manner so as not to delay the services of the Provider:

- a. Designate in writing a person to act as the City's representative with respect to the services. The City's designee shall have complete authority to transmit instructions, receive information, interpret and define the City's policies and decisions with respect to the services.
- b. Furnish the Provider with all information, criteria, objectives, schedules and standards for the project and the services provided for herein.
- c. Arrange for access to the property or facilities as required for the Provider to perform the services provided for herein.
- d. Examine and evaluate all studies, reports, memoranda, plans, sketches, and other documents prepared by the Provider and render decisions regarding such documents in a timely manner to prevent delay of the services.

6. Acceptable Standards

The Provider shall be responsible to provide, in connection with the services contemplated in this Agreement, work products and services of a quality and professional standard acceptable to the City.

7. Compensation

As compensation for the Provider's performance of the services provided for herein, the City shall pay the Provider the fees and costs specified on Exhibit "B" which is attached hereto and by this reference made a part of this Agreement (or as specified in an Amendment). The Provider shall submit to the City an invoice or

statement of time spent on tasks included in the scope of work provided herein, and the City upon acceptance of the invoice or statement shall process the invoice or statement in the next billing/claim cycle following receipt of the invoice or statement, and shall remit payment to the Provider thereafter in the normal course, subject to any conditions or provisions in this Agreement or Amendment. The Agreement number must appear on all invoices or statements submitted. The not-to-exceed amount for this agreement is \$192,401.10.

8. Time for Performance and Term of Agreement

The Provider shall not begin any work under this Agreement until authorized in writing by the City. The Provider shall perform the services provided for herein in accordance with the direction and scheduling provided on Exhibit "A" attached hereto and incorporated herein by this reference, unless otherwise agreed to in writing by the parties. All work under this Agreement shall be completed by December 31, 2022.

9. Ownership and Use of Documents

All documents, reports, memoranda, diagrams, sketches, plans, surveys, design calculations, working drawings and any other materials created or otherwise prepared by the Provider exclusively and specifically as part of his performance of this Agreement (the "Work Products") shall be owned by and become the property of the City, and may be used by the City for any purpose beneficial to the City.

10. Records Inspection and Audit

All compensation payments shall be subject to the adjustments for any amounts found upon audit or otherwise to have been improperly invoiced, and all records and books of accounts pertaining to any work performed under this Agreement shall be subject to inspection and audit by the City for a period of up to three (3) years from the final payment for work performed under this Agreement.

11. Continuation of Performance

In the event that any dispute or conflict arises between the parties while this Contract is in effect, the Provider agrees that, notwithstanding such dispute or conflict, the Provider shall continue to make a good faith effort to cooperate and continue work toward successful completion of assigned duties and responsibilities.

12. Administration of Agreement

This Agreement shall be administered by James Adams, on behalf of the Provider, and by the Mayor of the City, or designee, on behalf of the City. Any written

notices required by the terms of this Agreement shall be served on or mailed to the following addresses:

City of Auburn

Susan Fenhaus  
Water Utility Engineer  
25 West Main Street  
Auburn, WA 98001-4998  
Phone: 253-804-5061  
Fax: 253-931-3053  
E-mail: sfenhaus@auburnwa.gov

Ferguson Enterprises, Inc. d/b/a  
Ferguson Waterworks

James Adams  
General Manager Washington  
3601 20<sup>th</sup> Street East Suite #2  
Fife, WA 98424  
Phone (253)538-8294  
Fax: (253) 531-9910  
E-mail: james.adams@ferguson.com

13. Notices

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.

Either party may change his, her or its address by giving notice in writing, stating his, her or its new address, to the other party, pursuant to the procedure set forth above.

14. Insurance

The Provider shall procure and maintain for the duration of this Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Provider, or the Provider's agents, representatives, employees, or subcontractors.

Provider's maintenance of insurance as required by the Agreement shall not be construed to limit the liability of the Provider to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

The Service Provider shall obtain insurance of the types described below:

- a. Automobile Liability insurance, covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage. Provider shall maintain automobile insurance with minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
- b. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability,

personal injury and advertising injury, and liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide the Aggregate Per Project Endorsement ISO form CG 25 03 11 85. There shall be no endorsement or modification of the Commercial General Liability insurance for liability arising from explosion, collapse or underground property damage. The City shall be named as an insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing equivalent coverage. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate, and a \$2,000,000 products-completed operations aggregate limit.

- c. Worker's Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability and Commercial General Liability insurance:

- a. The Provider's insurance coverage shall be primary insurance as respects the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Provider's insurance and shall not contribute with it.
- b. The Provider's insurance shall be endorsed to state that coverage shall not be cancelled by either party, except after 30 days prior written notice by certified mail, return receipt requested, has been given to the City.

Insurance is to be placed with an authorized insurer in Washington State. The insurer must have a current A.M. Best rating of not less than A:VII.

Provider shall furnish the City with certificates of insurance and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Provider before commencement of the work. The City reserves the right to require that complete, certified copies of all required insurance policies be submitted to the City at any time. The City will pay no progress payments under Section 7 until the Provider has fully complied with this section.

15. Indemnification/Hold Harmless

The Provider shall defend, indemnify and hold the City and its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the negligence of the City.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, 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 the Provider and the City, its officers, officials, employees, and volunteers, the Provider's liability hereunder shall be only to the extent of the Provider's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Provider's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

16. Assignment

Neither party to this Agreement shall assign any right or obligation hereunder in whole or in part, without the prior written consent of the other party hereto. No assignment or transfer of any interest under this Agreement shall be deemed to release the assignor from any liability or obligation under this Agreement, or to cause any such liability or obligation to be reduced to a secondary liability or obligation.

17. Nondiscrimination

The Provider may not discriminate regarding any services or activities to which this Agreement may apply directly or through contractual, hiring, or other arrangements on the grounds of race, color, creed, religion, national origin, sex, age, or where there is the presence of any sensory, mental or physical handicap.

18. Amendment, Modification or Waiver

No amendment, modification or waiver of any condition, provision or term of this Agreement shall be valid or of any effect unless made in writing, signed by the party or parties to be bound, or such party's or parties' duly authorized representative(s) and specifying with particularity the nature and extent of such amendment, modification or waiver. Any waiver by any party of any default of the other party shall not affect or impair any right arising from any subsequent default.

Nothing herein shall limit the remedies or rights of the parties hereto under and pursuant to this Agreement.

19. Termination and Suspension

Either party may terminate this Agreement upon written notice to the other party if the other party fails substantially to perform in accordance with the terms of this Agreement through no fault of the party terminating the Agreement.

The City may terminate this Agreement upon not less than seven (7) days written notice to the Provider if the services provided for herein are no longer needed from the Provider.



If this Agreement is terminated through no fault of the Provider, the Provider shall be compensated for services performed prior to termination in accordance with the rate of compensation provided in Exhibit "B" hereof.

20. Parties in Interest

This Agreement shall be binding upon, and the benefits and obligations provided for herein shall inure to and bind, the parties hereto and their respective successors and assigns, provided that this section shall not be deemed to permit any transfer or assignment otherwise prohibited by this Agreement. This Agreement is for the exclusive benefit of the parties hereto and it does not create a contractual relationship with or exist for the benefit of any third party, including contractors, sub-contractors and their sureties.

21. Costs to Prevailing Party

In the event of such litigation or other legal action, to enforce any rights, responsibilities or obligations under this Agreement, the prevailing parties shall be entitled to receive its reasonable costs and attorney's fees.

22. Applicable Law

This Agreement and the rights of the parties hereunder shall be governed by and interpreted in accordance with the laws of the State of Washington and venue for any action hereunder shall be in of the county in Washington State in which the property or project is located, and if not site specific, then in King County, Washington; provided, however, that it is agreed and understood that any applicable statute of limitation shall commence no later than the substantial completion by the Provider of the services.

23. Captions, Headings and Titles

All captions, headings or titles in the paragraphs or sections of this Agreement are inserted for convenience of reference only and shall not constitute a part of this Agreement or act as a limitation of the scope of the particular paragraph or sections to which they apply. As used herein, where appropriate, the singular shall include the plural and vice versa and masculine, feminine and neuter expressions shall be interchangeable. 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.

24. Severable Provisions

Each provision of this Agreement is intended to be severable. If any provision hereof is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of this Agreement.

25. Sensus Software as a Service (SaaS) Agreement

Sensus USA is the proprietor of the software and will host the data for the City. The SaaS agreement is included as Exhibit "C".

26. Entire Agreement

This Agreement contains the entire understanding of the parties hereto in respect to the transactions contemplated hereby and supersedes all prior agreements and understandings between the parties with respect to such subject matter.

27. Counterparts

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**

**Ferguson Enterprises, Inc. d/b/a  
Ferguson Waterworks**

\_\_\_\_\_  
Nancy Backus, Mayor

\_\_\_\_\_  
Signature

Name: \_\_\_\_\_

Attest:

Title: \_\_\_\_\_

\_\_\_\_\_  
Danielle Daskam City Clerk

\_\_\_\_\_  
Signature

Name: \_\_\_\_\_

Approved as to form:

Title: \_\_\_\_\_

\_\_\_\_\_  
Daniel B. Heid, City Attorney

Federal Tax ID No: \_\_\_\_\_

# **EXHIBIT A**

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## **Customer Upgrade Flow Process**

### **Scope of Work**

#### **FlexNet Customer Upgrade Scope of Services**

##### **1.0 Summary**

- 1.1 This Scope of Services describes activities, roles and responsibilities of Ferguson Waterworks ("FWW" or "Ferguson"), associated with this FlexNet Customer Upgrade to the existing Advanced Metering Infrastructure (AMI) System**
- 1.2 Ferguson will coordinate the integration to Sensus Analytics with the Customers Utility Billing Vendor. Please note that there may be charges incurred to the customer by their Utility Billing Software Provider for the creation and or automation of the file transfers. This process may need to be scheduled with the Utility Billing Software Company and may take some time to complete, therefore it is not possible to define an accurate Project Timeline.**
- 1.3 Ferguson will coordinate the integration for Sensus Analytics to include the VFLEX File which is the Nightly Sync and the Billing Request and Response Files for the upgrade from the existing FlexNet MDM.**
- 1.4 The Data being transferred from the old FlexNet System will need to be verified and possibly cleaned up prior to integration with the new software. Any Meters or SmartPoints that are no longer installed in the Customers AMI System will need to be removed from the database prior to porting data from old RNI to the new RNI/Device Manager. The cleaner the data, the system will be healthier from the beginning. Please see Removing Meters from the RNI/Device Manager for instructions.**
- 1.5 Ferguson will provide the fully-functioning upgraded Sensus Analytics Software as defined herein that transmits and integrates the water meter readings from all endpoints into the City of Auburn customer billing system.**
- 1.6 Ferguson will provide the training necessary for City of Auburn to use the RNI/Device Manager and Sensus Analytics Software in order to integrate with the billing system which allows management of the AMI System as well as facilitate information for Billing and Customer Service. This training is typically 2 or 3 days depending on contract terms.**
- 1.7 As an option, Integration with Third Party Vendor Software will require additional Integration Fees from Sensus, Ferguson and potentially from the Customers Utility Billing Vendor.**

## **2.0 General Responsibilities**

### **2.1 Ferguson Waterworks:**

- 2.1.1 Facilitate file set up and integration with the new FlexNet AMI Software to ensure proper communication between Sensus Software and Utility Billing Software. We will need access to current sync files and or billing route information as well as import and export file layout requirements in order to configure the data layout in Sensus Analytics. Depending on the responsiveness of all parties involved, and how quickly these files are provided, this process can be completed in 2 weeks and as long as months if the files are complex or require revisions to the Utility Billing Software Vendor.**
- 2.1.2 Validate that all VFLEX, Billing Request and Billing Response Files lay out in the software and process accurately based on Customer requirements as defined during Data Integration process in Sensus Analytics and Utility Billing Software. This process happens as VFLEX, Import and Export Files are integrated with Sensus Analytics.**
- 2.1.3 Provide Training to Administrators, Operators and Utility Billing in how to maneuver RNI/Device Manager and Sensus Analytics Software. Training Modules provide user reference for how to create files for billing, generate reports such as High Consumption, Leaks, etc., trouble shoot accounts without reads for billing, latent transmissions, etc., based on user roles and access level set by the System Administrator.**

### **2.2 City of Auburn:**

- 2.2.1 Provide a key point of contact to work with Ferguson to include Utility Billing, Finance, Information Technology, Project Manager/Coordinator, etc.**
- 2.2.2 Provide Ferguson with copies of the current Import/Export Fields and positions for mapping into the new software.**
- 2.2.3 Facilitate communication between Utility Billing Software provider, Ferguson, Sensus and any third party vendors involved in the process such as Trainers, etc.**
- 2.2.4 Provide Automated FTP Software for Automated VFLEX File transmission every evening to the Sensus Drop Server. This file is imported nightly into Sensus**

Analytics Software where it is then synced with the data that is transmitted from the RNI/Device Manager to Sensus Analytics containing the meter read and alarm information from the field.

- 2.2.5 Facilitate a Sync File created and validated to be imported into Sensus Analytics. Work with the Utility Billing Software Vendor to create the file. Once the file is approved by Sensus, then work with Utility Billing Software Provider to schedule the automated creation and transmission of the VFLEX File via Secure Automated FTP to be sent nightly to a Secure Sensus FTP Server.
- 2.2.6 Review accuracy of data layout once access is provided to software.
- 2.2.7 Be available for Training on RNI/Device Manager and Sensus Analytics Software.

## **2.3 Sensus:**

- 2.3.1 Receive PO to build servers for updated RNI/Device Manager and Sensus Analytics for <<Insert Customer Name>>.
- 2.3.2 Review Software Anniversary Date for new system vs previous system Anniversary Date. New date to be defined and entered for future invoicing and support reference dates.
- 2.3.3 Build RNI/Device Manager Server
- 2.3.4 Build Sensus Analytics Server
- 2.3.5 Send Credentials to Ferguson POC
- 2.3.6 Once servers accepted by the customer, define cutover date.
- 2.3.7 Perform cutover

# EXHIBIT B



24025 Woodinville-Snohomish Rd.

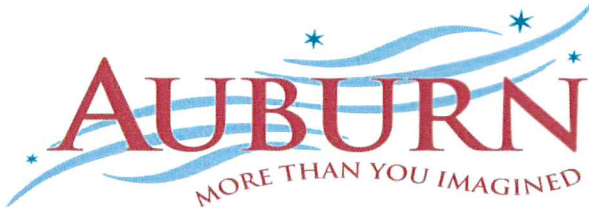
Woodinville, WA 98072

Tel: 253-375-3055

Fax 425-806-8510

[thomas.erickson@ferguson.com](mailto:thomas.erickson@ferguson.com)

## Sensus Analytics



Analytics Hosted Model 5 Year			2018	2019	2020	2021	2022
		Setup					
Sensus Analytics Essential	1	\$0.00					
Sensus RNI SaaS	1	\$0.00					
Sensus Enhanced Analytics	1	\$0.00					
Support-4 Year Support	Yr	\$0.00	\$24,189.33	\$ 25,302.65	\$ 26,467.20	\$ 34,630.00	\$34,630.00
Base Station Maintenance	Yr	\$0.00	\$6,250.00	\$6,443.30	\$6,642.58	\$6,848.02	\$6,848.02
Analytics Core Training *	1	\$6,700.00					
Standard Integration Steup	1	\$7,450.00					
<b>Sensus Analytics Base Total</b>		<b>\$14,150.00</b>	<b>\$30,439.33</b>	<b>\$ 31,745.95</b>	<b>\$ 33,109.78</b>	<b>\$ 41,478.02</b>	<b>\$41,478.02</b>

### Sensus Analytics Hosted Model 5 Year

1.) Pricing includes all necessary software for Sensus RNI 4.x

2.) Pricing includes all necessary software for Sensus Analytics installation

4.) Pricing includes RNI with implementation and configuration. Please refer to implementation services document for details.

3.) Pricing includes standard integration to billing software utilizing standard formats. Please refer to integration guide for details. Custom integration purchased separately.

\* Includes core user base training, customer service, field user and programming/installation

**EXHIBIT C**  
**Advanced Metering Infrastructure (AMI) Agreement**

**between**

**City of Auburn**  
**("Customer")**

**and**  
**Sensus USA Inc.**  
**("Sensus")**

IN WITNESS WHEREOF, the parties have caused this AMI Agreement ("Agreement") to be executed by their duly authorized representatives as of the day and year written below. The date of the last party to sign is the "Effective Date."

This Agreement shall commence on the Effective Date and continue for/until: 5 Years ("Initial Term"). At the end of the Initial Term, this Agreement shall automatically renew for an additional term of 5 years ("Renewal Term"). The "Term" shall refer to both the Initial Term and the Renewal Term.

This Agreement contains two parts: Part (1) is The FCC Notification for Spectrum Manager Lease, to be filed with the FCC by Sensus on behalf of the Customer and Part (2) is a AMI Agreement between Sensus and Customer. Together, these two parts create the Agreement.

**Sensus USA Inc.**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**Customer: City of Auburn**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**Contents of this Agreement:**

Part 1: Notification for Spectrum Manager Lease

Part 2: AMI Agreement

Exhibit A Software

Exhibit B Technical Support



## Part 1: Notification for Spectrum Manager Lease

In order for Sensus to apply to the FCC on the Customer's behalf for a spectrum manager lease, Customer must complete the information below in boxes one (1) through ten (10) and certify via authorized signature. Customer's signature will indicate that Customer authorizes Sensus to file the spectrum manager lease notification on FCC Form 608 with the Customer as spectrum Lessee, and if Customer does not already have one, ownership disclosure information on FCC Form 602.

1.

Customer/Lessee Name: City of Auburn		
Attention To: Colin Schmalz		Name of Real Party in Interest: City of Auburn
Street Address: 25 W Main Street		City: Auburn
State: WA	Zip: 98001	Phone: 253-931-3000
Fax:	Email: cschmalz@auburnwa.gov	

Is Customer contact information same as above? ☒ Yes ☐ No (If No, complete box 2 below)

2.

### Additional Customer/Lessee Contact Information

Company Name:		
Attention To:		
Street Address:		City:
State:	Zip:	Phone:
Fax:	Email:	

3.

Customer/Lessee is a(n) (Select one): <input type="checkbox"/> Individual <input type="checkbox"/> Unincorporated Association <input type="checkbox"/> Trust	
<input checked="" type="checkbox"/> Government Entity <input type="checkbox"/> Corporation <input type="checkbox"/> Limited Liability Company <input type="checkbox"/> General Partnership	
<input type="checkbox"/> Limited Partnership <input type="checkbox"/> Limited Liability Partnership <input type="checkbox"/> Consortium <input type="checkbox"/> Other _____	

4.

<p><b>FCC Form 602:</b> FCC File Number of Customer's Form 602 Ownership Information: _____. If Customer has not filed a Form 602, Sensus will file one for Customer. Please complete questions 5, 6, and 7 below if Customer does <u>not</u> have a Form 602 on file.</p> <p>Customer must complete items 8, 9 and 10 irrespective of whether Customer has an ownership report on file.</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

5.

Customer Tax ID: 91-6001228
-----------------------------

6.

### Individual Contact For FCC Matters

Please designate one individual (the Director of Public Works or similar person) who is responsible to the FCC for the operation of the FlexNet radio system.	
Name: Colin Schmalz	
Title: Network Communications Engineer	
Email: cschmalz@auburnwa.gov	Phone: 253-804-5021

7.

### Ownership Disclosure Information

If Customer/Lessee is a government entity, list the names of the Mayor and all Council Members below, as well as verify citizenship and ownership interests in any entity regulated by the FCC. Such ownership must be disclosed where a mayor/council member owns 10% or more, directly or indirectly, or has operating control of any entity subject to FCC regulation. If any answer to Ownership question is Yes, or any answer to Citizenship question is No, provide an attachment with further explanation.		
	US Citizen?	Ownership Disclosure?
Mayor:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No



Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Council Member:	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

8.

**Alien Ownership Questions** (if the answer is Yes, provide an attachment explaining the circumstances)

1) Is the Customer/Lessee a foreign government or the representative of any foreign government?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
-------------------------------------------------------------------------------------------------	---------------------------------------------------------------------

9.

**Basic Qualification Information**

1) Has the Customer or any party to this application had any FCC station authorization, license, or construction permit revoked or had any application for an initial, modification or renewal of FCC station authorization, license or construction permit denied by the Commission?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2) Has the Customer or any party to this filing, or any party directly or indirectly controlling the Customer or any party to this filing ever been convicted of a felony by any state or federal court?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
3) Has any court finally adjudged the Customer or any party directly or indirectly controlling the Customer guilty of unlawfully monopolizing or attempting to unlawfully monopolize radio communication, directly or indirectly, through control of manufacture or sale of radio apparatus, exclusive traffic arrangement, or any other means or unfair methods of competition?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

10.

**Customer/Lessee Certification Statements**

1) The Customer/Lessee agrees that the Lease is not a sale or transfer of the license itself.	<input checked="" type="checkbox"/> Yes
2) The Customer/Lessee acknowledges that it is required to comply with the Commission's Rules and Regulations and other applicable law at all times, and if the Customer/Lessee fails to so comply, the Lease may be revoked, cancelled, or terminated by either the Licensee or the Commission.	<input checked="" type="checkbox"/> Yes
3) The Customer/Lessee certifies that neither it nor any other party to the Application/Notification is subject to a denial of Federal benefits pursuant to Section 5301 of the Anti-Drug Abuse Act of 1988, 21 U.S.C § 862, because of a conviction for possession or distribution of a controlled substance (See Section 1.2002(b) of the rules, 47 CFR § 1.2002(b), for the definition of "party to the application" as used in this certification.)	<input checked="" type="checkbox"/> Yes
4) The Customer/Lessee hereby accepts Commission oversight and enforcement consistent with the license and lease authorization. The Lessee acknowledges that it must cooperate fully with any investigation or inquiry conducted either by the Commission or the Licensee, allow the Commission or the Licensee to conduct on-site inspections of transmission facilities, and suspend operations at the direction of the Commission or the Licensee and to the extent that such suspension of operation would be consistent with applicable Commission policies.	<input checked="" type="checkbox"/> Yes
5) The Customer/Lessee acknowledges that in the event an authorization held by a Licensee that has associated with it a spectrum leasing arrangement that is the subject of this filing is revoked, cancelled, terminated, or otherwise ceases to be in effect, the Customer/Lessee will have no continuing authority to use the leased spectrum and will be required to terminate its operations no later than the date on which the Licensee ceases to have any authority to operate under the license, unless otherwise authorized by the Commission.	<input checked="" type="checkbox"/> Yes
6) The Customer/Lessee agrees the Lease shall not be assigned to any entity that is not eligible or qualified to enter into a spectrum leasing arrangement under the Commission's Rules and Regulations.	<input checked="" type="checkbox"/> Yes
7) The Customer/Lessee waives any claim to the use of any particular frequency or of the electromagnetic spectrum as against the regulatory power of the United States because of the previous use of the same, whether by spectrum lease or otherwise.	<input checked="" type="checkbox"/> Yes
8) The Customer/Lessee certifies that it is not in default on any payment for Commission licenses and that it is not delinquent on any non-tax debt owed to any federal agency.	<input checked="" type="checkbox"/> Yes

The Customer/Lessee certifies that all of its statements made in this Application/Notification and in the schedules, exhibits, attachments, or documents incorporated by reference are material, are part of this Application/Notification, and are true, complete, correct, and made in good faith. The Customer/Lessee shall notify Sensus in writing in the event any information supplied on this form changes.

**Type or Printed Name of Party Authorized to Sign**

First Name: Nancy	MI:	Last Name: Backus	Suffix:
Title: Mayor		Customer Name: City of Auburn	
Signature:			Date:
FAILURE TO SIGN THIS APPLICATION MAY RESULT IN DISMISSAL OF THE APPLICATION AND FORFEITURE OF ANY FEES PAID.			
WILLFUL FALSE STATEMENTS MADE ON THIS FORM OR ANY ATTACHMENTS ARE PUNISHABLE BY FINE AND/OR IMPRISONMENT (U.S. Code, Title 18, Section 1001) AND/OR REVOCATION OF ANY STATION LICENSE OR CONSTRUCTION PERMIT (U.S. Code, Title 47, Section 312(a)(1)) AND/OR FORFEITURE (U.S. Code Title 47, Section 503).			

## Part 2: AMI Agreement

### 1. Equipment.

- A. **Purchase of Equipment.** Customer shall purchase all Field Devices, RF Field Equipment, and other goods (collectively, "Equipment") from Sensus' authorized distributor pursuant to the terms and conditions (including any warranties on such Equipment) agreed by Customer and Sensus' authorized distributor. This Agreement shall not affect any terms and conditions, including any warranty terms, agreed by Customer and Sensus' authorized distributor. If Customer elects to purchase any equipment or services directly from Sensus, or if Customer pays any fees or other costs to Sensus, then Sensus' Terms of Sale shall apply. The "Terms of Sale" are available at: <http://na.sensus.com/TC/TermsConditions.pdf>, or 1-800-METER-IT.
- B. **THERE ARE NO WARRANTIES IN THIS AGREEMENT, EXPRESS OR IMPLIED. SENSUS EXPRESSLY DISCLAIMS ANY AND ALL REPRESENTATIONS, WARRANTIES AND/OR CONDITIONS, EXPRESSED, IMPLIED, STATUTORY OR OTHERWISE, REGARDING ANY MATTER IN CONNECTION WITH THIS AGREEMENT, INCLUDING WITHOUT LIMITATION, WARRANTIES AS TO FITNESS FOR A PARTICULAR PURPOSE, MERCHANTABILITY, NON-INFRINGEMENT AND TITLE.**

### 2. Services.

- A. **Installation of Equipment.** Installation services will be as agreed between the Customer and Sensus' authorized distributor. Sensus will not provide installation services pursuant to this Agreement.
- B. **Software Implementation.** Sensus shall install and configure the Software on the Server Hardware.
- C. **IT Systems Integration Services.** Integration of the Software into Customer's new or existing internal IT systems is not included in this Agreement. Any integration work shall be subject to a separate agreement which describes the scope and pricing for such work.
- D. **Technical Support.** Sensus shall provide Customer the technical support set forth in Exhibit B.
- E. **Project Management.** Project management of the AMI System is not included in this Agreement. Any project management shall be subject to a separate agreement which describes the scope and pricing for such work.
- F. **Training.** Training on the use of the AMI System is not included in this Agreement. Any training shall be subject to a separate agreement which describes the scope and pricing for such work.

### 3. Software.

- A. **Software as a Service (SaaS).** Sensus shall provide Customer with Software as a Service, as defined in Exhibit A, only so long as Customer is current in its payments for such services.
- B. **UCITA.** To the maximum extent permitted by law, the Parties agree that the Uniform Computer Information Transaction Act as enacted by any state shall not apply, in whole or in part, to this Agreement.

### 4. Spectrum

- A. **Definitions in this Section 4.** In this Section 4 only, "Sensus" shall mean Sensus USA Inc. and its wholly owned subsidiary, Sensus Spectrum LLC.
- B. **Spectrum Lease.** Sensus hereby grants to Customer, and Customer accepts, a spectrum manager lease ("Spectrum Lease") over the frequencies of certain FCC license(s) ("FCC License") solely within Customer's Service Territory. (The frequencies of the FCC License within Customer's geographic Service Territory are called the "Leased Spectrum"). Customer shall pay the Ongoing Fees for use of the Leased Spectrum.
- C. **FCC Forms.** At the Federal Communications Commission (FCC), Sensus will; (1) obtain an FCC Registration Number (FRN) for Customer; (2) submit on behalf of Customer the FCC Form 602 Ownership Disclosure Information if Customer has not already done so; and (3) file a FCC Form 608, notification/application for long-term spectrum manager lease. This Lease becomes effective when the FCC accepts the FCC Form 608.
- D. **Lease Application.** In order to complete the FCC lease application, Customer will promptly:
  - i. Complete and sign the representations in Part 1 of this Agreement such that Customer demonstrates it qualifies for a spectrum lease under FCC rules. Customer's signature will indicate that Customer authorizes Sensus to; (1) obtain an FRN on behalf of Customer; (2) submit the FCC Form 602 Ownership Disclosure Information on behalf of Customer if Customer has not already done so; and (3) file the spectrum manager lease notification on FCC Form 608 with the Customer as spectrum lessee.
  - ii. Give Sensus the coordinates of the boundaries of Customer's Service Territory or, alternatively, approve Sensus' estimation of the same.
  - iii. If Customer has not already done so; Customer hereby authorizes Sensus to apply on Customer's behalf and obtain for Customer a Federal Registration Number (FRN, the FCC's unique identifier for each licensee) and shall supply Sensus with Customer's Taxpayer Identification Number (TIN).
  - iv. Provide any other information or other cooperation reasonably necessary for the Parties to perform as set forth herein.
- E. **Permitted Use of Spectrum Lease.** Customer may transmit or receive over the Leased Spectrum only in the Service Territory and only using FlexNet equipment manufactured by Sensus and used in accordance with Sensus' specifications. Customer may use the Leased Spectrum only to read and direct meters in support of Customer's primary utility business or any other operation approved by Sensus in writing. Without limiting the foregoing, Customer is prohibited from reselling, subleasing or sublicensing the Leased Spectrum or from transmitting voice communications over the Leased Spectrum. For each piece of RF Field Equipment used by Customer, Customer shall affix a Sensus-supplied label to the exterior of the RF Field Equipment cabinet or other appropriate visible place to indicate that RF operation is conducted under authority of FCC License(s) issued to Sensus.
- F. **Term of Spectrum Lease.** Unless terminated earlier (because, for example, Customer stops using the FlexNet equipment or because this Agreement terminates or expires for any reason), this Spectrum Lease will have the same term as the FCC license. If Customer is operating in compliance with this Agreement and is current on any payments owed to Sensus, when the FCC License renews, the Parties will apply to the FCC to renew this Spectrum Lease.
- G. **Termination of Spectrum Lease.** The Spectrum Lease will terminate: (a) two months after Customer stops transmitting with FlexNet equipment manufactured by Sensus; (b) upon termination, revocation or expiration of the FCC License; (c) upon Customer's breach of this Agreement; or (d) upon termination or expiration of this Agreement for any reason.
- H. **FCC Compliance.** The following FCC requirements apply
  - i. Pursuant to 47 CFR 1.9040(a);
    - (a) Customer must comply at all times with applicable FCC rules. This Agreement may be revoked by Sensus or the FCC if Customer fails to so comply;
    - (b) If the FCC License is terminated, Customer has no continuing right to use the Leased Spectrum unless otherwise authorized by the FCC;
    - (c) This Agreement is not an assignment, sale or other transfer of the FCC License;
    - (d) This Agreement may not be assigned except upon written consent of Sensus, which consent may be withheld in its discretion; and
    - (e) In any event, Sensus will not consent to an assignment that does not satisfy FCC rules.
  - ii. Referencing 47 CFR 1.9010, Sensus retains *de jure* and *de facto* control over the applicable radio facilities, including that,



- (a) Sensus will be responsible for Customer's compliance with FCC policies and rules. Sensus represents and warrants that it has engineered the FlexNet equipment and accompanying software and other programs to comply with FCC rules. Customer will operate the FlexNet equipment subject to Sensus' supervision and control and solely in accordance with Sensus' specifications. Sensus retains the right to inspect Customer's radio operations hereunder and to terminate this Agreement or take any other necessary steps to resolve a violation of FCC rules, including to order Customer to cease transmission. Sensus will act as spectrum manager in assigning spectrum under the FCC License so as to avoid any harmful interference or other violation of FCC rules. Sensus will be responsible for resolving any interference complaints or other FCC rule violations that may arise; and
  - (b) Sensus will file any necessary FCC forms or applications and Customer agrees to reasonably assist Sensus with such filing by providing any necessary information or other cooperation. Sensus will otherwise interact with the FCC with respect to this Agreement, the FCC License or FlexNet equipment.
- I. **Interference.** Customer agrees to report to Sensus promptly, and in no event later than 72 hours afterward, any incident related to the Leased Spectrum, including where Customer experiences harmful interference, receives a complaint or other notice of having caused harmful interference, or receives any type of communication from the FCC or other government agency regarding radio transmission.

5. **General Terms and Conditions.**

A. **Intentionally Omitted**

B. **Limitation of Liability.**

- i. Sensus' aggregate liability in any and all causes of action arising under, out of or in relation to this Agreement, its negotiation, performance, breach or termination (collectively "**Causes of Action**") shall not exceed the greater of; (a) the total amount paid by Customer directly to Sensus under this Agreement; or (b) ten thousand US dollars (USD 10,000.00). This is so whether the Causes of Action are in tort, including, without limitation, negligence or strict liability, in contract, under statute or otherwise. As separate and independent limitations on liability, Sensus' liability shall be limited to direct damages. Sensus shall not be liable for; (i) any indirect, incidental, special or consequential damages; nor (ii) any revenue or profits lost by Customer or its Affiliates from any End User(s), irrespective whether such lost revenue or profits is categorized as direct damages or otherwise; nor (iii) any In/Out Costs; nor (iv) manual meter read costs and expenses; nor (v) claims made by a third party; nor (vi) damages arising from maincase or bottom plate breakage caused by freezing temperatures, water hammer conditions, or excessive water pressure. The limitations on liability set forth in this Agreement are fundamental inducements to Sensus entering into this Agreement. They apply unconditionally and in all respects. They are to be interpreted broadly so as to give Sensus the maximum protection permitted under law.
  - ii. To the maximum extent permitted by law, no Cause of Action may be instituted by Customer against Sensus more than TWELVE (12) MONTHS after the Cause of Action first arose. In the calculation of any damages in any Cause of Action, no damages incurred more than TWELVE (12) MONTHS prior to the filing of the Cause of Action shall be recoverable.
- C. **Termination.** Either party may terminate this Agreement earlier if the other party commits a material breach of this Agreement and such material breach is not cured within forty-five (45) days of written notice by the other party. Upon any expiration or termination of this Agreement, Sensus' and Customer's obligations hereunder shall cease and the software as a service and Spectrum Lease shall immediately cease.
- D. **Force Majeure.** If either party becomes unable, either wholly or in part, by an event of Force Majeure, to fulfill its obligations under this Agreement, the obligations affected by the event of Force Majeure will be suspended during the continuance of that inability. The party affected by the force majeure will take reasonable steps to mitigate the Force Majeure.
- E. **Intellectual Property.** No Intellectual Property is assigned to Customer hereunder. Sensus shall own or continue to own all Intellectual Property used, created, and/or derived in the course of performing this Agreement. To the extent, if any, that any ownership interest in and to such Intellectual Property does not automatically vest in Sensus by virtue of this Agreement or otherwise, and instead vests in Customer, Customer agrees to grant and assign and hereby does grant and assign to Sensus all right, title, and interest that Customer may have in and to such Intellectual Property. Customer agrees not to reverse engineer any Equipment purchased or provided hereunder.
- F. **Confidentiality.** Both parties shall (and shall cause their employees and contractors to) keep all Confidential Information strictly confidential and shall not disclose it to any third party, except to the extent reasonably required to perform and enforce this Agreement or as required under applicable law, court order or regulation. The Confidential Information may be transmitted orally, in writing, electronically or otherwise observed by either party. Notwithstanding the foregoing, "Confidential Information" shall not include; (i) any information that is in the public domain other than due to Recipient's breach of this Agreement; (ii) any information in the possession of the Recipient without restriction prior to disclosure by the Discloser; or (iii) any information independently developed by the Recipient without reliance on the information disclosed hereunder by the Discloser. "**Discloser**" means either party that discloses Confidential Information, and "**Recipient**" means either party that receives it.
- G. **Compliance with Laws.** Customer shall comply with all applicable country, federal, state, and local laws and regulations, as set forth at the time of acceptance and as may be amended, changed, or supplemented. Customer shall not take any action, or permit the taking of any action by a third party, which may render Sensus liable for a violation of applicable laws.
- i. **Export Control Laws.** Customer shall; (i) comply with all applicable U.S. and local laws and regulations governing the use, export, import, re-export, and transfer of products, technology, and services; and (ii) obtain all required authorizations, permits, and licenses. Customer shall immediately notify Sensus, and immediately cease all activities with regards to the applicable transaction, if the Customer knows or has a reasonable suspicion that the equipment, software, or services provided hereunder may be directed to countries in violation of any export control laws. By ordering equipment, software or services, Customer certifies that it is not on any U.S. government export exclusion list.
  - ii. **Anti-Corruption Laws.** Customer shall comply with the United States Foreign Corrupt Practices Act (FCPA), 15 U.S.C. §§ 78dd-1, et seq.; laws and regulations implementing the OECD's Convention on Combating Bribery of Foreign Public Officials in International Business Transactions; the U.N. Convention Against Corruption; the Inter-American Convention Against Corruption; and any other applicable laws and regulations relating to anti-corruption in the Customer's country or any country where performance of this Agreement, or delivery or use of equipment, software or services will occur.
- H. **Non-Waiver of Rights.** A waiver by either party of any breach of this Agreement or the failure or delay of either party to enforce any of the articles or other provisions of this Agreement will not in any way affect, limit or waive that party's right to enforce and compel strict compliance with the same or other articles or provisions.
- I. **Assignment and Sub-contracting.** Either party may assign, transfer or delegate this Agreement without requiring the other party's consent; (i) to an Affiliate; (ii) as part of a merger; or (iii) to a purchaser of all or substantially all of its assets. Apart from the foregoing, neither party may assign, transfer or delegate this Agreement without the prior written consent of the other, which consent shall not be unreasonably withheld. Furthermore, Customer acknowledges Sensus may use subcontractors to perform RF Field Equipment installation, the systems integration work (if applicable), or project management (if applicable), without requiring Customer's consent.
- J. **Amendments.** No alteration, amendment, or other modification shall be binding unless in writing and signed by both Customer and by a vice president (or higher) of Sensus.



- K. **Governing Law and Dispute Resolution.** This Agreement shall be governed by, construed and enforced in accordance with the laws of the State of Washington. Any and all disputes arising under, out of, or in relation to this Agreement, its negotiation, performance or termination ("Disputes") shall first be resolved by the Parties attempting mediation in Washington. If the Dispute is not resolved within sixty (60) days of the commencement of the mediation, it shall be litigated in the state or federal courts located in Washington. TO THE MAXIMUM EXTENT PERMITTED BY LAW, THE PARTIES AGREE TO A BENCH TRIAL AND THAT THERE SHALL BE NO JURY IN ANY DISPUTES.
- L. **Restriction on Discovery.** The Parties acknowledge the abundance of documents, data, and other information stored in an electronic manner and the time and costs associated with retrieving relevant electronic data from the Parties during the Discovery portion of a claim. Accordingly, the Parties shall utilize only printed or hard-copy documents, data, and other information in Discovery and shall not use or request electronic or e-Discovery methods for any claim, demand, arbitration or litigation subject to this Agreement. All relevant and unprivileged printed or hard-copy materials shall be subject to Discovery, but neither Party has an obligation to maintain printed or hard-copy files in anticipation of a claim, demand, litigation, or arbitration proceeding.
- M. **Survival.** The provisions of this Agreement that are applicable to circumstances arising after its termination or expiration shall survive such termination or expiration.
- N. **Severability.** In the event any provision of this Agreement is held to be void, unlawful or otherwise unenforceable, that provision will be severed from the remainder of the Agreement and replaced automatically by a provision containing terms as nearly like the void, unlawful, or unenforceable provision as possible; and the Agreement, as so modified, will continue to be in full force and effect.
- O. **Four Corners.** This written Agreement, including all of its exhibits, represents the entire understanding between and obligations of the parties and supersedes all prior understandings, agreements, negotiations, and proposals, whether written or oral, formal or informal between the parties. Any additional writings shall not modify any limitations or remedies provided in the Agreement. There are no other terms or conditions, oral, written, electronic or otherwise. There are no implied obligations. All obligations are specifically set forth in this Agreement. Further, there are no representations that induced this Agreement that are not included in it. The ONLY operative provisions are set forth in writing in this Agreement. Without limiting the generality of the foregoing, no purchase order placed by or on behalf of Customer shall alter any of the terms of this Agreement. The parties agree that such documents are for administrative purposes only, even if they have terms and conditions printed on them and even if and when they are accepted and/or processed by Sensus. Any goods, software or services delivered or provided in anticipation of this Agreement (for e.g., as part of a pilot or because this Agreement has not yet been signed but the parties have begun the deployment) under purchase orders placed prior to the execution of this Agreement are governed by this Agreement upon its execution and it replaces and supersedes any such purchase orders.
- P. **Counterparts.** This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Additionally, this Agreement may be executed by facsimile or electronic copies, all of which shall be considered an original for all purposes.
6. **Definitions.** As used in this Agreement, the following terms shall have the following meanings:
- A. **"Affiliate"** of a party means any other entity controlling, controlled by, or under common control with such party, where "control" of an entity means the ownership, directly or indirectly, of 50% or more of either; (i) the shares or other equity in such entity; or (ii) the voting rights in such entity.
- B. **"AMI System"** identifies the Sensus FlexNet Advanced Meter Infrastructure System comprised of the SmartPoint Modules, RF Field Equipment, Server Hardware, software licenses, FCC licenses, and other equipment provided to Customer hereunder. The AMI System only includes the foregoing, as provided by Sensus. The AMI System does not include goods, equipment, software, licenses or rights provided by a third party or parties to this Agreement.
- C. **"Confidential Information"** means any and all non-public information of either party, including the terms of this agreement, all technical information about either party's products or services, pricing information, marketing and marketing plans, Customer's End Users' data, AMI System performance, AMI System architecture and design, AMI System software, other business and financial information of either party, and all trade secrets of either party.
- D. **"Echo Transceiver"** identifies the Sensus standalone, mounted relay device that takes the radio frequency readings from the SmartPoint Modules and relays them by radio frequency to the relevant FlexNet Base Station.
- E. **"End User"** means any end user of electricity, water, and/or gas (as applicable) that pays Customer for the consumption of electricity, water, and/or gas, as applicable.
- F. **"Field Devices"** means the meters and SmartPoint Modules.
- G. **"FlexNet Base Station"** identifies the Sensus manufactured device consisting of one transceiver, to be located on a tower that receives readings from the SmartPoint Modules (either directly or via an Echo Transceiver) by radio frequency and passes those readings to the RNI by TCP/IP backhaul communication. For clarity, FlexNet Base Stations include Metro Base Stations.
- H. **"Force Majeure"** means an event beyond a party's reasonable control, including, without limitation, acts of God, hurricane, flood, volcano, tsunami, tornado, storm, tempest, mudslide, vandalism, illegal or unauthorized radio frequency interference, strikes, lockouts, or other industrial disturbances, unavailability of component parts of any goods provided hereunder, acts of public enemies, wars, blockades, insurrections, riots, epidemics, earthquakes, fires, restraints or prohibitions by any court, board, department, commission or agency of the United States or any States, any arrests and restraints, civil disturbances and explosion.
- I. **"Hosted Software"** means those items listed as an Application in Exhibit A.
- J. **"In/Out Costs"** means any costs and expenses incurred by Customer in transporting goods between its warehouse and its End User's premises and any costs and expenses incurred by Customer in installing, uninstalling and removing goods.
- K. **"Intellectual Property"** means patents and patent applications, inventions (whether patentable or not), trademarks, service marks, trade dress, copyrights, trade secrets, know-how, data rights, specifications, drawings, designs, maskwork rights, moral rights, author's rights, and other intellectual property rights, including any derivations and/or derivative works, as may exist now or hereafter come into existence, and all renewals and extensions thereof, regardless of whether any of such rights arise under the laws of the United States or of any other state, country or jurisdiction, any registrations or applications thereof, and all goodwill pertinent thereto.
- L. **"LCM"** identifies the load control modules.
- M. **"Ongoing Fee"** means the annual or monthly fees, as applicable, to be paid by Customer to Sensus' authorized distributor during the Term of this Agreement.
- N. **"Patches"** means patches or other maintenance releases of the Software that correct processing errors and other faults and defects found previous versions of the Software. For clarity, Patches are not Updates or Upgrades.
- O. **"Permitted Use"** means only for reading and analyzing data from Customer's Field Devices in the Service Territory. The Permitted Use does not include reading third party meters or reading meters outside the Service Territory.
- P. **"Release"** means both Updates and Upgrades.
- Q. **"Remote Transceiver"** identifies the Sensus standalone, mounted relay device that takes the radio frequency readings from the SmartPoint Modules and relays them directly to the RNI by TCP/IP backhaul communication.
- R. **"RF Field Equipment"** means, collectively, FlexNet Base Stations, Echo Transceivers and Remote Transceivers.
- S. **"RNI"** identifies the regional network interfaces consisting of hardware and software used to gather, store, and report data collected by the FlexNet Base Stations from the SmartPoint Modules. The RNI hardware specifications will be provided by Sensus upon written request from Customer.
- T. **"RNI Software"** identifies the Sensus proprietary software used in the RNI and any Patches, Updates, and Upgrades that are provided to Customer pursuant to the terms of this Agreement.
- U. **"Service Territory"** identifies the geographic area where Customer provides electricity, water, and/or gas (as applicable) services to End Users as of the Effective Date. This area will be described on the propagation study in the parties' Spectrum Lease filing with the FCC.
- V. **"Server Hardware"** means the RNI hardware.
- W. **"SmartPoint™ Modules"** identifies the Sensus transmission devices installed on devices such as meters, distribution automation equipment and demand/response devices located at Customer's End Users' premises that take the readings of the meters and transmit those readings by radio frequency to the relevant FlexNet Base

Station, Remote Transceiver or Echo Transceiver.

- X. **"Software"** means all the Sensus proprietary software provided pursuant to this Agreement, and any Patches, Updates, and Upgrades that are provided to Customer pursuant to the terms of this Agreement. The Software does not include any third party software.
- Y. **"TouchCoupler Unit"** identifies an inductive coupler connection from a water register to the SmartPoint Module.
- Z. **"Updates"** means releases of the Software that constitute a minor improvement in functionality.
- AA. **"Upgrades"** means releases of the Software which constitute a significant improvement in functionality or architecture of the Software.
- BB. **"WAN Backhaul"** means the communication link between FlexNet Base Stations and Remote Transceivers and RNI.



## Exhibit A Software

### Software as a Service

#### I. Description of Services

This exhibit contains the details of the Software as a Service that Sensus shall provide to Customer if both; (i) pricing for the application of Software as a Service has been provided to the Customer; and (ii) the Customer is current in its payments for such application of Software as a Service.

##### A. Software as a Service Generally.

Software as a Service is a managed service in which Sensus will be responsible for the day-to-day monitoring, maintenance, management, and supporting of Customer's software applications. In a Software as a Service solution, Sensus owns all components of the solution (server hardware, storage, network equipment, Sensus software, and all third-party software) required to run and operate the application. These software applications consist of the following (each an "Application"):

- Regional Network Interface (RNI) Software
- Sensus Analytics
  - Enhanced Package

The managed application systems consist of the hardware, Sensus Software, and other third-party software that is required to operate the software applications. Each Application will have a production, and Disaster Recovery (as described below) environment. Test environments are not provided unless otherwise specifically agreed by Sensus in writing. Sensus will manage the Applications by providing 24 x 7 x 365 monitoring of the availability and performance of the Applications.

**B. Usage License.** Subject to all the terms and conditions of this Agreement, Sensus hereby gives Customer a license under Sensus' intellectual property rights to use the Sensus Applications for the Permitted Use for so long as Customer is current in its payments for the Applications ("Usage License"). This Usage License shall commence on the Effective Date and shall terminate upon the earlier of; (i) the expiration or termination of this Agreement for any reason; (ii) if Customer uses the Applications provided hereunder other than for the Permitted Use; and (iii) the Application is terminated as set forth below.

**C. Termination of Software as a Service.** Customer shall have the option at any time after full deployment but before the end of the Term to terminate any Application by giving Sensus one hundred twenty (120) days prior written notice. Such notice, once delivered to Sensus, is irrevocable. Should Customer elect to terminate any Application, Customer acknowledges that; (a) Customer shall pay all applicable fees, including any unpaid Software as a Service fees; and (b) Software as a Service for such Application shall immediately cease. If Customer elects to terminate the RNI Application in the Software as a Service environment but does not terminate the Agreement generally, then upon delivery of the notice to Sensus, Customer shall purchase the necessary (a) RNI hardware and (b) RNI software license, each at Sensus' then-current pricing. No portion of the Software as a Service fees shall be applied to the purchase of the RNI hardware or software license.

##### D. "Software as a Service" means only the following services:

- i. Sensus will provide the use of required hardware, located at Sensus' or a third-party's data center facility (as determined by Sensus), that is necessary to operate the Application.
- ii. Sensus will provide production and disaster recovery environments for Application.
- iii. Sensus will provide patches, updates, and upgrades to latest Sensus Hosted Software release.
- iv. Sensus will configure and manage the equipment (server hardware, routers, switches, firewalls, etc.) in the data centers:
  - a. Network addresses and virtual private networks (VPN)
  - b. Standard time source (NTP or GPS)
  - c. Security access points
  - d. Respond to relevant alarms and notifications
- v. Capacity and performance management. Sensus will:
  - a. Monitor capacity and performance of the Application server and software applications 24x7 using KPI metrics, thresholds, and alerts to proactively identify any potential issues related to system capacity and/or performance (i.e. database, backspool, logs, message broker storage, etc.)
  - b. If an issue is identified to have a potential impact to the system, Sensus will open an incident ticket and manage the ticket through resolution per Exhibit B, Technical Support.
  - c. Manage and maintain the performance of the server and perform any change or configuration to the server, in accordance to standard configuration and change management policies and procedures.
  - d. Manage and maintain the server storage capacity and performance of the Storage Area Network (SAN), in accordance to standard configuration and change management policies and procedures.
  - e. Exceptions may occur to the system that require Sensus to take immediate action to maintain the system capacity and performance levels, and Sensus has authority to make changes without Customer approval as needed, in accordance to standard configuration and change management policies and procedures.
- vi. Database management. Sensus will:
  - a. Define data retention plan and policy.
  - b. Monitor space and capacity requirements.
  - c. Respond to database alarms and notifications.
  - d. Install database software upgrades and patches.
  - e. Perform routine database maintenance and cleanup of database to improve capacity and performance, such as rebuilding indexes, updating indexes, consistency checks, run SQL query/agent jobs, etc.
- vii. Incident and Problem Management. Sensus will:
  - a. Proactively monitor managed systems (24x7x365) for key events and thresholds to proactively detect and identify incidents.
  - b. Respond to incidents and problems that may occur to the Application(s).
  - c. Maintain policies and procedures for responding to incidents and performing root cause analysis for ongoing problems.
  - d. Correlate incidents and problems where applicable.
  - e. Sensus personnel will use the Salesforce Self Service Portal to document and track incidents.
  - f. In the event that a Sensus personnel is unable to resolve an issue, the issue will be escalated to the appropriate Subject Matter Expert (SME).
  - g. Maintain responsibility for managing incident and problems through resolution and will coordinate with Customer's personnel and/or any required third-party vendor to resolve the issue.

- h. Provide telephone support consistent with Exhibit B, Technical Support in the case of undetected events.
- viii. Security Management. Sensus will:
  - a. Monitor the physical and cyber security of the server and Application(s) 24x7 to ensure system is highly secure in accordance with NIST Security Standards.
  - b. Perform active intrusion prevention and detection of the data center network and firewalls, and monitor logs and alerts.
  - c. Conduct period penetration testing of the network and data center facilities.
  - d. Conduct monthly vulnerability scanning by both internal staff and external vendors.
  - e. Perform Anti-Virus and Malware patch management on all systems.
  - f. Install updates to virus protection software and related files (including Virus signature files and similar files) on all servers from the update being generally available from the anti-virus software provider.
  - g. Respond to any potential threat found on the system and work to eliminate Virus or Malware found.
  - h. Sensus adheres to and submits certification to NERC/CIP Cyber Security standards.
  - i. Sensus actively participates/monitors industry regulation/standards regarding security – NERC, FERC, NIST, OpenSG, etc. through the dedicated Sensus Security team.
  - j. Provide secure web portal access (SSL) to the Application(s).
- ix. Backup and Disaster Recovery Management. Sensus will:
  - a. Perform daily backups of data providing one (1) year of history for auditing and restoration purposes.
  - b. Back-up and store data (on tapes or other storage media as appropriate) off-site to provide protection against disasters and to meet file recovery needs.
  - c. Conduct incremental and full back-ups to capture data, and changes to data, on the Application(s).
  - d. Sensus will replicate the Application(s) environments to a geographically separated data center location to provide a full disaster recovery environment for the Application production system.
  - e. Provide disaster recovery environment and perform fail-over to DR environment within forty-eight (48) hours of declared event.
  - f. Generate a report following each and any disaster measuring performance against the disaster recovery plan and identification of problem areas and plans for resolution.
  - g. Maintain a disaster recovery plan. In the event of a disaster, Sensus shall provide the services in accordance with the disaster recovery plan.
  - h. In the case of a disaster and loss of access to or use of the Application, Sensus would use commercially reasonable efforts per the Recovery Time Objectives and Recovery Point Objectives specified herein to restore operations at the same location or at a backup location within forty-eight (48) hours.
  - i. The Application shall have a Recovery Time Objective (RTO) of forty-eight (48) hours.
  - j. The Recovery Point Objective (RPO) shall be a full recovery of the Application(s), with an RPO of one (1) hours, using no more than a twenty-four (24) hour old backup. All meter-related data shall be pushed from each Base Station/TGB restoring the database to real-time minus external interfaced systems from the day prior.
  - k. Data from external interfaced systems shall be recreated within a forty-eight (48) hour period with the assistance of Customer personnel and staff, as needed.

**E. Customer Responsibilities:**

- i. Coordinate and schedule any changes submitted by Sensus to the system in accordance with standard configuration and change management procedures.
- ii. Participate in all required configuration and change management procedures.
- iii. Customer will log incidents related to the managed Application with Sensus personnel via email, web portal ticket entry, or phone call.
- iv. Responsible for periodic processing of accounts or readings (i.e. billing files) for Customer's billing system for billing or other analysis purposes.
- v. Responsible for any field labor to troubleshoot any SmartPoint modules or smart meters in the field in populations that have been previously deployed and accepted.
- vi. First response labor to troubleshoot FlexNet Base Station, Echo Transceivers, Remote Transceivers or other field network equipment.
- vii. Responsible for local area network configuration, management, and support.
- viii. Identify and research problems with meter reads and meter read performance.
- ix. Create and manage user accounts.
- x. Customize application configurations.
- xi. Support application users.
- xii. Investigate application operational issues (e.g. meter reads, reports, alarms, etc.).
- xiii. Respond to alarms and notifications.
- xiv. Perform firmware upgrades over-the-air, or delegate and monitor field personnel for on-site upgrades.

**F. "Software as a Service" does not include any of the following services:**

- i. Parts or labor required to repair damage to any field network equipment that is the result of a Force Majeure event.
- ii. Any integration between applications, such as Harris MeterSense, would require a Professional Services contract agreement to be scoped, submitted, and agreed in a signed writing between Sensus and all the applicable parties.

If an item is not listed in subparagraphs in item (D) above, such item is excluded from the Software as a Service and is subject to additional pricing.

**II. Further Agreements**

**A. System Uptime Rate**

- i. Sensus (or its contractor) shall manage and maintain the Application(s) on computers owned or controlled by Sensus (or its contractors) and shall provide Customer access to the managed Application(s) via internet or point to point connection (i.e., Managed-Access use), according to the terms below. Sensus endeavors to maintain an average System Uptime Rate equal to ninety-nine (99.0) per Month (as defined below). The System Uptime Rate, cumulative across all Applications, shall be calculated as follows:

$$\text{System Uptime Rate} = 100 \times \frac{\text{TMO} - \text{Total Non-Scheduled Downtime minutes in the Month}}{\text{TMO}}$$

**i. Calculations**

- a. "**Targeted Minutes of Operation**" or "**TMO**" means total minutes cumulative across all Applications in the applicable month ("**Month**") minus the Scheduled Downtime in the Month.



- b. **"Scheduled Downtime"** means the number of minutes during the Month, as measured by Sensus, in which access to any Application is scheduled to be unavailable for use by Customer due to planned system maintenance. Sensus shall provide Customer notice (via email or otherwise) at least seven (7) days in advance of commencement of the Scheduled Downtime.
    - c. **"Non-Scheduled Downtime"** means the number of minutes during the Month, as measured by Sensus, in which access to any Application is unavailable for use by Customer due to reasons other than Scheduled Downtime or the Exceptions, as defined below (e.g., due to a need for unplanned maintenance or repair).
  - ii. **Exceptions.** **"Exceptions"** mean the following events:
    - a. Force Majeure;
    - b. Emergency Work, as defined below; and
    - c. Lack of Internet Availability, as described below.
  - i. **Emergency Work.** In the event that Force Majeure, emergencies, dangerous conditions or other exceptional circumstances arise or continue during TMO, Sensus shall be entitled to take any actions that Sensus, in good faith, determines is necessary or advisable to prevent, remedy, mitigate, or otherwise address actual or potential harm, interruption, loss, threat, security or like concern to any of the Application(s) (**"Emergency Work"**). Such Emergency Work may include, but is not limited to: analysis, testing, repair, maintenance, re-setting and other servicing of the hardware, cabling, networks, software and other devices, materials and systems through which access to and/or use of the Application(s) by the Customer is made available (the **"Managed Systems"**). Sensus shall endeavor to provide advance notice of such Emergency Work to Customer when practicable and possible.
  - ii. **Lack of Internet Availability.** Sensus shall not be responsible for any deterioration of performance attributable to latencies in the public internet or point-to-point network connection operated by a third party. Customer expressly acknowledges and agrees that Sensus does not and cannot control the flow of data to or from Sensus' networks and other portions of the Internet, and that such flow depends in part on the performance of Internet services provided or controlled by third parties, and that at times, actions or inactions of such third parties can impair or disrupt data transmitted through, and/or Customer's connections to, the Internet or point-to-point data connection (or portions thereof). Although Sensus will use commercially reasonable efforts to take actions Sensus may deem appropriate to mitigate the effects of any such events, Sensus cannot guarantee that such events will not occur. Accordingly, Sensus disclaims any and all liability resulting from or relating to such events.
- B. **Data Center Site-Security.** Although Sensus may modify such security arrangements without consent or notice to Customer, Customer acknowledges the following are the current arrangements regarding physical access to and support of the primary hardware components of the Managed Systems:
  - i. The computer room(s) in which the hardware is installed is accessible only to authorized individuals.
  - ii. Power infrastructure includes one or more uninterruptible power supply (UPS) devices and diesel generators or other alternative power for back-up electrical power.
  - iii. Air-conditioning facilities (for humidity and temperature controls) are provided in or for such computer room(s) and can be monitored and adjusted for humidity and temperature settings and control. Such air systems are supported by redundant, back-up and/or switch-over environmental units.
  - iv. Such electrical and A/C systems are monitored on an ongoing basis and personnel are available to respond to system emergencies (if any) in real time.
  - v. Dry pipe pre-action fire detection and suppression systems are provided.
  - vi. Data circuits are available via multiple providers and diverse paths, giving access redundancy.
- C. **Responsibilities of Customer**
  - i. Customer shall promptly pay all Software as a Service fees.
  - ii. Customer may not (i) carelessly, knowingly, intentionally or maliciously threaten, disrupt, harm, abuse or interfere with the Application(s), Managed Systems or any of their functionality, performance, security or integrity, nor attempt to do so; (ii) impersonate any person or entity, including, but not limited to, Sensus, a Sensus employee or another user; or (iii) forge, falsify, disguise or otherwise manipulate any identification information associated with Customer's access to or use of the Application(s).
  - iii. The provisioning, compatibility, operation, security, support, and maintenance of Customer's hardware and software (**"Customer's Systems"**) is exclusively the responsibility of Customer. Customer is also responsible, in particular, for correctly configuring and maintaining (i) the desktop environment used by Customer to access the Application(s) managed by Sensus; and (ii) Customer's network router and firewall, if applicable, to allow data to flow between the Customer's Systems and Sensus' Managed Systems in a secure manner via the public Internet.
  - iv. Upon receiving the system administrator account from Sensus, Customer shall create username and passwords for each of Customer's authorized users and complete the applicable Sensus registration process (**"Authorized Users"**). Such usernames and passwords will allow Authorized Users to access the Application(s). Customer shall be solely responsible for maintaining the security and confidentiality of each user ID and password pair associated with Customer's account, and Sensus will not be liable for any loss, damage or liability arising from Customer's account or any user ID and password pairs associated with Customer. Customer is fully responsible for all acts and omissions that occur through the use of Customer's account and any user ID and password pairs. Customer agrees (i) not to allow anyone other than the Authorized Users to have any access to, or use of Customer's account or any user ID and password pairs at any time; (ii) to notify Sensus immediately of any actual or suspected unauthorized use of Customer's account or any of such user ID and password pairs, or any other breach or suspected breach of security, restricted use or confidentiality; and (iii) to take the Sensus-recommended steps to log out from and otherwise exit the Application(s) and Managed Systems at the end of each session. Customer agrees that Sensus shall be entitled to rely, without inquiry, on the validity of the user accessing the Application(s) application through Customer's account, account ID, usernames or passwords.
  - v. Customer shall be responsible for the day-to-day operations of the Application(s) and AML System. This includes, without limitation, (i) researching problems with meter reads and system performance, (ii) creating and managing user accounts, (iii) customizing application configurations, (iv) supporting application users, (v) investigating application operational issues, (vi) responding to alarms and notifications, and (vii) performing over-the-air commands (such as firmware updates or configuration changes).

### III. Sensus Analytics

#### A. **Essential Package.** The Essential Package of the Sensus Analytics Application shall consist of the following modules:

- i. **Device Access**
  - a. Allows search for meter details by using data imported from the Billing system or the Sensus Device ID or AMI ID.
  - b. Allows a view of the meter interval or register reads.
  - c. Meter data is available to be copied, printed, or saved to certain user programs or file formats, specifically CSV, PDF, and Spreadsheet.
  - d. Allows the current and historical data to be viewed.
  - e. Allows the current usage to be compared to historical distribution averages.
  - f. Allows the user to see the meter location on a map view.
  - g. Allows notifications for an event on a single meter to be forwarded to a Customer employee.
  - h. Allows details to be viewed about a meter – (dependent on the data integrated from other systems).
- ii. **Meter Insight** (provides the following)



- a. # of active meters.
  - b. # of orphaned meters with drill down to the list of meters.
  - c. # of inactive meters with drill down to the list of meters.
  - d. # of stale meters with drill down to the list of meters.
  - e. # of almost stale meters with drill down to the list of meters.
  - f. # of meters where no read is available with drill down to the list of meters.
  - g. # of meters with high threshold exceptions with drill down to the list of meters.
  - h. # of unknown radios with drill down to the list of meters.
- iii. Report Access
  - a. Allows the user to see meter alarms and choose a report from a list of standard reports.
  - b. Master Route Register Reads: Shows the latest reads for all meters within specified time window.
  - c. Meter Route Intervals Reads: Allows users to inspect intervals of a single meter over a period of time.
  - d. Master Route No Readings: List all meters that are active in the system, but have not been sending reads within the specified time window.
  - e. Consumption Report: List meters' consumption based on meter readings within the specified time window.
  - f. Zero Consumption for Period: List meters whose readings do not change over a period of time.
  - g. Negative Consumption: Shows the number of occurrences and readings of negative consumption for the last 24hr, 48hr and 72hr from the entered roll up date.
  - h. High Low Exception Report: Displays meters whose reads exceed minimum or/and maximum threshold, within a time range.
  - i. Consumption vs Previous Reported Read: Compares latest reading (from RNI) with last known read received from CIS.
  - j. Consumption Exception 24 hour Report: This report shows meters that satisfy these two conditions: (1) The daily average consumptions exceed entered "daily consumption threshold;" (2) The number of days when daily thresholds are exceeded are greater than the entered "exception per day threshold."
  - k. Endpoint Details: Shows the current state of meters that are created within the specified time range.
  - l. Orphaned Meters: List meters that are marked as 'orphaned', which are created as of entered "Created as of" parameter.
  - m. Billing Request Mismatch: Displays meters in a billing request that have different AMR id with the ones sent by RNI. It also shows AMR id in billing request that have different meter id in the RNI.
  - n. Users need to enter which billing request file prior to running the report.
  - o. Alarms Report: List all alarms occurred during a time window. Users can select which alarm to show.
- iv. Billing Access
  - a. Initiate the creation of billing export files formatted to the import needs of the billing system.
  - b. Receive billing request files from the billing system to identify what meters to include in the billing export file in the case where billing request file option is used.
  - c. Provides a repository of past billing files that were either used for billing preparation or actually send to the billing system.
  - d. Will store created billing files for a period of three years unless otherwise denoted.
  - e. The system will allow creation of test files before export to the billing system.
- v. Billing Adaptor
  - a. The underlying configurator and tools mapping the extraction of billing data to enable integration to the utility's billing system.
- vi. Data Store
  - a. Allows storage of meter reading data including Intervals, Registers, and Alarms to be stored.
  - b. Stored data is available online for reports and analysis.
  - c. Data will be retained for 3 years. Additional duration can be purchased.
- B. **Enhanced Package.** The Enhanced Package shall consist of the modules listed above in the Essential Package, as well as the following additional modules:
  - i. Alarm Dashboard
    - a. Allows the user to summarize and filter alarms by a date range.
    - b. Allows the user to review all alarm types on a single screen.
    - c. The user can filter out the alarms not wanted on the screen.
    - d. Alarm totals can be visualized.
    - e. Adds a view of trending alarms over time.
    - f. Click to drill down on an alarm to gain more information on specific events.
    - g. Click to analyze a specific event on a particular device.
  - ii. Alarm Console
    - a. Follow real time monitors of the alarms coming from Customer's meters.
    - b. Provides a single view for all alarms across the entire network.
    - c. Allows the user to view trending of each alarm over time.
  - iii. Alert Manager
    - a. Allows creation of alert groups who will be notified when an alarm occurs.
    - b. Users can manage alert groups by adding and removing group members.
    - c. Allows selection of notification method for how end users in the group will be notified; email or SMS (text message).
    - d. Allows creation of an alert from the available system events from smart points and assign to a group.
    - e. Monitors the systems meters for events. When an event is triggered, all users in the group will be notified.
- D. **Integration of Sensus Analytics.** Sensus shall provide integration support services to Customer only to the extent specifically provided below:
  - i. Sensus shall provide Customer with a simple flat file specification known as VFlex for the integration of the Customer's back office system to the Sensus Analytics modules. This flat file may be delimited or fixed width. This specification allows Customer to transmit each day or as needed: the devices and end users in the system, end user status, end user account information, end user name, and other end user details. When sent to the Sensus FTP servers, this file exchange will enable the system to become operational with the Customer's systems. Customer shall produce this file and transmit it to the FTP location designated by Sensus. Sensus will provide reasonable support to explain to Customer the required vs. optional fields that are in the specification, testing and validation of the file format and content.
    - a. In scope of the included integration efforts is the mapping the Customer's fields to the VFlex specification.
    - b. Out of scope and subject to additional charges will be the transformation of data where business logic including code must be written to modify the field content or format of the data to meet the VFlex specification.
  - ii. Sensus' integration services consists of four (4) hours of assistance (remote or on-site, as determined by Sensus). If additional time is needed to complete the integration efforts, Sensus shall invoice Customer for additional fees on an actual time and materials basis.

- iii. If an item is not listed in subparagraphs (i) or (ii) above, such item is excluded from the integration of Sensus Analytics Support and is subject to additional pricing.
- E. **Data Import.** The Sensus Analytics Application contains adapters for the import of data from; (a) Customer's FlexNet AML System; and/or (b) AutoRead application for handheld and drive by systems, as applicable.
- F. **Customer Acknowledgements.**
  - i. Customer acknowledges that the Sensus Analytics Application provides up to fifty (50) user logins for Customer's use.
  - ii. Customer acknowledges and agrees the Sensus Analytics Application is based upon the actual number of End Users within Customer's Service Territory. Pricing may increase if Customer's Service Territory or actual number of End Users expands.
  - iii. Customer acknowledges that all data related to the Sensus Analytics Applications is geographically hosted within the United States of America. Customer accepts the geographic location of such hosting, and indemnifies Sensus for any claims resulting therefrom.
  - iv. Customer acknowledges and agrees that the Intellectual Property provisions of this Agreement apply in all respects to Customer's access to and use of the Sensus Analytics Applications.
  - v. Customer is responsible for validating the data analyzed by the Sensus Analytics Applications. Sensus makes no promises of improving Customer's operations or saving Customer money, nor is Sensus liable for any damages resulting from decisions made by Customer related to Customer's use of Sensus Analytics.

#### IV. Third Party Software.

- A. **RedHat Linux.** If Sensus is providing Customer with a license to use RedHat Linux Software, Customer agrees to the following:

By entering into this Agreement, Customer agrees to abide by and to be legally bound by the terms and conditions of the Red Hat End User License Agreements identified below, each of which are incorporated into this Agreement by reference and are available at the websites identified below. Please read the Red Hat End User License Agreements and incorporated references carefully.

Subscription:	End User License Agreement:
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## Exhibit B Technical Support

### 1. Introduction

Sensus Technical Services provides utility customers with a single point of contact for Tier 1 support of technical issues as well as any coordination of additional resources required to resolve the issue. Requests that require specialized skills are to be forwarded to a senior support engineer or Technical Advisor within the team for further analysis. If Technical Services has exhausted all troubleshooting efforts for the product type, the issue will escalate to the Engineering Support Team. Occasionally, on-site troubleshooting/analysis may be required. The preferred order of on-site support is:

- a) The Customer (for assistance with the easiest and lowest time-consuming activities such as power on/power off).
- b) The local distributor.
- c) Sensus employees or contracted personnel, if required to fulfill a contract commitment.

### 2. Support Categories

- 2.1. General questions regarding functionality, use of product, how-to, and requests for assistance on Sensus AMR, AML, RF Network Equipment, Metering Products and Sensus Lighting Control.
- 2.2. Proactive reporting and resolution of problems.
- 2.3. Reactive reporting to isolate, document, and solve reported hardware/software defects.
- 2.4. Responding to service requests and product changes.
- 2.5. Addressing customer inquiries with printed or electronic documentation, examples, or additional explanation/clarification.

### 3. Support Hours

- 3.1. Standard Support Hours: Toll-free telephone support (1-800-638-3748 option #2) is available Monday thru Friday from 8:00AM EST to 8:00PM EST. After-hours, holiday and weekend support for Severity 1 and Severity 2 issues is available by calling 1-800-638-3748, option #8.

### 4. Support Procedures

- 4.1. Customer identifies an issue or potential problem and calls Technical Services at 1-800-638-3748 Option #2. The Customer Service Associate or Technical Support Engineer will submit a Support ticket.
- 4.2. The Customer Service Associate or Technical Support Engineer will identify the caller name and utility by the assigned software serial number, city, and state in which the call originated. The nature of the problem and severity levels will be agreed upon by both parties (either at the time the issue is entered or prior to upgrading or downgrading an existing issue) using the severity definitions below as a guideline. The severity level is then captured into a support ticket for creation and resolution processing. Any time during the processing of this ticket, if the severity level is changed by Sensus, the customer will be updated.

Severity Levels Description:

**Sev1** Customer's production system is down. The system is unusable resulting in total disruption of work. No workaround is available and requires immediate attention.

Example: Network mass outage, all reading collection devices inoperable, inoperable head end software (e.g., RNI Software, Sensus MDM).

**Sev2** Major system feature/function failure. Operations are severely restricted; there is a major disruption of work, no acceptable work-around is available, and failure requires immediate attention.

Examples: Network equipment failure (e.g., FlexNet Echo, FlexNet Remote, Base Station transceiver, or VGB); inoperable reading devices (e.g., AR5500, VXU, VGB, or CommandLink); head end software application has important functionality not working and cannot create export file for billing system operations.

**Sev3** The system is usable and the issue doesn't affect critical overall operation.

Example: Minor network equipment failure (e.g., Echo/Remote false alarms or Base Station transceiver false alarms); head end software application operable but reports are not running properly, modification of view or some non-critical function of the software is not running.

**Sev4** Minor system issues, questions, new features, or enhancement requests to be corrected in future versions.

Examples: Minor system issues, general questions, and "How-To" questions.

- 4.3. The Customer Service Associate or Technical Support Engineer identifies whether or not the customer is on support. If the customer is not on support, the customer is advised of the service options as well as any applicable charges that may be billed.
- 4.4. Calls are placed in a queue from which they are accessible to Technical Support Engineers on a first-come-first-serve basis. A first level Customer Service Associate may assist the customer, depending on the difficulty of the call and the representative's technical knowledge. Technical Support Engineers (Tier 1 support) typically respond/resolve the majority of calls based on their product knowledge and experience. A call history for the particular account is researched to note any existing pattern or if the call is a new report. This research provides the representative a basis and understanding of the account as well as any associated problems and/or resolutions that have been communicated.
  - a. Technical Services confirms that there is an issue or problem that needs further analysis to determine its cause. The following information must be collected: a detailed description of the issue's symptoms, details on the software/hardware product and version, a description of the environment in which the issue arises, and a list of any corrective action already taken.
  - b. Technical Services will check the internal database and product defect tracking system, to see if reports of a similar problem exist, and if any working solutions were provided. If an existing resolution is found that will address the reported issue, it shall be communicated to the customer. Once it is confirmed that the issue has been resolved, the ticket is closed.
  - c. If there is no known defect or support that defines the behavior, Technical Services will work with the customer to reproduce the issue. If the issue can be reproduced, either at the customer site or within support center test lab, Technical Services will escalate the ticket for further investigation / resolution.

If the issue involves units that are considered to be defective with no known reason, the representative will open a Special Investigation RMA through the Support system. If it is determined that a sample is required for further analysis, the customer will be provided with instructions that detail where to send the product sample(s) for a root cause analysis. Once it is determined that the issue cannot be resolved by Tier 1 resources, the ticket will be escalated to Tier 2 support for confirmation/workarounds to resolve immediate issue. Technical Services will immediately contact the customer to advise of the escalation. The response and escalation times are listed in Section 5. At this time, screen shots, log files, configuration files, and database backups will be created and attached to the ticket.

## 5. Response and Resolution Targets.

Sensus Technical Support will make every reasonable effort to meet the following response and resolution targets:

Severity	Standard Target Response	Standard Target Resolution	Resolution (one or more of the following)
1	30 Minutes	Immediately assign trained and qualified Services Staff to correct the error on an expedited basis. Provide ongoing communication on the status of a correction.	<ul style="list-style-type: none"> <li>Satisfactory workaround is provided.</li> <li>Program patch is provided.</li> <li>Fix incorporated into future release.</li> <li>Fix or workaround incorporated into the Support Knowledge Base.</li> </ul>
2	4 hours	Assign trained and qualified Services Staff to correct the error. Provide communication as updates occur.	<ul style="list-style-type: none"> <li>Satisfactory workaround is provided.</li> <li>Program patch is provided.</li> <li>Fix incorporated into future release.</li> <li>Fix or workaround incorporated into the Support Knowledge Base.</li> </ul>
3	1 Business Day	90 business days	<ul style="list-style-type: none"> <li>Answer to question is provided.</li> <li>Satisfactory workaround is provided.</li> <li>Fix or workaround incorporated into the Support Knowledge Base.</li> <li>Fix incorporated into future release.</li> </ul>
4	2 Business Days	12 months	<ul style="list-style-type: none"> <li>Answer to question is provided.</li> <li>Fix or workaround incorporated into the Support Knowledge Base.</li> </ul>

## 6. Problem Escalation Process.

- 6.1. If the normal support process does not produce the desired results, or if the severity has changed, the issue may be escalated as follows to a higher level of authority.
  - 6.1.1. Severity 1 issues are escalated by Sales or Technical Services to a Supervisor if not resolved within 2 hours; to the Manager level if not resolved within 4 hours; to the Director level if not resolved within the same business day; and to the VP level if not resolved within 24 hours.
  - 6.1.2. A customer may escalate an issue by calling 1-800-638-3748, Option 2. Please specify the Support ticket number and the reason why the issue is being escalated.
  - 6.1.3. In the event that a customer is not satisfied with the level of support or continual problem with their products, they may escalate a given Support ticket to Manager of Technical Services (1-800-638-3748, Option 2).

## 7. General Support Provisions and Exclusions.

- 7.1. Sensus provides online documentation for Sensus products through the Sensus User Forum (<http://myflexnetsystem.com/Module/User/Login>). All Sensus customers are provided access to this online database, which includes operation, configuration and technical manuals. Sensus also hosts periodic user group teleconferences to facilitate the interchange of product ideas, product enhancements, and overall customer experiences. The customer shall provide names and email accounts to Sensus so Sensus may provide access to the Portal.
- 7.2. Specialized support from Sensus is available on a fee basis to address support issues outside the scope of this support plan or if not covered under another specific maintenance contract. For example, specialized systems integration services or out of warranty network equipment repair that is not covered under a separate maintenance contract.