

9:00 pm

13. ADJOURNMENT

*PRELIMINARY CITY COUNCIL AGENDA

July 15, 2019

Regular Council Meeting

August 5, 2019

Regular Council Meeting

August 19, 2019

Regular Council Meeting

September 3, 2019

Regular Council Meeting

Preliminary City Council Agenda subject to change without notice*

Complete Agendas will be available 24 hours prior to scheduled meeting.

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**American Disability Act (ADA) Accommodations Provided Upon Advance Request
Call the City Clerk at 253-566-5656**

APPROVAL OF CONSENT AGENDA

**CITY OF UNIVERSITY PLACE
DRAFT MINUTES
Regular Meeting of the City Council
Monday, June 17, 2019
City Council Chambers, Market Place West**

1. CALL REGULAR MEETING TO ORDER

Mayor Keel called the Regular Meeting to order at 6:30 p.m.

2. ROLL CALL

Roll call was taken by the City Clerk as follows:

| | |
|---------------------------|---------|
| Councilmember Figueroa | Present |
| Councilmember Grassi | Excused |
| Councilmember McCluskey | Excused |
| Councilmember Nye | Present |
| Councilmember Worthington | Present |
| Mayor Pro Tem Belleci | Excused |
| Mayor Keel | Present |

Staff Present: City Manager Sugg, City Attorney Kaser, Executive Director/ACM Craig, Police Chief Premo, Planning & Development Services Director Swindale, Finance Director Blaisdell, Engineering and Capital Projects Director Ecklund and City Clerk Genetia.

MOTION: By Councilmember Figueroa, seconded by Councilmember Worthington, to excuse the absences of Mayor Pro Tem Belleci, Councilmember McCluskey and Councilmember Grassi.

The motion carried.

3. PLEDGE OF ALLEGIANCE

Councilmember Nye led Council in the Pledge of Allegiance.

4. APPROVAL OF AGENDA

MOTION: By Councilmember Figueroa, seconded by Councilmember Worthington, to approve the agenda.

The motion carried.

5. PRESENTATIONS

Curtis High School Students Recognition – Mayor Keel presented Certificates of Recognition to seventeen Curtis High School students who have completed an additional 150 hours of their required approved community service within a school year. The students also received a school Varsity Letter in Community Service for this achievement.

Western State Hospital – Mr. Dave Holt, Chief Executive Officer of Western State Hospital, introduced himself and his leadership team/colleagues from Washington State Department of Social and Health Services. He provided information on Western State Hospital's new facilities and services.

Legislative Update – Senator O'Ban, Representative Christine Kilduff, and Representative Mari Leavitt of the 28th Legislative District, updated Council on various legislative actions and initiatives they advocated for during the last legislative session.

2019 First Quarter Financial Report – Finance Director Blaisdell reported on the City’s 2019 first quarter financials.

6. PUBLIC COMMENTS – The following individuals provided public comment: Nicole Rode, 7810 64th Street Court West; and Steve Hatcher, 8331 59th Street West.

7. CONSENT AGENDA

MOTION: By Councilmember Figueroa, seconded by Councilmember Worthington, to approve the Consent Agenda as follows:

- A. Approve the minutes of the June 3, 2019 Council meeting as submitted.
- B. Receive & File: Payroll for the period ending 05/15/19 and Claims dated 05/31/19.
- C. Receive & File: 2019 First Quarter Financial Report.
- D. Approve the final plat of “The Estates at Summer Lane”, a 40-lot subdivision containing 40 detached single-family dwellings located at 6813 35th Street West, and forward to the Mayor for signature.
- E. Adopt a resolution appointing voting delegates to the 2019 Association of Washington Cities’ Annual Business Meeting. **(RESOLUTION NO. 895)**

The motion carried.

PUBLIC HEARING

8. 2019-2020 BIENNIAL BUDGET CARRYFORWARD ADJUSTMENT

Staff Report - Finance Director Blaisdell presented the 2019-2020 budget adjustments reflecting the carryforward of funding from 2018 and re-appropriation in 2019. The re-appropriation is comprised primarily of beginning fund balance, LRF balances, new and continuing grant funding and additional funding for final City Hall and Police Department items. She noted that the significant change in Restricted Funds are reflective of carryforwards in revenues and expenditures in Parks CIP, Public Works CIP and Municipal CIP. Director Blaisdell highlighted revenue adjustments in the General Fund and Police/Public Safety, as well as proposed expenditure projection changes in the General Fund and Strategic Reserve. She indicated that the financial forecast has been updated to include all the carryforward adjustments and that all existing services and legal and contractual obligations can be met with existing revenues through the forecast period.

Public Comment – None.

9. CITY MANAGER & COUNCIL COMMENTS/REPORTS

City Manager Sugg reported on the continued growth in Town Center/Village of Chambers Bay, noting that the City has now realized well over \$100 million in private investments. He announced two businesses that have recently opened and that three more are expected to open by the end of summer. Mr. Sugg also reminded the public of the City’s new fireworks regulation.

Mayor Keel highlighted the upcoming agenda items.

STUDY SESSION

10. SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN UPDATE

Engineering and Capital Projects Director Ecklund presented the proposed amendments to the City’s Six-Year Transportation Improvement Plan. The primary changes for the 2020-2025 period update include the removal of two projects (Bridgeport Phase 4 and 67th Avenue Overlay) that will be completed in 2019; an addition of a project to replace the Chambers Creek Bridge project; and an update to project schedules and costs. These minor changes were made to better align projects with upcoming grant requests.

The City of University Place is required by State law to adopt and annually update a Six-Year Transportation Improvement Plan (TIP). The approval of the Six-Year Transportation Improvement Plan does not commit the City to any financial expenditure; rather, each project is reviewed individually by the City Council in each relevant budget cycle as a component of the Capital Improvement Plan. Its approval, however, does create eligibility for the City to apply for various grant opportunities, and provides an indication of the City's planning direction for transportation needs.

11. ADJOURNMENT

The meeting adjourned at 8:12 p.m. No other action was taken.

Submitted by,

Emy Genetia
City Clerk

City of University Place
Voucher Approval Document

| | | |
|----------------|---------------------|--------|
| Control No.:57 | Agenda of: 07/01/19 | PREPAY |
|----------------|---------------------|--------|

Claim of: Payroll for Pay Period Ending 06/15/2019

| Check # | Date | Amount | Check # | Date | Amount |
|---------|-----------|----------|---------|------|--------|
| 318849 | 6/20/2019 | 2,188.61 | | | |
| 318850 | 6/20/2019 | 1,606.53 | | | |

6/20/2019 126,048.48 Direct Deposit

EMPLOYEE NET 129,843.62

| | | | |
|------|-----------|-----------|--------------------------------|
| WIRE | 6/20/2019 | 11,671.07 | DEPT. OF LABOR AND INDUSTRIES |
| WIRE | 6/20/2019 | 4,747.76 | EMPLOYMENT SECURITY DEP PDFMLA |
| WIRE | 6/20/2019 | 23,781.43 | BANK OF AMERICA |
| WIRE | 6/20/2019 | 21,931.90 | - 106006, VANTAGEPOINT TRANSF |
| WIRE | 6/20/2019 | 9,633.28 | - 304197, VANTAGEPOINT TRANSF |
| WIRE | 6/20/2019 | 5,055.53 | - 800263, VANTAGEPOINT TRANSF |
| WIRE | 6/20/2019 | 13.75 | PACIFIC SOURCE ADMINISTRATORS |
| WIRE | 6/20/2019 | 1,372.07 | PACIFIC SOURCE ADMINISTRATORS |
| WIRE | 6/20/2019 | 38,533.20 | WA STATE DEPT OF RETIREMENT SY |
| WIRE | 6/20/2019 | 250.00 | - 705544, VANTAGEPOINT TRANSF |
| WIRE | 6/20/2019 | 3,344.28 | - 106006 LOAN, VANTAGEPOINT |
| WIRE | 6/20/2019 | 200.87 | AFLAC INSURANCE |
| WIRE | 6/20/2019 | 1,073.63 | WA ST DEPT OF RETIREMENT SYS |
| WIRE | 6/20/2019 | 208.05 | - 304197 LOAN, VANTAGEPOINT TR |
| WIRE | 6/20/2019 | 250.00 | NATIONWIDE RETIREMENT SOLUTION |

BENEFIT/DEDUCTION AMOUNT 122,066.82

TOTAL AMOUNT 251,910.44

Preparer Certification:

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claim is a just, due and unpaid obligation against the above-named governmental unit, and that I am authorized to authenticate and certify to said claim.

Signed: (Signature on file.)

Date

Steve Sugg, City Manager

FINAL CHECK LISTING
CITY OF UNIVERSITY PLACE

Check Date: 06/14/19

Check Range: 51982969 - 51983043 and Wire #8423675

Claims Approval

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of University Place, and that I am authorized to authenticate and certify to said claim.

I also certify that the following list of checks were issued to replace previously issued checks that have not been presented to the bank for payment. The original check was voided and a replacement check issued.

Vendor Name

Replacement Check #

Original Check #

Auditing Officer: _____ (Signature on file.)

Date: _____

Bank : bofa BANK OF AMERICA

| Check # | Date | Vendor | Invoice | Inv Date | Description | Amount Paid | Check Total | |
|----------|-----------|----------------|------------------------------|------------------|-------------|------------------------------|-------------|-----------|
| 8423675 | 6/14/2019 | 002072 | WA STATE DEPT OF REVENUE | MAY19 | 6/7/2019 | MAY19/B&O TAX/SWM FEES | 18,353.02 | 18,353.02 |
| | | Voucher: 45475 | | | | | | |
| 51982969 | 5/31/2019 | 023461 | ENTERTAINMENT MASTERS | 6119 | 4/8/2019 | EVENT MANAGEMNT & PRODUC | 3,225.56 | 3,225.56 |
| | | Voucher: 45433 | | | | | | |
| 51982970 | 6/4/2019 | 026236 | PUGET SOUND COLLECTIONS | 793360 | 5/29/2019 | PAYROLL DEDUCTION/#793360 | 633.84 | 633.84 |
| | | Voucher: 45461 | | | | | | |
| 51982971 | 6/10/2019 | 002790 | ECKLUND, JOHN | CNU19 | 1/30/2019 | CNU19/PER DIEM/MILEAGE/J.EC | 249.52 | 249.52 |
| | | Voucher: 45431 | | | | | | |
| 51982972 | 6/10/2019 | 002286 | AVCULAR, NURI | CNU19 | 1/29/2019 | PER DIEM/CNU CONFERENCE/N | 217.50 | 217.50 |
| | | Voucher: 45413 | | | | | | |
| 51982973 | 6/14/2019 | 025715 | ABM JANITORIAL SERVICES | 13926466 | 5/29/2019 | RESURFACE CONCRETE FLOOF | 1,544.00 | 1,544.00 |
| | | Voucher: 45405 | | | | | | |
| 51982974 | 6/14/2019 | 025179 | ACCESS INFORMATION MANAGE | 7512145 | 5/31/2019 | JUN19/OFFSITE RECORDS STOF | 270.00 | 270.00 |
| | | Voucher: 45406 | | | | | | |
| 51982975 | 6/14/2019 | 002661 | AIR SYSTEMS ENGINEERING INCS | 12509 2 | 5/29/2019 | PROGRESS BILL #2/CIVIC CENTI | 1,610.04 | 1,610.04 |
| | | Voucher: 45407 | | | | | | |
| 51982976 | 6/14/2019 | 001004 | ALARMWORKS NW | 14863 | 6/1/2019 | MAY19/ALARM MONITORING | 400.04 | 400.04 |
| | | Voucher: 45408 | | | | | | |
| 51982977 | 6/14/2019 | 026144 | AMAZON | 60457 8781 06026 | 5/10/2019 | ACCT# 6045787810602637 | 4,213.17 | 4,213.17 |
| | | Voucher: 45409 | | | | | | |
| 51982978 | 6/14/2019 | 026223 | APEX FACILITY RESOURCES, INC | 28812 | 6/4/2019 | MAY22-JUN4/ECRATE RENTAL | 692.37 | 692.37 |
| | | Voucher: 45410 | | | | | | |
| 51982979 | 6/14/2019 | 026212 | ARAMARK UNIFORM & CAREER / | 1991260619 | 5/28/2019 | MAT RENTAL SERVICE/PW SHOF | 24.46 | 24.46 |
| | | Voucher: 45411 | | | | | | |
| 51982980 | 6/14/2019 | 023411 | AUTOZONE, INC. | 1164451440 | 6/4/2019 | GEAR PULLER | 43.95 | 43.95 |
| | | Voucher: 45412 | | | | | | |
| 51982981 | 6/14/2019 | 002333 | BANK OF AMERICA | 548001400009914 | 5/22/2019 | MASTERCARD/05-22-2019 | 16,220.26 | 16,220.26 |
| | | Voucher: 45414 | | | | | | |
| 51982982 | 6/14/2019 | 026238 | BASS, CHEBON | 5/28/2019 | 5/28/2019 | REFUND/OVERPAID PET LICENS | 27.60 | 27.60 |
| | | Voucher: 45415 | | | | | | |
| 51982983 | 6/14/2019 | 024374 | BATTERY SYSTEMS INC. | 4939861 | 5/23/2019 | BATTERY | 168.15 | 168.15 |
| | | Voucher: 45416 | | | | | | |
| 51982984 | 6/14/2019 | 025483 | CARDLOCK VENDING INC. | 13070 | 5/28/2019 | ANNUAL SERVICE AGREEMENT/ | 235.00 | 235.00 |
| | | Voucher: 45417 | | | | | | |

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| 51982985 | 6/14/2019 | 026239 | CARSTENS, SHIRLEY | REFUND | 8/28/2019 | REFUND/OVERPAID PET LICENS | 2.30 | 2.30 |
| | | Voucher: 45418 | | | | | | |
| 51982986 | 6/14/2019 | 003155 | CDW.GOVERNMENT, INC. | SLF0251 | 5/24/2019 | VIEWSONIC VIEWBOARD | 2,643.63 | |
| | | Voucher: 45419 | | SMX2238 | 6/1/2019 | CREDIT/CPI CABLE RUNWAY LAI | -41.96 | 2,601.67 |
| 51982987 | 6/14/2019 | 001152 | CENTURYLINK | 1468477479 | 5/15/2019 | PHONES/LONG DISTANCE/INTEF | 3,822.55 | |
| | | Voucher: 45420 | | 1469077399 | 5/23/2019 | LONG DISTANCE | 11.79 | 3,834.34 |
| 51982988 | 6/14/2019 | 001152 | CENTURYLINK | 206-Z20-0051 | 5/20/2019 | PHONES/CITY WIDE | 647.52 | |
| | | Voucher: 45421 | | 253-566-9558 | 6/2/2019 | PW PUMP CALLOUT LINE | 50.20 | 697.72 |

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| Check # | Date | Vendor | Invoice | Inv Date | Description | Amount Paid | Check Total |
|----------|-----------|-----------------------|-----------|-----------|-----------------------------|-------------|-------------|
| 51982990 | 6/14/2019 | 001024 CITY OF TACOMA | 100086165 | 6/4/2019 | POWER/7813 44TH ST W | 7.77 | |
| | Voucher: | 45422 | 100086155 | 6/4/2019 | POWER/7801 40TH ST W | 7.77 | |
| | | | 100615001 | 5/22/2019 | POWER/2247 E DAY ISLAND BLV | 5.90 | |
| | | | 100668522 | 6/5/2019 | WATER/89O2 CHAMBERS CK RD | 121.30 | |
| | | | 100892486 | 5/31/2019 | POWER/6400 BP WAY W | 98.40 | |
| | | | 101088119 | 5/16/2019 | POWER/5800 CIRQUE DR W | 94.04 | |
| | | | 100955347 | 6/4/2019 | POWER/3715 BP WAY W, #E HSE | 87.40 | |
| | | | 100851341 | 5/31/2019 | POWER/6420 CHAMBERS CREEK | 78.20 | |
| | | | 100138171 | 6/4/2019 | POWER/3998 BP WAY W | 74.14 | |
| | | | 100495884 | 6/4/2019 | POWER/3625 DREXLER DR | 70.89 | |
| | | | 100456986 | 5/31/2019 | POWER/5918 HANNAH PIERCE F | 65.74 | |
| | | | 100105615 | 6/4/2019 | POWER/3503 BP WAY W | 53.73 | |
| | | | 100093125 | 5/24/2019 | POWER/8513 33RD ST W #A | 46.89 | |
| | | | 100714386 | 6/4/2019 | POWER/3609 MARKET PL W #20 | 44.23 | |
| | | | 100052902 | 6/4/2019 | POWER/ 3715 BP WAY W/#A HSE | 40.02 | |
| | | | 100156353 | 6/4/2019 | POWER/4720 BP WAY W | 39.40 | |
| | | | 100312961 | 6/4/2019 | POWER/3715 BP WAY W #A3 | 38.50 | |
| | | | 100165190 | 5/23/2019 | POWER/3761 BP WAY W | 35.80 | |
| | | | 100312900 | 6/4/2019 | POWER/3715 BP WAY W #E3 | 34.85 | |
| | | | 100737837 | 5/31/2019 | POWER/5702 BP WAY W | 34.31 | |
| | | | 100897062 | 6/4/2019 | WATER/3600 DREXLER DR W | 34.11 | |
| | | | 100445063 | 6/4/2019 | POWER/3715 BP WAY W, #E2 | 31.11 | |
| | | | 100955346 | 6/4/2019 | POWER/3715 BP WAY W, #D HSE | 30.71 | |
| | | | 100312959 | 6/4/2019 | POWER/3715 BP WAY W, #A1 | 26.81 | |
| | | | 100079046 | 6/4/2019 | POWER/3715 BP WAY W #D5 | 26.66 | |
| | | | 100439837 | 6/4/2019 | POWER/3501 72ND AVENUE CT \ | 23.65 | |
| | | | 100079031 | 6/4/2019 | POWER/3715 BP WAY W, #D4 | 23.07 | |
| | | | 100312960 | 5/3/2019 | POWER/3715 BP WAY W #A2 | 23.00 | |
| | | | 100312905 | 6/4/2019 | POWER/3715 BP WAY W, #A-3A | 23.00 | |
| | | | 100802489 | 6/4/2019 | POWER/3904 BP WAY W | 19.65 | |
| | | | 100068203 | 5/30/2019 | POWER/3715 BP WAY W | 1,781.52 | |
| | | | 100137272 | 6/3/2019 | WATER & POWER/1901 SEAVIEW | 1,339.87 | |
| | | | 100110228 | 6/4/2019 | POWER/3715 BP WAY W #B5 | 993.80 | |
| | | | 100980359 | 5/31/2019 | WATER/6799 CHAMBERS CK RD | 939.41 | |
| | | | 100578632 | 6/4/2019 | WATER/7450 MARKET SQ W | 620.10 | |

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| Check # | Date | Vendor | Invoice | Inv Date | Description | Amount Paid | Check Total |
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| | | | 100565439 | 5/23/2019 | WATER/3761 BP WAY W | 575.16 | |
| | | | 100890034 | 5/31/2019 | WATER/7299 57TH ST CT W | 443.91 | |
| | | | 101117614 | 6/4/2019 | POWER/3612 DREXLER DR W | 397.89 | |
| | | | 100122800 | 6/4/2019 | POWER/4398 BP WAY W | 393.70 | |
| | | | 100668518 | 6/5/2019 | WATER/9600 64TH ST W | 366.33 | |
| | | | 101117614 | 5/3/2019 | POWER/3612 DREXLER DR W | 322.75 | |
| | | | 101088118 | 5/16/2019 | POWER/6100 CIRQUE DR W | 285.14 | |
| | | | 100612293 | 5/31/2019 | POWER/5103 BP WAY W | 265.78 | |
| | | | 101098584 | 6/4/2019 | POWER/7450 MARKET SQ. W | 222.12 | |
| | | | 100087691 | 6/4/2019 | POWER/3697 BRIDGEPORT WAY | 221.87 | |
| | | | 100955345 | 6/4/2019 | WATER/3715 BP WAY W | 209.21 | |
| | | | 100617905 | 6/4/2019 | POWER/3525 BP WAY W | 183.52 | |
| | | | 100142834 | 6/4/2019 | WATER/3715 BRIDGEPORT WAY | 179.22 | |
| | | | 100751205 | 6/4/2019 | WATER/3555 MARKET PLACE WE | 179.22 | |
| | | | 100892483 | 5/31/2019 | POWER/5400 BP WAY W | 169.39 | |
| | | | 100125070 | 5/31/2019 | POWER/5370 BP WAY W | 156.53 | |
| | | | 100156306 | 5/16/2019 | POWER/5400 ALAMEDA AVE W | 148.87 | |
| | | | 100101800 | 6/5/2019 | POWER/6318 GRANDVIEW DR W | 143.06 | 11,879.42 |
| 51982991 | 6/14/2019 | 001108 CITY OF UNIVERSITY PLACE | MAY19 | 6/4/2019 | PETTY CASH FUND/REIMBURSE | 150.68 | 150.68 |
| | | Voucher: 45423 | | | | | |
| 51982992 | 6/14/2019 | 001140 CITY TREASURER | 90906119 | 5/16/2019 | APR19/ HYDRANT USE/SINGLE S | 341.67 | 341.67 |
| | | Voucher: 45424 | | | | | |
| 51982993 | 6/14/2019 | 025161 CITY TREASURER | 131373 | 5/21/2019 | CABLE TV/ATRIUM | 37.08 | 37.08 |
| | | Voucher: 45425 | | | | | |
| 51982994 | 6/14/2019 | 002060 CODE PUBLISHING COMPANY IN63444 | | 5/3/2019 | ANNUAL WEB FEES/MAY19-MAY: | 550.00 | 550.00 |
| | | Voucher: 45426 | | | | | |
| 51982995 | 6/14/2019 | 024565 COMCAST | 849835010094487 | 5/15/2019 | MAY25-JUN24/INTERNET/CITY H. | 150.84 | 150.84 |
| | | Voucher: 45427 | | | | | |
| 51982996 | 6/14/2019 | 023782 COMPLETE OFFICE SOLUTIONS, 1840948-0 | | 5/23/2019 | COPY PAPER | 130.59 | 130.59 |
| | | Voucher: 45428 | | | | | |
| 51982997 | 6/14/2019 | 024347 COPIERS NORTHWEST, INC. | INV1958315 | 5/22/2019 | APR21-MAY20/OVERAGE CHARG | 171.91 | |
| | | Voucher: 45429 | INV1962117 | 5/31/2019 | MAY4-MAY29/OVERAGE CHARGI | 106.01 | |
| | | | INV1960663 | 5/29/2019 | MAY28-JUN27/BASE RATE/APR2 | 97.56 | |
| | | | INV1961571 | 5/30/2019 | APR29-MAY28/OVERAGE CHARG | 21.61 | 397.09 |

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| Check # | Date | Vendor | Invoice | Inv Date | Description | Amount Paid | Check Total |
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| 51982998 | 6/14/2019 | 001737 | DON SMALL & SONS OIL DIST CC154363 | 5/24/2019 | BULK FUEL/PW SHOP | 1,842.50 | 1,842.50 |
| | | Voucher: 45430 | | | | | |
| 51982999 | 6/14/2019 | 026185 | ELLIS PRO MEDIA PI-060 | 5/24/2019 | FINAL PAYMENT/CIVIC CENTER | 69,464.68 | 69,464.68 |
| | | Voucher: 45432 | | | | | |
| 51983000 | 6/14/2019 | 001071 | FEDEX OFFICE 0000131312 | 6/1/2019 | LAMINATION MAPS/IMAGINE PO | 1,131.91 | 1,131.91 |
| | | Voucher: 45434 | | | | | |
| 51983001 | 6/14/2019 | 024894 | FIGUEROA, JAVIER AWC19 | 6/7/2199 | AWC19/HOTEL, PER DIEM/J.FIGL | 969.28 | 969.28 |
| | | Voucher: 45435 | | | | | |
| 51983002 | 6/14/2019 | 001406 | GUARDIAN SECURITY GROUP IN82919 | 6/5/2019 | PREMIUM SINGLE SIDE KEY | 33.22 | 33.22 |
| | | Voucher: 45436 | | | | | |
| 51983003 | 6/14/2019 | 025752 | HAGERTY, PATRICK 00444 | 6/5/2019 | DUCK DAZE PHOTOGRAPHY/PO | 760.00 | 760.00 |
| | | Voucher: 45437 | | | | | |
| 51983004 | 6/14/2019 | 001222 | HOME DEPOT U.S.A., INC. 6035-3225-3196-0 | 5/28/2019 | MISC REPAIR & MAINT SUPPLIE | 724.41 | 724.41 |
| | | Voucher: 45438 | | | | | |
| 51983005 | 6/14/2019 | 001096 | HONEY BUCKET 0551099668 | 5/31/2019 | PORT A POTTY RENTAL/DUCK D | 1,440.00 | 1,440.00 |
| | | Voucher: 45439 | | | | | |
| 51983006 | 6/14/2019 | 001096 | HONEY BUCKET 66064670 | 5/29/2019 | REPAIR OF SEWER PUMP & PUM | 766.55 | 766.55 |
| | | Voucher: 45440 | | | | | |
| 51983007 | 6/14/2019 | 001223 | HUMANE SOCIETY OF TACOMA IVC0002083 | 6/1/2019 | JUN19/BOARDING CONTRACT | 120.00 | 120.00 |
| | | Voucher: 45441 | | | | | |
| 51983008 | 6/14/2019 | 001057 | ICMA MEMBERSHIP 843287 | 4/22/2019 | 2019 MEMBERSHIP DUES/STEP | 1,400.00 | 1,400.00 |
| | | Voucher: 45442 | | | | | |
| 51983009 | 6/14/2019 | 023869 | IMAGE 360 I-15419 | 5/31/2019 | BANNERS/IMAGINE 2045 | 530.22 | 530.22 |
| | | Voucher: 45443 | | | | | |
| 51983010 | 6/14/2019 | 001971 | INK INC 14509 | 5/17/2019 | TSHIRTS/SCREENPRINTING/IMA | 1,395.73 | 1,395.73 |
| | | Voucher: 45444 | | | | | |
| 51983011 | 6/14/2019 | 021616 | KELLEY IMAGING SYSTEMS 24870512 | 5/27/2019 | LEASE/SHARP MX5111N COPIER | 1,052.71 | 1,052.71 |
| | | Voucher: 45445 | | | | | |
| 51983012 | 6/14/2019 | 021616 | KELLEY IMAGING SYSTEMS IN529856 | 5/17/2019 | MATTE PAPER | 133.65 | |
| | | Voucher: 45446 | IN530338 | 5/20/2019 | MATTE PAPER | 106.17 | 239.82 |
| 51983013 | 6/14/2019 | 026242 | KLANCKE, JEFFREY REFUND | 6/6/2019 | REFUND/PERMIT FEE CORRECT | 18.35 | 18.35 |
| | | Voucher: 45447 | | | | | |
| 51983014 | 6/14/2019 | 001960 | KROGER - FRED MEYER STORE\$700070 | 5/25/2019 | #0419182030/FOOD/CITY HALL D | 16.41 | 16.41 |
| | | Voucher: 45448 | | | | | |

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| Check # | Date | Vendor | Invoice | Inv Date | Description | Amount Paid | Check Total | |
|----------|-----------|----------------|--------------------------------------|--------------|-------------|-----------------------------|-------------|-----------|
| 51983015 | 6/14/2019 | 002091 | LEXISNEXIS | 3092053144 | 5/31/2019 | MAY19/ONLINE LEGAL SERVICE | 109.90 | 109.90 |
| | | Voucher: 45449 | | | | | | |
| 51983016 | 6/14/2019 | 026237 | MAGUIRE, DANNI | REFUND | 5/28/2019 | REFUND/BUSINESS NOT IN UP | 50.00 | 50.00 |
| | | Voucher: 45450 | | | | | | |
| 51983017 | 6/14/2019 | 025291 | MCCLUSKEY, DENISE | JUN19 | 5/20/2019 | HEALTHY CITY CONF/PER DIEM/ | 430.24 | 430.24 |
| | | Voucher: 45451 | | | | | | |
| 51983018 | 6/14/2019 | 001352 | MILES RESOURCES, LLC | 294425 | 5/27/2019 | HOT MIX ASPHALT/PATCHING | 1,115.71 | |
| | | Voucher: 45452 | | 294773 | 5/31/2019 | HOT MIXED ASPHALT | 809.90 | 1,925.61 |
| 51983019 | 6/14/2019 | 001378 | MOUNTAIN MIST WATER | 002826818 | 5/31/2019 | #065205/BOTTLED WATER/COUM | 188.23 | |
| | | Voucher: 45453 | | 002769139 | 5/1/2019 | #065205/BOTTLED WATER/COUM | 121.74 | |
| | | | | 002790189 | 5/13/2019 | #075361/BOTTLED WATER/PW SI | 36.57 | |
| | | | | 002814997 | 5/28/2019 | #075361/BOTTLED WATER/PW SI | 27.78 | |
| | | | | 002822729 | 5/29/2019 | #065205/BOTTLED WATER/COUM | 8.79 | 383.11 |
| 51983020 | 6/14/2019 | 002150 | OFFICE DEPOT,INC. | 303332562001 | 4/17/2019 | TAPE MEASURE | 18.05 | |
| | | Voucher: 45454 | | 316759945001 | 5/17/2019 | PAPER ROLLS | 17.44 | |
| | | | | 304100381001 | 4/18/2019 | MISC OFFICE SUPPLIES | 17.40 | |
| | | | | 304120835001 | 4/18/2019 | LARGE DRAWER ORGANIZER | 14.89 | |
| | | | | 304503809001 | 4/18/2019 | CHAIRMAT | 116.45 | |
| | | | | 304504203001 | 4/18/2019 | CHAIRMAT/PEN/THRML PAPER | 103.86 | |
| | | | | 303314438001 | 4/17/2019 | WASTECANS/SWIFFER | 88.27 | |
| | | | | 304670633001 | 4/18/2019 | STRIPS/PICTURE HANGING | 87.10 | |
| | | | | 304665285001 | 4/12/2019 | BOX STORAGE/HOOKS | 65.43 | |
| | | | | 316658864001 | 5/17/2019 | WRISTWREST/MOUSEPAD/TISSI | 60.27 | |
| | | | | 316796794001 | 5/17/2019 | PENS/TAPE/HIGHLIGHTER | 35.11 | 624.27 |
| 51983021 | 6/14/2019 | 003178 | OWENS PRESS, INC. | 26449 | 3/23/2019 | PUBLIC SAFETY/SPECIAL REPOI | 7,510.85 | 7,510.85 |
| | | Voucher: 45455 | | | | | | |
| 51983022 | 6/14/2019 | 001109 | PIERCE COUNTY BUDGET & FIN/CI-269485 | | 5/22/2019 | APR19/SPECIAL OVERTIME | 19,734.05 | |
| | | Voucher: 45456 | | CI-269506 | 5/24/2019 | APR19/ANIMAL CONTROL & SHE | 11,517.40 | 31,251.45 |

Bank : bofa BANK OF AMERICA

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| Check # | Date | Vendor | Invoice | Inv Date | Description | Amount Paid | Check Total |
|----------|-----------|--------|--|--------------|----------------------------|------------------------------|-------------|
| 51983023 | 6/14/2019 | 001588 | PIERCE COUNTY SEWER | 00566276 | 6/2/2019 | SEWER/3715 BP WAY W | 164.88 |
| | Voucher: | 45457 | | 01576712 | 6/2/2019 | SEWER/3609 MARKET PL W/RET | 38.72 |
| | | | | 01576721 | 6/2/2019 | SEWER/3609 MARKET PL W/RET | 38.72 |
| | | | | 01576739 | 6/2/2019 | SEWER/3609 MARKET PL W/RET | 38.72 |
| | | | | 01571443 | 6/2/2019 | SEWER/7520 CIRQUE DR W | 38.72 |
| | | | | 01512692 | 6/2/2019 | SEWER/3555 MARKET PL W | 20.70 |
| | | | | 01633279 | 6/2/2019 | SEWER/1902 SEAVIEW AVE W | 20.70 |
| | | | | 00604682 | 6/2/2019 | SEWER/2917 MORRISON RD W | 20.70 |
| | | | | 00664685 | 6/2/2019 | SEWER/4951 GRANDVIEW DR W | 218.95 |
| 51983024 | 6/14/2019 | 001114 | PITNEY BOWES GLOBAL FIN. SV(3308898860 | 6/10/2019 | INSERTING MACHINE LEASE/MA | 1,732.77 | 1,732.77 |
| | Voucher: | 45458 | | | | | |
| 51983025 | 6/14/2019 | 001114 | PITNEY BOWES GLOBAL FIN. SV(MAY19 | 6/5/2019 | MAY19/ACCT19533470/POSTAGE | 500.00 | 500.00 |
| | Voucher: | 45459 | | | | | |
| 51983026 | 6/14/2019 | 022955 | PLUMB SIGNS, INC. | SIN002410 | 5/8/2019 | CIVIC BLDG/SIGN | 1,060.51 |
| | Voucher: | 45460 | | | | | |
| 51983027 | 6/14/2019 | 001161 | PUGET SOUND ENERGY CORP | 300000009641 | 5/31/2019 | GAS/3715 BP WAY W, #D2 & #A3 | 80.70 |
| | Voucher: | 45462 | | 200000971479 | 5/24/2019 | GAS/4910 BRISTONWOOD DR W | 71.60 |
| | | | | 300000010987 | 5/31/2019 | GAS/3715 BP WAY W, #E2 | 48.69 |
| | | | | 220008861142 | 5/29/2019 | GAS/3715 BP WAY W, #BLDG D1 | 38.38 |
| | | | | 220014491314 | 5/29/2019 | GAS/3715 BP WAY W #E1 | 36.00 |
| | | | | 200014542258 | 5/29/2019 | GAS/7450 MARKET SQ W | 36.00 |
| 51983028 | 6/14/2019 | 026241 | RAINIER TITLE LLC | 4492513 | 5/17/2019 | EXCISE TAX RECEIPT 4492513/S | 50.00 |
| | Voucher: | 45463 | | | | | |
| 51983029 | 6/14/2019 | 021712 | SARCO SUPPLY | 1121560 | 5/30/2019 | PARKS RESTROOM SUPPLIES | 246.17 |
| | Voucher: | 45464 | | | | | |
| 51983030 | 6/14/2019 | 025855 | SMARSH, INC. | INV00511768 | 5/31/2019 | MAY19/MEDIA ARCHIVING SERVI | 625.80 |
| | Voucher: | 45465 | | | | | |
| 51983031 | 6/14/2019 | 024960 | SOUND PUMP & EQUIPMENT CO 25641 | | 5/23/2019 | CURB HOSE | 142.17 |
| | Voucher: | 45466 | | | | | |
| 51983032 | 6/14/2019 | 001317 | SUGG, STEPHEN | AWC19 | 5/20/2019 | AWC CONF/PER DIEM/S.SUGG | 130.00 |
| | Voucher: | 45467 | | | | | |
| 51983033 | 6/14/2019 | 025311 | TACOMA WINSUPPLY, INC. | 056420 01 | 5/24/2019 | PVC PIPE | 345.09 |
| | Voucher: | 45468 | | | | | |
| 51983034 | 6/14/2019 | 001326 | TUCCI & SONS INC | 61367 | 5/23/2019 | HOT MIXED ASPHALT | 511.75 |
| | Voucher: | 45469 | | | | | |

Bank : bofa BANK OF AMERICA

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| Check # | Date | Vendor | Invoice | Inv Date | Description | Amount Paid | Check Total | |
|---------------------------------------|-----------|----------------|---|----------------|-------------------|-----------------------------|-------------------|-----------|
| 51983035 | 6/14/2019 | 001394 | UNITED RENTALS NW INC | 169524015-001 | 5/22/2019 | REPAIR/JOYSTICK & CONNECT | 768.70 | 768.70 |
| | | Voucher: 45470 | | | | | | |
| 51983036 | 6/14/2019 | 025336 | US BANK | 745000006 | 5/31/2019 | CUSTOMER #745000006/MAY19/I | 26.00 | 26.00 |
| | | Voucher: 45471 | | | | | | |
| 51983037 | 6/14/2019 | 025399 | VASSEY NURSERY, LLC | 05252019 | 5/25/2019 | SUN & SHADE BASKETS/COCCC | 11,151.11 | 11,151.11 |
| | | Voucher: 45472 | | | | | | |
| 51983038 | 6/14/2019 | 001337 | WA CITY COUNTY MGMT ASSN | 2019DUES | 5/20/2019 | 2019 MEMBERSHIP DUES/S.SUG | 315.00 | 315.00 |
| | | Voucher: 45473 | | | | | | |
| 51983039 | 6/14/2019 | 001032 | WA STATE | 90112019050059 | 6/3/2019 | MAY19/TELECOMMUNICATIONS | 315.28 | 315.28 |
| | | Voucher: 45474 | | | | | | |
| 51983040 | 6/14/2019 | 022590 | WA STATE DEPT OF TRANSPORTRE-313-ATB90514 | 5/14/2019 | APR19/BP WAY PH 4 | 396.62 | 396.62 | |
| | | Voucher: 45476 | | | | | | |
| 51983041 | 6/14/2019 | 024399 | WELLS FARGO FINANCIAL LEASING | 5006340674 | 5/23/2019 | JUN19-JUL18/LEASE FOR LEXM/ | 95.44 | 95.44 |
| | | Voucher: 45477 | | | | | | |
| 51983042 | 6/14/2019 | 024849 | WEST COAST SIGNS | 052419 | 5/24/2019 | PRINTING AND INSTALLATION/W | 857.22 | 857.22 |
| | | Voucher: 45478 | | | | | | |
| 51983043 | 6/14/2019 | 023675 | ZEE MEDICAL INC. | 68379364 | 6/4/2019 | AED ELECTRODES/CHARGER/C | 207.40 | 207.40 |
| | | Voucher: 45479 | | | | | | |
| Sub total for BANK OF AMERICA: | | | | | | | 213,482.31 | |

75 checks in this report.

Grand Total All Checks: 213,482.31

Memo

DATE: July 1, 2019
TO: City Council
FROM: Leslie Blaisdell, Finance Director
SUBJECT: 2019/2020 Biennial Budget Carryforward Adjustment



Before you tonight on the consent agenda is the 2019/2020 Carryforward Budget Adjustment. The adjustments recognize the carryforward of funding from the 2018 budget for re-appropriation in 2019. The adjustments were studied by council on June 3, 2019 and a Public Hearing was held on June 17, 2019.

The re-appropriation is comprised primarily of beginning fund balance adjustments, LRF balances, new and continuing grant funding and additional funding for final City Hall and Police Department items. Notwithstanding the changes, the City's financial position overall, as reflected in the financial forecast, has not materially changed.

The most significant change you'll note is in our Restricted Funds. This change is mostly reflective of carry forwards in revenues and expenditures in Parks CIP, Public Works CIP and Municipal CIP. Please note that appropriations for capital improvements are continuing in nature and do not lapse at the end of the year.

With regard to Public Works CIP, we are carrying forward previously budgeted 2018 project expenditures into 2019 for Public Works CIP totaling approximately \$8.9 million.

Additionally, there are three new grant projects: Cirque/56th Phase 3; 67th Avenue Phase 2; and University Place Main Street Redevelopment totaling 2.8M. Matching funds for the Cirque and 67th Street projects come from Surface Water Management, Arterial Street, and Real Estate Excise Tax Funds. The Match for UP Main Street Redevelopment is a General Fund transfer.

In the Municipal CIP Fund, we are carrying forward previously budgeted 2018 project expenditures into 2019 totaling approximately \$3.3 million. We are also added funding in the amount of \$240,000 for demolition of the Windmill Village buildings, \$175,000 for final City Hall/Police Station completion needs and \$145,000 for the first floor Gallery space.

Other significant budgetary changes are identified below.

Revenue Adjustments

There are very few revenue adjustments. We propose revenue projection adjustments as follows:

- General Fund: Increase the franchise fees for water and electric by \$135,000
- General Fund: Decrease utility tax projections for cellular by \$56,200
- Police/Public Safety: New grant funding \$6,041

Remaining revenue adjustments are Interfund transfers related to CIP project carryforwards and adjustments to Beginning Fund balances.

Expenditure Adjustments

In addition to the changes in the CIP funds outlined above, the most significant expenditure adjustments are as follows:

Excluding interfund transfers, we propose expenditure projection changes in the General Fund of approximately \$361,000. Major changes include:

- Carryforward of the Capital Restricted monies in UPTV in amount of \$304,699;
- Add \$20,000 for Form Based Code renderings;
- Increase economic development expenditures as follows:
 - Subarea Plan (\$22,000).

We propose increasing expenditure projections in the Development Services Fund overall by approximately \$52,000. Changes include:

- Carryforward SubArea Plan expenditures of \$30,000;
- Increase one part-time staff to fulltime in the amount of \$17,621, this is covered by fees;
- Carryforward restricted Tree Account funds of \$4,593.

We propose carrying forward 2018 expenditures for use in 2019 in the Internal Services Fund overall by \$493,044. Most changes are IT related.

In other funds, we propose the following:

- Increasing the Strategic Reserve by \$60,000, pursuant to council goals

Financial Forecast

The financial forecast has been updated to include all the carryforward adjustments. All existing services and legal and contractual obligations can be met with existing revenues through the forecast period.

**CITY OF UNIVERSITY PLACE
FINANCIAL FORECAST - 2019 Through 2029
ENDING FUND BALANCES**

| | 12/31/2019 Adopted | 12/31/2019 Revised | 12/31/2020 Adopted | 12/31/2020 Revised | 12/31/2021 Projected | 12/31/2022 Projected | 12/31/2023 Projected | 12/31/2024 Projected | 12/31/2025 Projected | 12/31/2026 Projected | 12/31/2027 Projected | 12/31/2028 Projected | 12/31/2029 Projected |
|-----------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| General Fund - Unreserved | \$1,603,923 | \$1,685,812 | \$1,180,536 | \$1,288,176 | \$1,693,904 | \$1,830,609 | \$1,922,529 | \$1,891,267 | \$1,823,029 | \$1,608,671 | \$1,547,528 | \$1,411,664 | \$1,096,387 |
| Police/Public Safety Fund | 4,165,366 | 4,631,123 | 4,696,471 | 5,162,228 | 5,055,719 | 4,858,492 | 4,566,612 | 4,176,011 | 3,682,477 | 3,081,659 | 2,369,054 | 1,540,006 | 589,702 |
| Parks Fund | 50,000 | 71,505 | 50,000 | 71,505 | 71,505 | 71,505 | 71,505 | 71,505 | 71,505 | 71,505 | 71,505 | 71,505 | 71,505 |
| Development Services Fund | 0 | 118,811 | 0 | 92,048 | 92,048 | 92,048 | 92,048 | 92,048 | 92,048 | 92,048 | 92,048 | 92,048 | 92,048 |
| General Fund - Reserved EFB | 3,100,000 | 1,910,000 | 3,100,000 | 1,910,000 | 2,482,801 | 2,482,801 | 3,427,607 | 3,427,607 | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 |
| | 8,919,289 | 8,417,251 | 9,027,007 | 8,523,957 | 9,395,978 | 9,335,455 | 10,080,301 | 9,658,438 | 9,669,060 | 8,853,883 | 8,080,135 | 7,115,223 | 5,849,642 |
| Street Fund | 923,274 | 1,060,135 | 992,118 | 1,128,979 | 1,168,202 | 1,176,709 | 1,153,368 | 1,097,011 | 1,006,432 | 880,387 | 717,592 | 525,777 | 303,666 |
| Internal Service Funds* | 889,258 | 395,542 | 889,258 | 395,542 | 395,542 | 395,542 | 395,542 | 395,542 | 395,542 | 395,542 | 395,542 | 395,542 | 395,542 |
| Strategic Reserve | 1,000,000 | 1,060,000 | 1,000,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 |
| Sub Total | 2,812,532 | 2,515,677 | 2,881,376 | 2,584,521 | 2,623,744 | 2,632,251 | 2,608,910 | 2,552,553 | 2,461,974 | 2,335,929 | 2,173,134 | 1,981,319 | 1,759,208 |
| Other Restricted Funds** | 4,164,524 | 6,638,653 | 3,206,524 | 5,765,653 | 6,507,572 | 6,596,101 | 6,154,460 | 6,687,552 | 6,868,715 | 7,431,876 | 7,681,708 | 8,108,590 | 8,428,286 |
| Grand Total | \$15,896,344 | \$17,571,580 | \$15,114,908 | \$16,874,132 | \$18,527,293 | \$18,563,807 | \$18,843,671 | \$18,898,543 | \$18,999,748 | \$18,621,688 | \$17,934,977 | \$17,205,132 | \$16,037,136 |

*Internal Service Funds: IT Fund, Fleet Fund, Property Management, Risk Management Fund Balance reflects Assets and cash.

**Restricted Funds: Arterial Street Fund, Real Estate Excise Tax Fund, Traffic Impact Fee Fund, LRF Fund, Transportation Benefit District, SWM Fund, Debt Service Fund, Paths & Trails Fund, CIP Funds, Donations Fund

**Business of the City Council
City of University Place, WA**

Proposed Council Action:

Pass an Ordinance amending the 2019-2020 Biennial Budget for the 2018 Carryforward appropriations and adjustments.

Agenda No: 7C

Dept. Origin: Finance Department

For Agenda of: July 1, 2019

Exhibits: Ordinance, Exhibits A1 & A2

Concurred by Mayor: _____

Approved by City Manager: _____

Approved as to Form by City Atty.: _____

Approved by Finance Director: _____

Approved by Dept. Head: _____

| | | |
|---------------------------------------|----------------------------------|---|
| Expenditure Required: \$88,826,928 | Amount Budgeted: \$67,561,950 | Appropriation Required: \$21,264,978 |
|---------------------------------------|----------------------------------|---|

SUMMARY / POLICY ISSUES

The attached budget ordinance recognizes the carry forward of funding from 2018 and re-appropriation in 2019. The re-appropriation is comprised primarily of beginning fund balance and capital improvement projects (public works, parks, and municipal facilities) that were appropriated in 2018 and will continue in 2019. Appropriations for capital improvement funds are continuing in nature and do not lapse at the end of the year. Adjustments also include revenue adjustments to various tax line items. The ordinance is now being forth to the City Council for approval.

ALTERNATIVES CONSIDERED

None.

BOARD OR COMMITTEE RECOMMENDATION

At its June 3, 2019 meeting, the City Council reviewed and discussed these changes during Study Session. A public hearing was held on June 17, 2019.

RECOMMENDATION / MOTION

MOVE TO: Pass an Ordinance amending the 2019-2020 Biennial Budget for the 2018 Carryforward appropriations and adjustments.

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE,
WASHINGTON, RELATING TO BUDGETS AND FINANCE, REVISING THE 2019/2020
BUDGET AMENDING SECTION 1 OF ORDINANCE NO. 712**

WHEREAS, certain revisions to the 2019/2020 biennial budget are necessary;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE,
WASHINGTON, DOES ORDAIN AS FOLLOWS:**

Section 1. 2019/2020 Amended Budget. Ordinance 712, Section 1, is amended to adopt the revised budget for the 2019-2020 biennium in the amounts and for the purposes as shown on the attached Exhibits A-1 and A-2.

Section 2. Severability. The provisions of this ordinance are declared 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 the ordinance, or the validity of its application to other persons or circumstances.

Section 3. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

Section 4. Published and Effective Date. A summary of this ordinance consisting of its title shall be published in the official Newspaper of the City. This ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON JULY 1, 2019.

Kent Keel, Mayor

ATTEST:

Emelita J. Genetia, City Clerk

APPROVED AS TO FORM:

Matthew S. Kaser, City Attorney

Date of Publication: xx/xx/xx

Effective Date: xx/xx/xx

**EXHIBIT A-1
CITY OF UNIVERSITY PLACE
2019 Amended Budget**

| FUND | REVENUES & OTHER SOURCES | | | EXPENDITURES & OTHER USES | | | ENDING BALANCE |
|---|--------------------------------|-------------------|-------------------|---------------------------------|-------------------|-------------------|-------------------|
| | Adopted | Adjust | Revised | Adopted | Adjust | Revised | Balance |
| Operating | | | | | | | |
| General | | | | | | | |
| 001 General | \$ 14,002,198 | 1,665,229 | 15,667,427 | \$ 9,298,276 | 2,773,339 | 12,071,615 | 3,595,812 |
| Special Revenue | | | | | | | |
| 101 Street | 2,833,975 | 166,480 | 3,000,455 | 1,910,701 | 29,619 | 1,940,320 | 1,060,135 |
| 102 Arterial Street | 295,813 | 130,272 | 426,085 | 216,666 | 125,567 | 342,233 | 83,852 |
| 103 Real Estate Excise Tax | 2,173,879 | 602,712 | 2,776,591 | 1,488,594 | 101,544 | 1,590,138 | 1,186,453 |
| 104 Parks and Recreation | 778,959 | 21,505 | 800,464 | 728,959 | - | 728,959 | 71,505 |
| 105 Traffic Impact Fees | 1,047,540 | 124,937 | 1,172,477 | - | - | - | 1,172,477 |
| 106 Transportation Benefit District | 50,000 | 48,881 | 98,881 | 50,000 | 48,881 | 98,881 | - |
| 107 Development Services | 1,661,171 | 171,025 | 1,832,196 | 1,661,171 | 52,214 | 1,713,385 | 118,811 |
| 108 LRF | 500,000 | 1,762,440 | 2,262,440 | 500,000 | 100,430 | 600,430 | 1,662,010 |
| 109 Police/Public Safety Fund | 9,609,868 | 461,369 | 10,071,237 | 5,444,502 | (4,388) | 5,440,114 | 4,631,123 |
| 188 Strategic Reserve | 1,000,000 | 60,000 | 1,060,000 | - | - | - | 1,060,000 |
| Sub-total Special Revenue | 19,951,205 | 3,549,621 | 23,500,826 | 12,000,593 | 453,867 | 12,454,460 | 11,046,366 |
| Enterprise | | | | | | | |
| 401 Surface Water Mgmt | 3,780,260 | 2,478,253 | 6,258,513 | 3,194,763 | 2,229,617 | 5,424,380 | 834,133 |
| Sub-total Enterprise | 3,780,260 | 2,478,253 | 6,258,513 | 3,194,763 | 2,229,617 | 5,424,380 | 834,133 |
| Debt Service | | | | | | | |
| 201 Debt Service | 3,338,607 | - | 3,338,607 | 3,334,564 | - | 3,334,564 | 4,043 |
| Sub-total Debt Service | 3,338,607 | - | 3,338,607 | 3,334,564 | - | 3,334,564 | 4,043 |
| Total Operating | 41,072,270 | 7,693,103 | 48,765,373 | 27,828,196 | 5,456,823 | 33,285,019 | 15,480,354 |
| Capital Improvement | | | | | | | |
| 301 Parks CIP | 2,613,012 | 24,290 | 2,637,302 | 850,000 | 91,617 | 941,617 | 1,695,685 |
| 302 Public Works CIP | 1,256,565 | 11,781,604 | 13,038,169 | 1,256,565 | 11,781,604 | 13,038,169 | - |
| 303 Municipal Facilities CIP | - | 3,889,594 | 3,889,594 | - | 3,889,594 | 3,889,594 | - |
| Sub-total CIP | 3,869,577 | 15,695,488 | 19,565,065 | 2,106,565 | 15,762,815 | 17,869,380 | 1,695,685 |
| Internal Service | | | | | | | |
| 501 Fleet & Equipment | 958,807 | (502,128) | 456,679 | 207,950 | - | 207,950 | 248,729 |
| 502 Information Technology & Services | 1,559,442 | 455,275 | 2,014,717 | 1,429,850 | 455,275 | 1,885,125 | 129,592 |
| 505 Property Management | 742,080 | 46,181 | 788,261 | 733,271 | 37,769 | 771,040 | 17,221 |
| 506 Risk Management | 145,800 | - | 145,800 | 145,800 | - | 145,800 | - |
| Sub-total Internal Service | 3,406,129 | (672) | 3,405,457 | 2,516,871 | 493,044 | 3,009,915 | 395,542 |
| Non-Annually Budgeted | | | | | | | |
| 150 Donations and Gifts to University Place | - | 23,860 | 23,860 | - | 23,860 | 23,860 | - |
| Sub-total Non-Annually Budgeted | - | 23,860 | 23,860 | - | 23,860 | 23,860 | - |
| Total Budget | 48,347,976 | 23,411,779 | 71,759,755 | 32,451,632 | 21,736,542 | 54,188,174 | 17,571,581 |

**EXHIBIT A-2
CITY OF UNIVERSITY PLACE
2020 Amended Budget**

| FUND | REVENUES & OTHER SOURCES | | | EXPENDITURES & OTHER USES | | | ENDING BALANCE |
|---|--------------------------------|------------------|-------------------|---------------------------------|------------------|-------------------|-------------------|
| | Adopted | Adjust | Revised | Adopted | Adjust | Revised | |
| Operating | | | | | | | |
| General | | | | | | | |
| 001 General | \$ 13,579,888 | (1,155,686) | 12,424,202 | \$ 9,299,352 | (73,327) | 9,226,025 | 3,198,177 |
| Special Revenue | | | | | | | |
| 101 Street | 3,077,475 | 136,861 | 3,214,336 | 2,085,357 | - | 2,085,357 | 1,128,979 |
| 102 Arterial Street | 296,873 | 4,705 | 301,578 | 219,915 | - | 219,915 | 81,663 |
| 103 Real Estate Excise Tax | 1,998,285 | 501,168 | 2,499,453 | 1,475,856 | (40,000) | 1,435,856 | 1,063,597 |
| 104 Parks and Recreation | 793,970 | 21,505 | 815,475 | 743,970 | - | 743,970 | 71,505 |
| 105 Traffic Impact Fees | 1,287,834 | 124,937 | 1,412,771 | 800,000 | - | 800,000 | 612,771 |
| 106 Transportation Benefit District | - | - | - | - | - | - | - |
| 107 Development Services | 1,716,537 | 118,811 | 1,835,348 | 1,716,537 | 26,763 | 1,743,300 | 92,048 |
| 108 LRF | 500,000 | 1,662,010 | 2,162,010 | 500,000 | - | 500,000 | 1,662,010 |
| 109 Police/Public Safety Fund | 10,281,613 | 465,757 | 10,747,370 | 5,585,142 | - | 5,585,142 | 5,162,228 |
| 188 Strategic Reserve | 1,000,000 | 60,000 | 1,060,000 | - | - | - | 1,060,000 |
| Sub-total Special Revenue | 20,952,587 | 3,095,754 | 24,048,341 | 13,126,777 | (13,237) | 13,113,540 | 10,934,801 |
| Enterprise | | | | | | | |
| 401 Surface Water Mgmt | 3,438,087 | 248,636 | 3,686,723 | 2,723,769 | (45,000) | 2,678,769 | 1,007,954 |
| Sub-total Enterprise | 3,438,087 | 248,636 | 3,686,723 | 2,723,769 | (45,000) | 2,678,769 | 1,007,954 |
| Debt Service | | | | | | | |
| 201 Debt Service | 3,330,207 | - | 3,330,207 | 3,326,164 | - | 3,326,164 | 4,043 |
| Sub-total Debt Service | 3,330,207 | - | 3,330,207 | 3,326,164 | - | 3,326,164 | 4,043 |
| Total Operating | 41,300,769 | 2,188,704 | 32,567,909 | 28,476,062 | (131,564) | 28,344,498 | 15,144,975 |
| Capital Improvement | | | | | | | |
| 301 Parks CIP | 3,484,942 | (67,327) | 3,417,615 | 2,084,000 | - | 2,084,000 | 1,333,615 |
| 302 Public Works CIP | 2,434,617 | (340,000) | 2,094,617 | 2,434,617 | (340,000) | 2,094,617 | - |
| 303 Municipal Facilities CIP | - | - | - | - | - | - | - |
| Sub-total CIP | 5,919,559 | (407,327) | 5,512,232 | 4,518,617 | (340,000) | 4,178,617 | 1,333,615 |
| Internal Service | | | | | | | |
| 501 Fleet & Equipment | 987,232 | (502,128) | 485,104 | 236,375 | - | 236,375 | 248,729 |
| 502 Information Technology & Services | 1,206,956 | - | 1,206,956 | 1,077,364 | - | 1,077,364 | 129,592 |
| 505 Property Management | 659,372 | 8,412 | 667,784 | 650,563 | - | 650,563 | 17,221 |
| 506 Risk Management | 151,337 | - | 151,337 | 151,337 | - | 151,337 | - |
| Sub-total Internal Service | 3,004,897 | (493,716) | 2,511,181 | 2,115,639 | - | 2,115,639 | 395,542 |
| Non-Annually Budgeted | | | | | | | |
| 621 Endowment | - | - | - | - | - | - | - |
| 150 Donations and Gifts to University Place | - | - | - | - | - | - | - |
| Sub-total Non-Annually Budgeted | - | - | - | - | - | - | - |
| Total Budget | 50,225,225 | 1,287,661 | 40,591,322 | 35,110,318 | (471,564) | 34,638,754 | 16,874,132 |

PUBLIC HEARING

**Business of the City Council
City of University Place, WA**

Proposed Council Action:

Adopt a Resolution approving the Six-Year Transportation Improvement Plan for years 2020 to 2025.

Agenda No: 8
Dept. Origin: City Engineering
For Agenda of: July 1, 2019
Exhibits: 6-Year TIP 2020-2025 Resolution

Concurred by Mayor: _____
Approved by City Manager: _____
Approved as to form by City Atty.: _____
Approved by Finance Director: _____
Approved by Department Head: _____

| | | |
|---------------------------------|----------------------------|-----------------------------------|
| Expenditure Required: \$0.00 | Amount Budgeted: \$0.00 | Appropriation Required: \$0.00 |
|---------------------------------|----------------------------|-----------------------------------|

SUMMARY / POLICY ISSUES

The City of University Place is required by state law to adopt and annually update a Six-Year Transportation Improvement Plan (TIP). This TIP covers the years of 2020-2025.

The primary changes to the TIP include the following:

- 2 projects have been/will be completed in 2019 and have been removed: Bridgeport Phase 4; and the 67th Avenue Overlay.
- A project has been added for the replacement of the Chambers Creek Bridge (Project #34).
- Project schedules and costs have been updated

Approval of the Six-Year Transportation Plan does not commit the City to any financial expenditures. Rather, each project will be reviewed individually by the City Council in each relevant budget cycle as a component of the Capital Improvement Plan. Approval of the Six-Year Transportation Plan, however, does create eligibility for the City to apply for various grant opportunities. Many grant funding sources require a project in question to appear in the City's TIP. In addition, the TIP provides an indication to other jurisdictions of the City's planning direction for transportation needs.

ALTERNATIVES CONSIDERED

The Six-Year Transportation Plan has been prepared using the information obtained from Council discussions, public input, and staff experience and expertise.

RECOMMENDATION / MOTION

MOVE TO: Adopt a Resolution approving the Six-Year Transportation Improvement Plan for years 2020 – 2025.

RESOLUTION NO. ____

A RESOLUTION OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, AMENDING THE SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM, AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND THE PUGET SOUND REGIONAL COUNCIL

WHEREAS, RCW 35.77.010 requires the City to adopt a comprehensive transportation program; and,

WHEREAS, a Six-Year Transportation Improvement Program (TIP) is an important consideration in the City's long range planning; and,

WHEREAS, a TIP will be a tool to help the City plan the directions it will consider in the future; and

WHEREAS, street and arterial needs are important considerations to the City; and

WHEREAS, following a Public Hearing on March 4, 1996, the proposed Six-Year Transportation Improvement Program was adopted; and

WHEREAS, the Six-Year Transportation Plan was amended on November 17, 1997 August 17, 1998, and July 6, 1999; and August 21, 2000, August 6, 2001, September 16, 2002, August 4, 2003, November 1, 2004, September 6, 2005, September 18, 2006, November 6, 2006, March 24, 2008, November 10, 2008 and October 5, 2009; October 18, 2010; October 24, 2011; April 30, 2012; October 15, 2012; September 16, 2013; April 14, 2014; September 8, 2015; August 1, 2016; August 7, 2017; April 16, 2018; and July 16, 2018; and

WHEREAS, a public hearing was held on the Amended Six-Year Transportation Improvement Plan on Monday, July 1, 2019;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, AS FOLLOWS:

Section 1. Program Adopted. The revised Six-Year Transportation Improvement Program for the City of University Place, a copy of which is attached hereto as Exhibit A, which program sets forth project locations, type of improvement and the estimated cost thereof, is hereby adopted and approved.

Section 2. Filing of Program. The City Clerk is hereby authorized and directed to file a copy of this Resolution, together with the Exhibit attached hereto, with the Secretary of Transportation and the Puget Sound Regional Council.

Section 3. Effective Date. This Resolution shall take effect immediately upon signing.

ADOPTED BY THE CITY COUNCIL ON JULY 1, 2019.

Kent Keel, Mayor

ATTEST:

Emelita Genetia, City Clerk

APPROVED AS TO FORM:

Matthew S. Kaser, City Attorney

MPO: **PSRC Puget Sound Regional Council**
 Agency: **CITY OF UNIVERSITY PLACE**
 County: **Pierce County**

City of University Place, WA.
Six-Year Transportation Plan
 2020 - 2025

Adoption Date: _____

Resolution Number: _____

Improvement Type: 01-New Construction; 05-Minor Widening; 06-Other Enhancements; 07-Resurfacing; 12-Safety/Traffic Ops; 32-Non Motor Vehicle
 Utilities Legend: G-Gas, C-Cable TV, P-Power, S-Sewer, T-Telephone, W-Water, O-Other
 Functional Classification: 00 - No Class; 14 - Major; 16 - Minor; 17 - Collector; 19 - Local

(Project Costs in 2020 Dollars X 1000)

| Functional Class. | Fund Status | Project Identification | Improvement Type | Length (miles) | Utility Codes | Start Date | Federal Fund Code | FF Cost by Phase | Phase Data | | | Total | Expenditure Schedule (Local Agency Use) | | | | | |
|-------------------|-------------|---|------------------|----------------|---------------|--------------------------------|-------------------|------------------|-----------------|--------------|--------------|--------------|---|----------|----------|-------------------|-------|-------|
| | | | | | | | | | State Fund Code | State Funds | Local Funds | | 1st 2020 | 2nd 2021 | 3rd 2022 | 4th-6th 2023-2025 | | |
| 16 | P/F | 1 - 56th St/Cirque Dr Corridor Phase 3 City of University Place Grandview Drive to 83rd Ave | 06 | 1.500 | G C P S T W | PE / 19 RW / N/A CN / 20 | F* | 100 | | | 15 | 115 | PE | 0 | 0 | 0 | 0 | |
| | | Curb & gutter, bike lane, sidewalk, street lights and landscaping on both sides where none exist | | | | Signalized crosswalk | F** | 1,785 | | | 315 | 2,100 | RW | 0 | 0 | 0 | 0 | |
| | | *PE funded under joint UP/Tacoma corridor design grant | | | | | | | | | | | CN | 1,800 | 300 | 0 | 0 | |
| | | **Local funds are available/secured | | | | | | | | | | | Total | 1,800 | 300 | 0 | 0 | |
| | | PROJECT TOTAL | | | | | | 1,885 | | 0 | 330 | 2,215 | | | | | | |
| 16 | P | 2 - Mildred St/Regents Intersection Improvements City of University Place Int of 67th Ave and Regents Blvd | 12 | 0.341 | G C P S T W | PE / 21 RW / 22 CN / 23 | | | | P | 100 | 100 | PE | 0 | 100 | 0 | 0 | |
| | | Construct intersection improvements | | | | | | | | P | 150 | 150 | RW | 0 | 0 | 150 | 0 | |
| | | | | | | | | | | P | 825 | 825 | CN | 0 | 0 | 0 | 825 | |
| | | PROJECT TOTAL | | | | | | 0 | | 1,075 | 0 | 1,075 | Total | 0 | 100 | 150 | 825 | |
| 16 | P | 3- 27th St W - Undergrounding City of University Place Grandview Drive to Bridgeport Way | 06 | 0.625 | G C P S T W | PE / 24 RW / N/A CN / 25 | | | | | 0 | 20 | PE | 0 | 0 | 0 | 20 | |
| | | Underground utilities | | | | | | | | | 0 | 0 | RW | 0 | 0 | 0 | 0 | |
| | | | | | | | | | | | 0 | 1,200 | CN | 0 | 0 | 0 | 1,200 | |
| | | PROJECT TOTAL | | | | | | 0 | | 0 | 1,220 | 1,220 | Total | 0 | 0 | 0 | 1,220 | |
| 16 | P | 4 - Cirque/67th Intersection City of University Place Cirque Drive and 67th Avenue Intersection | 12 | n/a | G C P S T W | PE / 22 RW / 23 CN / 24 | | | | | 0 | 60 | PE | 0 | 0 | 60 | 0 | |
| | | Construct intersection improvements | | | | | | | | | 0 | 100 | RW | 0 | 0 | 0 | 100 | |
| | | | | | | | | | | | 0 | 340 | CN | 0 | 0 | 0 | 340 | |
| | | PROJECT TOTAL | | | | | | 0 | | 0 | 500 | 500 | Total | 0 | 0 | 60 | 440 | |
| 16 | P | 5 - Chambers Creek Rd/Chambers Ln Phase 1 City of University Place 81st Ave W (Charles Wright) to Bridgeport Way | 06 | 1.420 | G C P S T W | PE / 21 RW / N/A CN / 22 | F** | 255 | | | 0 | 45 | 300 | PE | 0 | 300 | 0 | 0 |
| | | Construct curb, gutter, sidewalk and bike lane both sides, with intersection improvements and signalized crosswalk | | | | | F** | 1,823 | | | 0 | 0 | 0 | RW | 0 | 0 | 0 | 0 |
| | | **Local funds are available/secured | | | | | | | | | 0 | 322 | 2,145 | CN | 0 | 0 | 2,145 | 0 |
| | | PROJECT TOTAL | | | | | | 2,078 | | 0 | 367 | 2,445 | Total | 0 | 300 | 2,145 | 0 | |
| 16 | P | 6 - Chambers Creek Rd Phase 2 City of University Place 64th Street to 81st Ave W (Charles Wright) | 06 | 1.420 | G C P S T W | PE / 22 RW / 23 CN / 24 | P | 100 | | | 0 | 16 | 116 | PE | 0 | 0 | 116 | 0 |
| | | Construct curb, gutter, sidewalk and bike lane both sides, with intersection improvements and crossings | | | | | P | 285 | | | 0 | 45 | 330 | RW | 0 | 0 | 0 | 330 |
| | | | | | | | P | 1,800 | | | 0 | 281 | 2,081 | CN | 0 | 0 | 0 | 2,081 |
| | | PROJECT TOTAL | | | | | | 2,185 | | 0 | 342 | 2,527 | Total | 0 | 0 | 116 | 2,411 | |

| Functional Class. | Fund Status | Project Identification | Improvement Type | Length (miles) | Utility Codes | Start Date | Phase Data | | | | Total | Expenditure Schedule (Local Agency Use) | | | | | |
|--|-------------|--|------------------|----------------|---------------|-------------------------------|-------------------|---------------------|-----------------|------------------|---------------------|---|-------------------------|----------------------|------------------------------|--------------------------|------------------|
| | | | | | | | Federal Fund Code | FF Cost by Phase | State Fund Code | State Funds | | Local Funds | 1st 2020 | 2nd 2021 | 3rd 2022 | 4th-6th 2023-2025 | |
| 14 | P | 7 - Chambers Creek Trail Connection Phillips Rd to Bridgeport City of University Place Phillips Rd to Bridgeport Way* | 06 | 1.000 | G C P S T W | PE / 20 RW / NA CN / 21 | P** P** P** | 150 0 1,730 | | 0 | 24 0 270 | 174 0 2,000 | PE RW CN Total | 0 0 0 0 | 174 0 0 174 | 0 0 2,000 2,000 | 0 0 0 0 |
| Construct multi use path from Phillips Road to Bridgeport Way with connections to the Chambers Creek trail system. Construct new pedestrian/bicycle bridge across Chambers/Leach Creek *Project is part of a multi-jurisdictional trail improvement project. The portion of this connection between Leach Creek and Phillips Road is in the City of Lakewood **Local funds are available/secured | | | | | | | | PROJECT TOTAL | 1,880 | 0 | 294 | 2,174 | | | | | |
| 8 -Not Used | | | | | | | | | | | | | | | | | |
| 17 | P | 9- 44th Street W Phase 1b City of University Place Bridgeport Way to 67th Avenue | 06 | 0.511 | G C P S T W | PE / 23 RW / 24 CN / 25 | P P P | 87 78 690 | | 13 12 110 | 100 90 800 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 100 90 800 990 | |
| Construct curbs, gutters, sidewalks, bike lanes, street lighting and landscaping south side of the street | | | | | | | | PROJECT TOTAL | 855 | 0 | 135 | 990 | | | | | |
| 17 | P | 10 - Alameda North Phase 2 City of University Place Cirque Drive W to 44th St W | 01 | 1.023 | G C P S T W | PE / 23 RW / 24 CN / 25 | P P P | 86 43 1,522 | | 14 7 238 | 100 50 1,760 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 50 1,760 1,910 | | |
| Construct curbs, gutters, sidewalks, bike lane, street lights west side | | | | | | | | PROJECT TOTAL | 1,651 | 0 | 259 | 1,910 | | | | | |
| 16 | F/P | 11 - 67th Avenue - Phase 1 City of University Place Regents Blvd to 40th St | 06 | 1.000 | G C P S T W | PE / 19 RW / 21 CN / 24 | F P** P** | 259 623 3,460 | | 41 110 540 | 300 733 4,000 | PE RW CN Total | 200 0 0 200 | 100 0 0 100 | 0 733 4,000 4,733 | | |
| Construct concrete curb, gutter and sidewalk on both sides **Local funds are available/secured | | | | | | | | PROJECT TOTAL | 4,342 | 0 | 691 | 5,033 | | | | | |
| 16 | P | 12- 67th Avenue - Phase 2 City of University Place Bridgeport to Cirque Dr | 06 | 1.000 | G C P S T W | PE / 20 RW / 22 CN / 24 | F F P | 255 510 2,040 | | 45 90 360 | 300 600 2,400 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 300 600 2,400 3,300 | | |
| Construct concrete curb, gutter and sidewalk on both sides | | | | | | | | PROJECT TOTAL | 2,805 | 0 | 495 | 3,300 | | | | | |
| 16 | P | 13 - 67th Avenue - Phase 3 City of University Place Cirque Dr to 40th St | 06 | 1.000 | G C P S T W | PE / 24 RW / 24 CN / 25 | P P P | 255 510 2,040 | | 45 90 360 | 300 600 2,400 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 300 600 2,400 3,300 | | |
| Construct concrete curb, gutter and sidewalk on both sides | | | | | | | | PROJECT TOTAL | 2,805 | 0 | 495 | 3,300 | | | | | |

| Functional Class. | Fund Status | Project Identification | Improvement Type | Length (miles) | Utility Codes | Start Date | Phase Data | | | | Local Funds | Total | Expenditure Schedule (Local Agency Use) | | | | | |
|-------------------|-------------|--|------------------|----------------|---------------|-------------------------------|-------------------|---------------------|-----------------|-------------|--------------------|---------------------|---|---------------------------|--------------------------|---------------------------|------------------------------|--|
| | | | | | | | Federal Fund Code | FF Cost by Phase | State Fund Code | State Funds | | | 1st 2020 | 2nd 2021 | 3rd 2022 | 4th-6th 2023-2025 | | |
| 17 | P | 14 - 40th Street Phase 3 City of University Place 7200 Block to 67th Avenue Construct curb, gutter, sidewalk and bike lane on the north side | 06 | 0.800 | G C P S T W | PE / 24 RW / 24 CN / 25 | P P P | 87 89 650 | | | 13 21 100 | 100 110 750 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 100 110 750 960 | |
| PROJECT TOTAL | | | | | | | | 826 | | 0 | 134 | 960 | | | | | | |
| 17 | P | 15 - Grandview Drive - Phase 5b City of University Place 27th Street to 19th Street Construct curb, gutter, sidewalk and bike lane on the east side | 06 | 0.500 | G C P S T W | PE / 24 RW / 25 CN / 25 | P P P | 87 103 1,065 | | | 13 17 165 | 100 120 1,230 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 100 120 1,230 1,450 | |
| PROJECT TOTAL | | | | | | | | 1,255 | | 0 | 195 | 1,450 | | | | | | |
| 17 | P | 16 - Alameda South City of University Place From current southern terminus to 67th Ave W (South extension) Construct curbs, gutters, sidewalks, bike lane both sides in addition to traffic calming measures, **Local funds are available/secured via Traffic Impact Fees | 01 | 0.152 | G C P S T W | PE / 20 RW / NA CN / 20 | | | P** P** | 50 800 | 35 0 400 | 85 0 1,200 | PE RW CN Total | 85 0 1,200 1,285 | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | |
| PROJECT TOTAL | | | | | | | | 0 | | | 850 | 435 | 1,285 | | | | | |
| 14 | P | 17 - 40th/Bridgeport Intersection City of University Place 40th Street and Bridgeport Intersection Construct intersection improvements | 12 | n/a | G C P S T W | PE / 23 RW / 24 CN / 25 | | | | | 0 340 350 | 60 340 350 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 340 350 750 | | |
| PROJECT TOTAL | | | | | | | | 0 | | 0 | 750 | 750 | | | | | | |
| 19 | P | 18 - Larson Lane North City of University Place 3600 blk to 35th Street Construct concrete curb, gutter, and sidewalks on both sides | 01 | 0.600 | G C P S T W | PE / 20 RW / 20 CN / 21 | | | | | 85 460 1,210 | 85 460 1,210 | PE RW CN Total | 85 460 0 545 | 0 0 1,210 1,210 | 0 0 0 0 | 0 0 0 0 | |
| PROJECT TOTAL | | | | | | | | 0 | | 0 | 1,755 | 1,755 | | | | | | |
| 17 | P | 19 - Sunset Drive City of University Place Cirque Drive to 19th Street Construct concrete curb, gutter, bike lane and sidewalk on one side | 06 | 2.008 | G C P S T W | PE / 24 RW / 24 CN / 25 | P P P | 140 56 3,025 | | | 25 9 475 | 165 65 3,500 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 65 3,500 3,730 | | |
| PROJECT TOTAL | | | | | | | | 3,221 | | 0 | 509 | 3,730 | | | | | | |
| 17 | P | 20 - Elwood Drive Phase 2 City of University Place 29th Street to 27th Street Construct concrete curb, gutter, bike lanes and sidewalks on the west side of the street | 06 | 0.133 | G C P S T W | PE / 24 RW / NA CN / 25 | P P P | 56 173 | | | 9 0 27 | 65 0 200 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 65 0 200 265 | | |
| PROJECT TOTAL | | | | | | | | 229 | | 0 | 36 | 265 | | | | | | |
| 17 | P/F | 21 - 35th Street Improvements Phase 1 City of University Place Bridgeport Way to 67th Ave Construction of curb, gutter, sidewalk and bicycle lanes on both sides of street **Local funds are available/secured | 06 | 1.000 | G C P S T W | PE / 20 RW / 21 CN / 22 | F F F** | 125 150 1,955 | | | 22 26 345 | 147 176 2,300 | PE RW CN Total | 100 0 0 0 | 47 76 0 123 | 0 100 0 100 | 0 0 2,300 2,300 | |
| PROJECT TOTAL | | | | | | | | 2,230 | | 0 | 393 | 2,623 | | | | | | |

| Functional Class. | Fund Status | Project Identification | Improvement Type | Length (miles) | Utility Codes | Start Date | Phase Data | | | Total | Expenditure Schedule (Local Agency Use) | | | | | |
|-------------------|-------------|--|------------------|----------------|---------------|-------------------------------|-------------------|--------------------|-----------------|-----------------|---|-------------------------|------------------|----------------------|---------------------------|---------------------------|
| | | | | | | | Federal Fund Code | FF Cost by Phase | State Fund Code | | State Funds | Local Funds | 1st 2020 | 2nd 2021 | 3rd 2022 | 4th-6th 2023-2025 |
| 17 | P/F | 22 - 35th Street Improvements Phase 2 City of University Place Grandview Drive to Bridgeport Way Construction of curb, gutter, sidewalk and bicycle lanes on both sides of street | 06 | 1.000 | G C P S T W | PE / 20 RW / 21 CN / 25 | F F P | 130 37 1,955 | | 23 9 345 | 153 46 2,300 | PE RW CN Total | 0 0 0 0 | 100 0 0 100 | 53 46 0 99 | 0 0 2,300 2,300 |
| PROJECT TOTAL | | | | | | | | 2,122 | | 0 | 377 | 2,499 | | | | |
| 17 | P | 23 - Beckonridge Drive Phase 2 City of University Place Grandview Drive to Cirque Drive Construct concrete curb, gutter, sidewalk, and bike lane on the east side of the street | 06 | 0.530 | G C P S T W | PE / 24 RW / NA CN / 25 | P P P | 130 650 | | 20 0 100 | 150 0 750 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 150 0 750 900 |
| PROJECT TOTAL | | | | | | | | 780 | | 0 | 120 | 900 | | | | |
| 17 | P | 24 - Lemmons Beach/31st Street/Parkway City of University Place City Limits to Elwood Drive Construct concrete curb, gutter and sidewalk on both sides of the street | 06 | 1.000 | G C P S T W | PE / 22 RW / 23 CN / 24 | P P P | 87 56 2,950 | | 13 9 460 | 100 65 3,410 | PE RW CN Total | 0 0 0 0 | 0 0 0 100 | 0 65 0 100 | 0 65 3,410 3,475 |
| PROJECT TOTAL | | | | | | | | 3,093 | | 0 | 482 | 3,575 | | | | |
| 17 | P | 25 - 44th Street Phase 2b City of University Place Elwood Dr to Sunset Dr Construct curb, gutter, sidewalk, bike lane, and street lights on north side of street | 06 | 0.549 | G C P S T W | PE / 23 RW / 24 CN / 25 | P P P | 87 48 190 | | 13 7 30 | 100 55 220 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 100 55 220 | 100 55 220 375 |
| PROJECT TOTAL | | | | | | | | 325 | | 0 | 50 | 375 | | | | |
| 17 | P | 26 - 44th Street Phase 2c City of University Place Narrowview School Crossing to Bridgeport Way Construct curb, gutter, sidewalk, bike lane, street lights, and landscaping on south side of the street | 06 | 0.549 | G C P S T W | PE / 23 RW / NA CN / 24 | P P P | 87 577 | | 13 0 90 | 100 0 667 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 100 667 767 | |
| PROJECT TOTAL | | | | | | | | 664 | | 0 | 103 | 767 | | | | |
| 17 | P | 27 - 27th Street City of University Place Grandview Drive to City Limits Construction of curb, gutter, sidewalk, bicycle lane one side and enclosed storm drainage system | 06 | 0.625 | G C P S T W | PE / 24 RW / 24 CN / 25 | P P P | 173 56 951 | | 27 9 149 | 200 65 1,100 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 65 1,100 1,365 | |
| PROJECT TOTAL | | | | | | | | 1,180 | | 0 | 185 | 1,365 | | | | |
| 17 | P | 28 - Chambers Creek Road "C" City of University Place Chambers Lane to Bridgeport Way Construct curb, gutter, sidewalk and bike lanes both sides | 06 | 0.511 | G C P S T W | PE / 24 RW / 24 CN / 25 | P P P | 130 78 1,900 | | 20 12 300 | 150 90 2,200 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 90 2,200 2,440 | |
| PROJECT TOTAL | | | | | | | | 2,108 | | 0 | 332 | 2,440 | | | | |
| 17 | P | 29 - 54th Street Phase 2 City of University Place 79th Avenue to Bridgeport Way Construct concrete curb, gutter and sidewalks on the south side of the street | 06 | 0.379 | G C P S T W | PE / 24 RW / 25 CN / 25 | P P P | 56 39 333 | | 9 6 52 | 65 45 385 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 65 45 385 495 | |
| PROJECT TOTAL | | | | | | | | 428 | | 0 | 67 | 495 | | | | |

| Functional Class. | Fund Status | Project Identification | Improvement Type | Length (miles) | Utility Codes | Start Date | Phase Data | | | | Expenditure Schedule (Local Agency Use) | | | | | | | | |
|----------------------|-------------|---|------------------|----------------|---------------|-------------------------------|-------------------|--------------------|-----------------|-------------|---|--------------------|-------------------------|----------------------|-----------------------|--------------------------|----------------------------|--|--|
| | | | | | | | Federal Fund Code | FF Cost by Phase | State Fund Code | State Funds | Local Funds | Total | 1st 2020 | 2nd 2021 | 3rd 2022 | 4th-6th 2023-2025 | | | |
| 17 | P | 30 - Elwood Drive Phase 1b City of University Place Cirque Drive to 40th Street Construct curb, gutter, sidewalk, bike lane, and street lights on west side of street | 06 | 0.625 | G C P S T W | PE / 24 RW / 24 CN / 24 | P P P | 87 78 779 | | | 13 12 121 | 100 90 900 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 100 90 900 1,090 | | |
| PROJECT TOTAL | | | | | | | | 944 | | 0 | 146 | 1,090 | | | | | | | |
| 14/16 17/19 | P | 31 - Street Overlay Program City of University Place Various Locations *Overlay program to be completed on various City streets | 07 | | G C P S T W | varies RW / NA varies | P P | 87 3,460 | | | 13 540 | 100 4,000 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 4,000 4,100 | | | |
| PROJECT TOTAL | | | | | | | | 3,547 | | 0 | 553 | 4,100 | | | | | | | |
| 16 | F | 32 - Lakewood Drive Overlay City of University Place 64th St to Hanna Pierce Rd Asphalt overlay - full street **Local funds are available/secured | 07 | 0.300 | G C P S T W | PE / 20 RW / NA CN / 22 | F** F** | 69 402 | | | 11 63 | 80 0 465 | PE RW CN Total | 80 0 0 80 | 0 0 0 0 | 0 0 465 465 | 0 0 0 0 | | |
| PROJECT TOTAL | | | | | | | | 471 | | 0 | 74 | 545 | | | | | | | |
| 16 | F | 33 - Grandview Drive Overlay City of University Place Cirque Drive to 56th St Asphalt overlay - full street **Local funds are available/secured | 07 | 0.400 | G C P S T W | PE / 23 RW / NA CN / 23 | P** P** | 17 340 | | | 3 60 | 20 400 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 400 420 | | | |
| PROJECT TOTAL | | | | | | | | 357 | | 0 | 63 | 420 | | | | | | | |
| 16 | P | 34 - Chambers Creek Bridge Replacement City of University Place Chambers Creek Road at Creek Crossing Bridge replacement in partnership with Pierce Co | 07 | 0.100 | G C P S T W | PE / 21 RW / 23 CN / 25 | P P P | 480 20 5,384 | | | 120 5 1,346 | 600 25 6,730 | PE RW CN Total | 0 0 0 0 | 400 0 0 400 | 200 0 0 200 | 0 25 6,730 6,755 | | |
| PROJECT TOTAL | | | | | | | | 5,884 | | 0 | 1,471 | 7,355 | | | | | | | |
| 19 | P | 35 - Day Island Bridge Retrofit/Replacement City of University Place Day Island Bridge Retrofit/Replace Structurally Deficiencies in the Bridge | 01 | 0.114 | G C P S T W | PE / 21 RW / NA CN / 25 | P** P** | 200 8,500 | | | 36 1,500 | 236 10,000 | PE RW CN Total | 0 0 0 0 | 236 0 0 236 | 0 0 0 0 | 0 0 10,000 10,000 | | |
| PROJECT TOTAL | | | | | | | | 8,700 | | 0 | 1,536 | 10,236 | | | | | | | |
| 19 | P | 36 - 37th Street Pedestrian Connection City of University Place Sunset Drive to 7900 Block Construct Pedestrian connection to Sunset Drive | 01 | 0.114 | G C P S T W | PE / 24 RW / NA CN / 25 | P** P** | 70 433 | | | 10 67 | 80 500 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 80 0 500 580 | | |
| PROJECT TOTAL | | | | | | | | 503 | | 0 | 77 | 580 | | | | | | | |
| 19 | P | 37 - 57th Avenue Connection City of University Place Cirque Drive to 5800 Block Construct roadway to complete connection | 01 | 0.152 | G C P S T W | PE / 20 RW / 20 CN / 21 | | | | | 100 65 800 | 100 65 800 | PE RW CN Total | 50 65 0 115 | 50 0 400 450 | 0 0 400 400 | 0 0 0 0 | | |
| PROJECT TOTAL | | | | | | | | 0 | | 0 | 965 | 965 | | | | | | | |

| Functional Class. | Fund Status | Project Identification | Improvement Type | Length (miles) | Utility Codes | Start Date | Phase Data | | | | Expenditure Schedule (Local Agency Use) | | | | | | | | |
|----------------------|-------------|---|------------------|----------------|---------------|-------------------------------|-------------------|------------------|-----------------|-------------|---|-------|-------------------------|--------------------|----------------------|------------------------------|------------------------------|--|--|
| | | | | | | | Federal Fund Code | FF Cost by Phase | State Fund Code | State Funds | Local Funds | Total | 1st 2020 | 2nd 2021 | 3rd 2022 | 4th-6th 2023-2025 | | | |
| 19 | P | 38 - Drexler Drive North City of University Place 37th Street to Homestead Park boundary Construct sidewalks, and final overlay | 01 | 0.150 | G C P S T W | PE / 20 RW / NA CN / 21 | | | | | 25 0 75 | 25 | PE RW CN Total | 25 0 0 25 | 0 0 75 75 | 0 0 0 0 | 0 0 0 0 | | |
| PROJECT TOTAL | | | | | | | 0 | | 0 | | 100 | 100 | | | | | | | |
| 19 | P | 39 - Drexler Drive South City of University Place 40th Street to 42nd Street Construct roadway for town center grid | 01 | 0.150 | G C P S T W | PE / 21 RW / 22 CN / 23 | | | | | 150 100 700 | 150 | PE RW CN Total | 0 0 0 0 | 150 0 0 150 | 0 100 0 100 | 0 0 700 700 | | |
| PROJECT TOTAL | | | | | | | 0 | | 0 | | 950 | 950 | | | | | | | |
| 19 | P | 40 - Larson Lane South Phase 1 City of University Place 37th Street to 38th Street Construct roadway for town center grid | 01 | 0.100 | G C P S T W | PE / 22 RW / 22 CN / 23 | | | | | 50 295 200 | 50 | PE RW CN Total | 0 0 0 0 | 0 150 0 150 | 50 145 200 345 | 0 145 200 345 | | |
| PROJECT TOTAL | | | | | | | 0 | | 0 | | 545 | 545 | | | | | | | |
| 19 | P | 41 - Larson Lane South Phase 2 City of University Place 38th Street to 40th Street Construct roadway for town center grid | 01 | 0.250 | G C P S T W | PE / 23 RW / 23 CN / 24 | | | | | 150 1,475 965 | 150 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 1,475 965 2,590 | 150 1,475 965 2,590 | | |
| PROJECT TOTAL | | | | | | | 0 | | 0 | | 2,590 | 2,590 | | | | | | | |
| 19 | P | 42 - Larson Lane South Phase 3 City of University Place 40th Street to 42nd Street Construct roadway for town center grid | 01 | 0.250 | G C P S T W | PE / 23 RW / 23 CN / 24 | | | | | 150 1,100 880 | 150 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 150 1,100 880 2,130 | 150 1,100 880 2,130 | | |
| PROJECT TOTAL | | | | | | | 0 | | 0 | | 2,130 | 2,130 | | | | | | | |
| 19 | P | 43 - 42nd Street Phase 1 City of University Place Drexler Drive to Bridgeport Way Construct roadway for town center grid | 01 | 0.110 | G C P S T W | PE / 23 RW / 23 CN / 24 | | | | | 50 250 650 | 50 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 50 250 650 950 | 50 250 650 950 | | |
| PROJECT TOTAL | | | | | | | 0 | | 0 | | 950 | 950 | | | | | | | |
| 19 | P | 44 - 42nd Street Phase 2 City of University Place Bridgeport Way to Larson Lane Construct roadway for town center grid | 01 | 0.110 | G C P S T W | PE / 23 RW / 23 CN / 24 | | | | | 75 300 539 | 75 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 75 300 539 914 | 75 300 539 914 | | |
| PROJECT TOTAL | | | | | | | 0 | | 0 | | 914 | 914 | | | | | | | |
| 16 | P | 45 - 40th Street/67th Avenue Intersection City of University Place 40th Street and 67th Avenue Intersection Construct intersection improvements | 12 | n/a | G C P S T W | PE / 23 RW / 23 CN / 24 | | | | | 0 0 340 | 60 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 60 100 340 500 | 60 100 340 500 | | |
| PROJECT TOTAL | | | | | | | 0 | | 0 | | 500 | 500 | | | | | | | |

| Functional Class. | Fund Status | Project Identification | Improvement Type | Length (miles) | Utility Codes | Start Date | Phase Data | | | | Expenditure Schedule (Local Agency Use) | | | | | | | |
|--------------------|-------------|--|------------------|----------------|---------------|--------------------------------|-------------------|---------------------|-----------------|--------------|---|---------------------|-------------------------|------------------|--------------------|----------------------|------------------------------|---------------|
| | | | | | | | Federal Fund Code | FF Cost by Phase | State Fund Code | State Funds | Local Funds | Total | 1st 2020 | 2nd 2021 | 3rd 2022 | 4th-6th 2023-2025 | | |
| 17 | P | 46 - 56th Street Phase 2 City of University Place 89th Ave to 8500 block of 54th Street Connect 56th Street to 54th Street Construct roadway and pedestrian improvements | 01 | 0.250 | G C P S T W | PE / 24 RW / 24 CN / 25 | P P P | 173 692 1,645 | | 0 0 0 | 27 108 255 | 200 800 1,900 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 200 800 1,900 2,900 | |
| PROJECT TOTAL | | | | | | | | 2,510 | | 0 | 390 | 2,900 | | | | | | |
| 17 | P | 47 - 70th Avenue Phase 2 City of University Place 27th Street to 19th Street Sidewalk, curb, gutter, landscaping, bike lane, and streetlights on the east side between 27th and 19th | 01 | 0.246 | G C P S T W | PE / 23 RW / 23 CN / 24 | P P P | 87 346 | | 0 0 0 | 13 0 54 | 100 0 400 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 100 0 400 500 | |
| PROJECT TOTAL | | | | | | | | 433 | | 0 | 67 | 500 | | | | | | |
| 19 | P | 48 - 37th Street Phase 1 City of University Place Market Place to Drexler Drive (South Side) Construct sidewalk and street lighting along the south side of the street **Local funds are available/secured | 01 | 0.057 | G C P S T W | PE / 21 RW / N/A CN / 22 | | | | | 60 0 200 | 60 0 200 | PE RW CN Total | 0 0 0 0 | 60 0 0 60 | 0 0 200 200 | 0 0 0 0 | |
| PROJECT TOTAL | | | | | | | | 0 | | 0 | 260 | 260 | | | | | | |
| 19 | P | 49 - 37th Street Phase 2 City of University Place 7900 Block to Bridgeport Way Construct sidewalk and street lighting along both sides of the street Bridgeport to Larson and along the north side of the street Larson to current end of street **Local funds are available/secured | 01 | 0.057 | G C P S T W | PE / 23 RW / N/A CN / 24 | P P P | 87 562 | | | 13 0 88 | 100 0 650 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 0 0 0 0 | 100 0 650 750 | |
| PROJECT TOTAL | | | | | | | | 649 | | 0 | 101 | 750 | | | | | | |
| 17 | P | 50 - ADA Transition Plan Improvements City of University Place Varies Update existing ADA facilities to current standards | 01 | | G C P S T W | PE / 22 RW / 23 CN / 24 | | | | | 0 0 0 | 50 50 200 | PE RW CN Total | 0 0 0 0 | 0 0 0 0 | 25 0 0 25 | 25 50 200 275 | |
| PROJECT TOTAL | | | | | | | | 0 | | 0 | 300 | 300 | | | | | | |
| GRAND TOTAL | | | | | | | | 62,945 | | 1,925 | 25,733 | 90,603 | | | 4,100 | 3,778 | 6,360 | 76,200 |

LEGEND

CONSTRUCTION YEAR

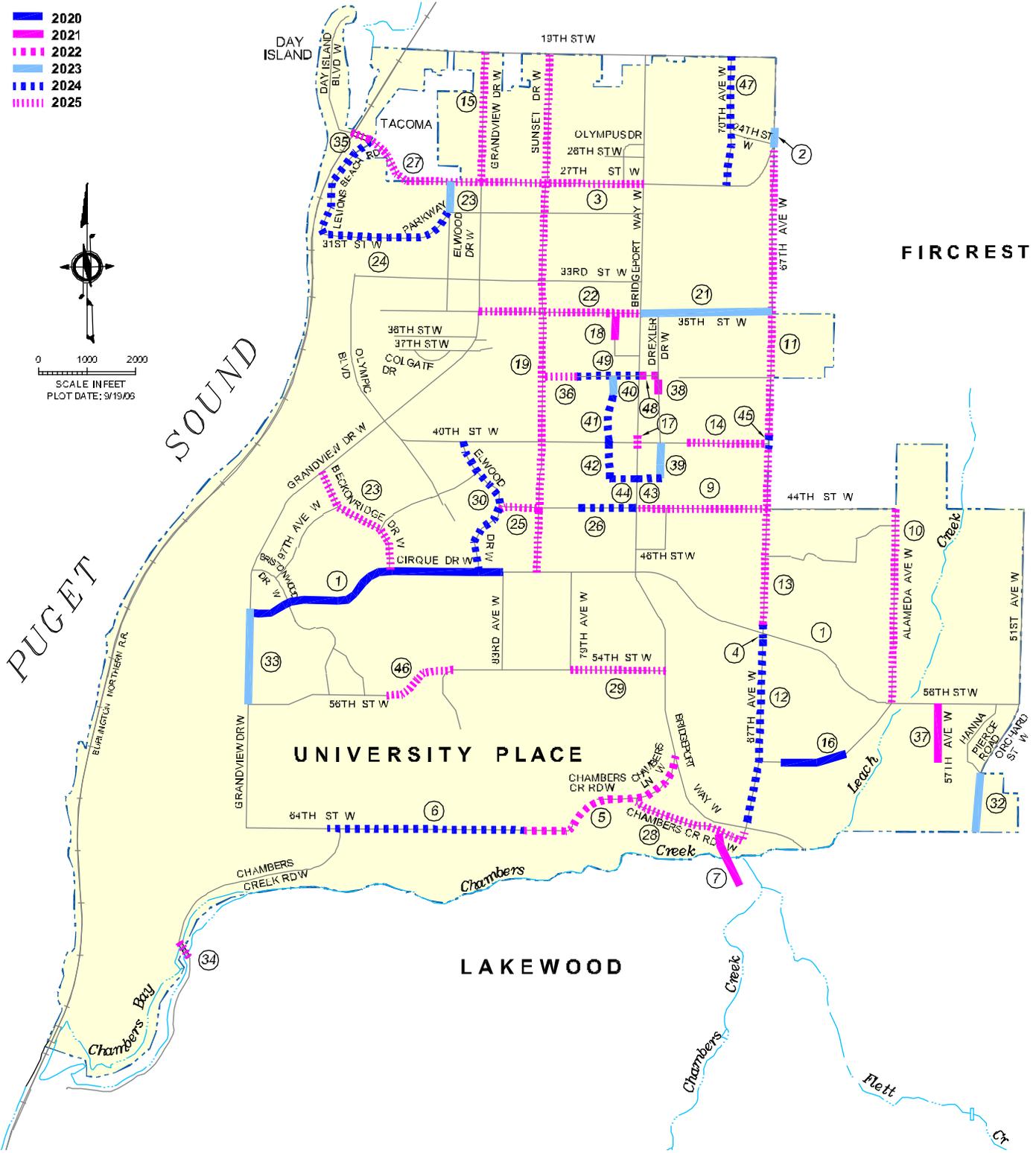
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025



0 1000 2000
SCALE IN FEET
PLOT DATE: 9/19/06

SR16

TACOMA



**CITY OF UNIVERSITY PLACE
PUBLIC WORKS 6 YEAR
TRANSPORTATION
IMPROVEMENT PROGRAM
2020-2025**

- (31) Street overlay program located throughout the arterial network, various years
- (50) ADA Transition Plan Improvements located throughout the arterial network, 2023

STUDY SESSION

**Request for Qualifications
For Consultants to Prepare a
Parks, Recreation and Open Space Plan Update
City of University Place, Washington**

About the City

University Place is a community of about 33,000 people located on the eastern shoreline of the south Puget Sound just south of the two spans of the Tacoma Narrows Bridge. The City's stunning hillside setting overlooking Puget Sound provides great views of islands and other coastal shorelines, plus the Olympic Mountains beyond. Views of Mt. Rainier add greatly to the character of the community. The City benefits from its location in the bustling Puget Sound region. Downtown Tacoma is ten minutes away and driving distance to Seattle is 40 miles.

As a city, University Place is young, incorporated in August 1995. The community, however, is long-standing. University Place was first surveyed as a town site in 1870 and has developed through many eras of design over the past century. The basic form of the city, including its arterial streets and predominant land uses, was established prior to incorporation. The community is now focused on transforming these arterials into complete streets and developing a vibrant mixed-use town center (Village at Chambers Bay) located on Bridgeport Way. The City is supportive of Pierce County's ongoing efforts to redevelop large portions of a former 900-acre gravel mine site into a regional park with a wide variety of improvements including trails, shoreline access, lodging and the Chambers Bay Golf Course – the site of the 2015 U.S. Open.

Request for Qualifications

The City of University Place is seeking a consultant or team of consultants with qualifications to update the City's Parks, Recreation and Open Space Plan for 2020 - 2026. Firms should have collective experience that includes expertise parks, trails, open space and recreation facility and program planning, policy development, parks capital planning and community engagement.

The City is seeking a consultant or team of consultants who can:

- ✓ Create and manage a comprehensive public participation process in consultation with City staff.
- ✓ Inventory existing City owned parks, open spaces and park facilities. The inventory is also to include other regional public and private facilities that may be used meet adopted level of services.
- ✓ Complete a needs assessment of the community's parks, open spaces, and recreation

system. Provide concise, realistic needs assessments with probable costs;

- ✓ Assist us in evaluating and determining LOS standards for parks and facilities;
- ✓ Develop a useful, readable planning document that will guide us in strategically managing University Place/s park system for the next several years.

Estimated Project cost - \$75,000.

Methodology

This project will be guided by a project team made up of city staff and the Park and Recreation Commission. The team will provide input to the selected consulting team throughout the planning process.

The following is a preliminary scope of work that may be modified during contract negotiations with the selected consultant. The preliminary scope of work is intended to outline and describe the range of major tasks anticipated for the project but is not intended to be complete. The project will consist of the following tasks:

Needs Assessment and Public Involvement

- Review of previous planning efforts, city historical information, and recent citizen opinion surveys.
- Consider the profile of the community and demographics trends.
- Extensive community involvement effort including focus groups, meetings with key stakeholders, neighborhood and community-wide public meetings, surveys, etc.
- Assessment of alternative public and private park and recreation service providers to provide understanding of market opportunities and potential for new facilities and services provided by others per RCW 36.70A.070(8)(c).
- Research of trends and statistics related to lifestyles to help guide recreation and health/wellness programming and facility development.

Inventory

- Update inventory of parks and facilities using existing mapping, staff interviews, and on-site visits to verify amenities and assess the condition of the facilities and surrounding areas.

Assessment and Analysis

- Review and assessment of relevant plans.
- Analysis of level of service that is both feasible and aligned with the desires of citizens as expressed through the public involvement process.
- Exploration of finance and funding mechanisms to support development and sustainability of the system.

Recommendations: Goals, Objectives, and Action Plan

- Identification and categorization of recommendations into themes with goals, objectives, and an action plan for implementation.
- Development of an action plan for capital improvements including cost, funding source potentials, and timeframe to support the implementation of the plan.
- Prepare draft and final reports, including relevant text, graphics, maps, etc., in electronic format for final adoption and distribution.

Compliance with State Guidelines

The City of University Place PROS Plan will comply with Manual 2 “Planning Policies and Guidelines” as provided by the State of Washington Recreation and Conservation Funding Board (RCO). More information at this link: [RCO Manuals](#).

Tentative Schedule

The following schedule may be modified as a result of consultant proposals and contract negotiations:

| | |
|--|--------------------------------------|
| August 16, 2019 | RFQ Submittal Deadline (4:00 pm PST) |
| September 20, 2019 | Project Start |
| March , 2020 | Project Completion |

Submission Requirements

All submittals must be in conformance with the requirements set forth in this RFQ. Submittals should be 8-1/2” x 11” format and shall not exceed twenty (20) pages, including cover letter. As a minimum the following information shall be submitted:

- An organizational chart and biographies for your project team, including all sub-consultants.

- A statement of the percentage of time your proposed key resources will have available to devote to the project.
- Your firm's identification of the critical work elements and how your team would address these issues.
- A discussion of your team's approach to the project and your plan to produce the required documents.
- A proposed schedule for completing the work, including intermediate project stages leading to a final project and in enough detail to allow an assessment of the firm's ability to provide the resources necessary to meet the schedule.
- References from past similar projects. Provide the contact name and number of the owner, or if not available, a contact name and number of the current most knowledgeable person associated with the project.

Submittals

Preferred:

Qualifications titled "**Consulting Services for City of University Place – Parks, Recreation and Open Space Plan Update**" should be submitted as an e-mail attachment in PDF or MS Word format to: _____

Or:

One (1) unbound original and two (2) digital storage devices (CD or USB Flash Drive) in PDF or MS Word format mailed or delivered to:

City of University Place
Attn: David Swindale
3609 Market Place Suite 201
University Place, WA 98466

Note that faxed proposals or electronic proposals submitted as compressed files will not be accepted.

Contact

For additional information concerning this RFQ, any other aspect of the selection process or the project in general, please contact via email:

David Swindale
Director of Planning and Development Services
E-mail: DSwindale@cityofup.com

Absolutely no communication shall occur regarding this RFQ, including requests for information, or speculation between Offeror's or any of their individual members and any City elected official or employee other than those named above. Failure to comply with this provision may result in Offeror's proposal being removed from consideration. Any cost incurred

by Offeror in preparation, transmittal, or presentation of any information or material submitted in response to the RFQ shall be borne solely by the Offeror.

Right to Reject Submittals

The City reserves the right to reject any and all submittals at any time with no penalty, or to waive immaterial defects and minor irregularities in any submittal.

Submittal Disposition

All material submitted in response to this RFQ shall become the property of the City upon delivery to the City and will not be returned.

Project Contract

The Offeror will be required to use the City of University Place Professional Services Agreement [Attachment A] and accept all language contained within. Any Offeror that has significant reservations concerning using this agreement should not submit on this request.

Consultant Selection Criteria

Consultants will be evaluated on the following items:

- Responsiveness to the requirements of this RFQ
- Understanding of project scope and project
- Ability to meet the project schedule, within budget
- Expertise of key personnel
- Response of references from past similar projects

Final Selection Procedures

After review of the submittals by the City's Selection Committee, the City may at its discretion schedule interviews with one or more firms.

Negotiation/Scope Development

The top-ranked firm will be asked to submit their prospective scope of services, schedule and a fee proposal.

If, after negotiation and consideration, the City is unable to reach an acceptable agreement with the top-ranked firm, the City will terminate negotiations with the top-ranked firm and, at its sole discretion, may enter into negotiations with the second ranked firm and/or withhold the award for any reason and/or elect not to proceed with any of the proponents and/or re-solicit via a new RFQ.

Final Selection

Once an agreement is reached with a preferred A/E firm, the City will provide a professional Services Agreement for signatures and full execution. A Notice to Proceed will be issued to formally begin work.

--END--



June 5, 2019

Don Anderson
Mayor

Kent Keel
University Place City Hall
3609 Market Place West, Suite 200
University Place, WA, 98466

Jason Whalen
Deputy Mayor

Dear Mayor Keel,

Mary Moss
Councilmember

The National Transportation Safety Board (NTSB), an independent Federal agency charged by Congress with investigating significant transportation accidents in United States, was tasked with investigating the December 18, 2017 Amtrak passenger train 501 derailment near DuPont, Washington. As you may recall, the derailment occurred when the southbound Amtrak passenger train, on its first revenue service run on the Amtrak Cascades line using the Point Defiance Bypass, derailed from a bridge while traveling at a speed of 78 miles per hour around a 30 mile per hour curve, resulting in several rail cars falling into Interstate 5 below.

Michael D. Brandstetter
Councilmember

John Simpson
Councilmember

At its May 21, 2019 board meeting, the NTSB approved 53 findings, a statement of probable cause, 26 safety recommendations and 3 re-approved safety recommendations for parties essential to the safety of passenger rail travel in Washington state, including the Secretary of Transportation, the Federal Railroad Administration, the United States Department of Defense Fire and Emergency Services Working Group, the Washington State Department of Transportation, Amtrak, the Oregon Department of Transportation, and the Central Puget Sound Regional Transit Authority.

Marie Barth
Councilmember

Paul Bocchi
Councilmember

On June 3, 2019 the City of Lakewood City Council unanimously approved Resolution 2019-13 stating that the City of Lakewood fully supports the implementation of all safety recommendations approved by the NTSB and that the City of Lakewood opposes the restoration of the Amtrak Cascades line using the Point Defiance Bypass until all parties fully implement the safety recommendations adopted by the NTSB. The City of Lakewood asks that your legislative body consider a similar resolution. Attached to this letter is a copy of Resolution 2019-13. Please contact John Caulfield, Lakewood City Manager, at (253) 983-7703 if you have questions about the City's resolution.

John J. Caulfield
City Manager

Sincerely,

Don Anderson
Mayor, City of Lakewood

cc: Lakewood City Council
Lakewood City Manager

Attachment: Resolution 2019-13

RESOLUTION NO. 2019-13

A RESOLUTION of the City Council of the City of Lakewood, Washington, in support of the safety recommendations approved by the National Transportation Safety Board on May 21, 2019 as a result of the investigation of the Amtrak Passenger Train 501 Derailment near DuPont, Washington.

WHEREAS, there has been a series of preventable North American passenger train derailments that have resulted in significant loss of life and irreparable damage.

WHEREAS, on the morning of December 18, 2017, southbound Amtrak passenger train 501, on its first revenue service run on the Amtrak Cascades line using the Point Defiance Bypass, derailed from a bridge near DuPont, Washington while traveling at a speed of 78 miles per hour around a 30 mile per hour curve, resulting in several rail cars falling into Interstate 5 below.

WHEREAS, the Amtrak passenger train 501 derailment caused the death of 3 passengers, injuries to 57 passengers and crewmembers, and injuries to 8 motorists on Interstate 5.

WHEREAS, the Amtrak passenger train 501 derailment caused the closure of Interstate 5, the main north-south arterial in the area, for two days, negatively impacting the economy of the greater Pacific Northwest by obstructing interstate commerce, significantly delaying the delivery of commercial goods as well as motor commuter traffic.

WHEREAS, the damage caused by Amtrak passenger train 501's derailment is estimated to total \$25,800,000 dollars.

WHEREAS, the National Transportation Safety Board (NTSB) is an independent Federal agency charged by Congress with investigating significant transportation accidents in United States, including railroad and highway accidents.

WHEREAS, the NTSB investigated the Amtrak passenger train 501 derailment and approved findings, a statement of probable cause, and safety recommendations at its May 21, 2019 board meeting.

WHEREAS, at the May 21, 2019 board meeting, the NTSB approved 53 findings, including the finding that had positive train control systems been fully installed and operational at the time of the accident, it would have stopped the train prior to the curve, preventing the accident from occurring.

WHEREAS, at the May 21, 2019 board meeting, the NTSB determined that the probable cause of the Amtrak passenger train 501 was Central Puget Sound Regional Transit Authority's failure to provide an effective mitigation for the hazardous curve without positive train control in place, which allowed the Amtrak engineer to enter the 30-mph curve at too high of a speed due

to his inadequate training on the territory and inadequate training on the newer equipment. Contributing to the accident was the Washington State Department of Transportation's decision to start revenue service without being assured that safety certification and verification had been completed to the level determined in the preliminary hazard assessment. Contributing to the severity of the accident was the Federal Railroad Administration's decision to permit railcars that did not meet regulatory strength requirements to be used in revenue passenger service, resulting in (1) the loss of survivable space and (2) the failed articulated railcar-to railcar connections that enabled secondary collisions with the surrounding environment causing severe damage to railcar-body structures which then failed to provide occupant protection resulting in passenger ejections, injuries, and fatalities.

WHEREAS, at the May 21, 2019 NTSB board meeting, the NTSB approved 26 safety recommendations for parties essential to the safety of passenger rail travel in Washington state, including to the Secretary of Transportation, the Federal Railroad Administration, the United States Department of Defense Fire and Emergency Services Working Group, the Washington State Department of Transportation, Amtrak, the Oregon Department of Transportation, and the Central Puget Sound Regional Transit Authority.

WHEREAS, at the May 21, 2019 NTSB board meeting, the NTSB re-approved three previously approved safety recommendations for the Federal Railroad Administration.

WHEREAS, the safety recommendations approved on May 21, 2019 by the NTSB would improve passenger rail travel and prevent future tragedies of this type from occurring;

WHEREAS, public safety is a primary goal of the City of Lakewood; and

WHEREAS, the City of Lakewood finds that the failure of the parties named above to implement the safety recommendations approved by the NTSB on May 21, 2019 presents unacceptable safety risks for passenger rail travel in Washington State, as well as unacceptable risks to interstate commerce.

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

Section 1. The City of Lakewood fully supports the implementation of all safety recommendations approved by the NTSB on May 21, 2019, attached hereto this resolution as Exhibit 1.

Section 2. The City of Lakewood opposes the restoration of the Amtrak Cascades line using the Point Defiance Bypass until the Secretary of Transportation, the Federal Railroad Administration, the United States Department of Defense Fire and Emergency Services Working Group, the Washington State Department of Transportation, Amtrak, the Oregon Department of Transportation, and the Central Puget Sound Regional Transit Authority fully implement the safety recommendations adopted by the NTSB on May 21, 2019, attached hereto this resolution as Exhibit 1.

PASSED by the City Council this 3rd day of June, 2019.

CITY OF LAKEWOOD



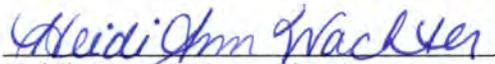
Don Anderson, Mayor

Attest:



Briana Schumacher, City Clerk

Approved as to form:



Heidi Ann Wachter, City Attorney

Exhibit 1

**NATIONAL TRANSPORTATION SAFETY BOARD
Public Meeting of May 21, 2019
(Information subject to editing)**

**Amtrak Passenger Train 501 Derailment
DuPont, Washington
December 18, 2017
RRD18MR001**

This is a synopsis from the NTSB's report and does not include the Board's rationale for the conclusions, probable cause, and safety recommendations. NTSB staff is currently making final revisions to the report from which the attached conclusions and safety recommendations have been extracted. The final report and pertinent safety recommendation letters will be distributed to recommendation recipients as soon as possible. The attached information is subject to further review and editing to reflect changes adopted during the Board meeting.

Executive Summary

On December 18, 2017, at 7:34 a.m. Pacific standard time, southbound Amtrak passenger train 501, consisting of 10 passenger railcars, a power railcar, a baggage railcar, and a locomotive at either end, derailed from a bridge near DuPont, Washington.

When the train derailed, it was on its first revenue service run on a single main track (Lakewood Subdivision) at milepost 19.86. There was one run for special guests the week before the accident. Several passenger railcars fell onto Interstate 5 and hit multiple highway vehicles. At the time of the accident, 77 passengers, 5 Amtrak employees, and a Talgo, Inc., technician were on the train. Of these individuals, 3 passengers were killed, and 57 passengers and crewmembers were injured. Additionally, 8 individuals in highway vehicles were injured. The damage is estimated to be more than \$25.8 million. At the time of the accident, the temperature was 48°F, the wind was from the south at about 9 mph, and the visibility was 10 miles in a light rain.

The following are safety issues in this accident:

- Individual agency responsibilities in preparation for inaugural service
- Multiagency participation in preparation for inaugural service
- Amtrak safety on a host railroad
- Implementation of positive train control
- Training and qualifying operating crews
- Crashworthiness of the Talgo equipment
- Survival factors and emergency design of equipment
- Multiagency emergency response

Exhibit 1

Findings

1. None of the following was a factor in this accident: the mechanical readiness of the train, the condition of the track or signal system, the weather, cell phone use, medical conditions of the Amtrak engineer; use of alcohol or other drugs, fatigue, or any impairment or distraction.
2. This accident has demonstrated the value of image and audio data for the accident investigation and development of safety recommendations.
3. The Federal Railroad Administration has demonstrated an unwillingness to implement the recommendations and regulation that would require inward-facing video and audio devices that are critical to accident investigations and improving safety on our nation's railroads.
4. Inward-facing recorders with both image and audio capabilities can increase the understanding of the circumstances of an accident, and, ultimately, provide greater precision in safety recommendations and subsequent safety improvements.
5. Had the positive train control system been fully installed and operational at the time of the accident, it would have intervened to stop the train prior to the curve, thus preventing the accident.
6. The Amtrak qualification program for the Point Defiance Bypass did not effectively train and test qualifying crewmembers on the physical characteristics of a new territory.
7. Amtrak did not provide sufficient training on all characteristics of the Charger locomotive.
8. The engineer's unfamiliarity with, and fixation on, the audible and visual alerts associated with the overspeed alarm reduced his vigilance of events outside the locomotive moments before the accident.
9. Engineers could better master the characteristics of a new locomotive with the use of simulators.
10. A systematic approach to training would have aided Amtrak managers in recognizing the challenge of operating new equipment on new territories.
11. Supplemental warning plaques, such as distance ahead plaques, or other types of conspicuous signs strategically positioned after an advance warning speed reduction sign would provide enhanced visibility as an added level of safety for operating crews of passenger and freight trains.
12. Crewmembers qualifying on a territory can and should play an active role in establishing and maintaining safe train operations.
13. Had the Washington State Department of Transportation, Central Puget Sound Regional Transit Authority, Amtrak, and the Federal Railroad Administration been more engaged and assertive during the preparation of the inaugural service, it would have been more

Exhibit 1

likely that safety hazards, such as the speed reduction for the curve would have been better identified and addressed.

14. The Federal Railroad Administration did not use its authority provided under the Fixing America's Surface Transportation Act to approve speed limit action plans with conditions to require inclusion of planned and under-construction alignments owned or operated by railroads and require periodic updates to railroads' speed limit action plans, which led to no speed limit action being developed.
15. The Federal Railroad Administration should have ensured that speed limit action plans include new or updated routes owned or operated by railroads, using its authority in the Fixing America's Surface Transportation Act.
16. Central Puget Sound Regional Transit Authority did not update the timetable on its Lakewood Subdivision to identify the curve at milepost 19.8 as a crew focus zone, which would have helped to mitigate the overspeed derailment risk.
17. Amtrak failed to update the operating documents prior to starting revenue service which would have highlighted the speed reduction at the accident curve.
18. Central Puget Sound Regional Transit Authority's omission of the final activities of the certification process resulted in the failure to control the identified hazardous condition of an overspeed derailment at the accident curve.
19. Central Puget Sound Regional Transit Authority failed to implement effective mitigations in lieu of positive train control to control the hazard at the accident curve.
20. There was no requirement for the Washington State Department of Transportation, Central Puget Sound Regional Transit Authority, or Amtrak to provide additional protection for the accident curve.
21. Because the Federal Railroad Administration did not act on the recommendation to add technology to assist engineers in determining their location, an opportunity to improve safety was overlooked.
22. Washington State Department of Transportation should have provided greater oversight of Central Puget Sound Regional Transit Authority's safety certification process.
23. The Federal Railroad Administration's current requirement to review, but not approve, system safety program plans does not achieve the level of safety oversight expected from the Federal Railroad Administration.
24. Without positive train control and the lack of oversight to implement mitigations, there was an increased safety risk to the traveling public.
25. Amtrak did not take an active enough role in reviewing safety aspects during the preparation of the Point Defiance Bypass to ensure a safe operation.

Exhibit 1

26. Amtrak failed to assess, evaluate, and act upon readily identifiable safety hazards to ensure the safety of the Point Defiance Bypass for the traveling public and its own train crews.
27. Amtrak needs to implement a safety management system on all of its operations whether internal, host railroad, or in states that own infrastructure over which Amtrak operates.
28. The repeated postponement of Title 49 *Code of Federal Regulations* Part 270, “System Safety Program,” has delayed needed safety improvements for the passenger rail industry, rail employees, and the traveling public.
29. The use of risk assessments to identify, mitigate, and control risk on new and upgraded service will increase the level of safety to Amtrak operations over all territories.
30. The Talgo Series VI passenger railcar AMTK 7424 (8) did not provide adequate occupant protection after its articulated connections separated, resulting in complex uncontrolled movements and secondary collisions with the surrounding environment which led to damage so severe to the railcar body structure, that it caused passenger ejections.
31. The failure of the articulated connections of both Talgo Series VI passenger railcars AMTK 7422 (10) and AMTK 7504 (7), the detached rolling assembly from AMTK 7422 (10) and its secondary collision with AMTK 7504 (7) directly resulted in three fatalities and two partially ejected passengers who had been traveling in AMTK 7504 (7).
32. The safety straps used for the Talgo Series VI trainset rolling assembly retention modifications were degraded due to their use in exposed outdoor conditions and were used far past their service life.
33. During the grandfathering approval process the Federal Railroad Administration failed to consider the limited useful service life of the nylon straps used for the Talgo Series VI trainset rolling assembly retention modifications which had degraded and failed to improve the crashworthiness of the train.
34. The Talgo Series VI trainset is structurally vulnerable if it is involved in a high-energy derailment or collision due to its lack of crashworthiness protections and is at risk to severe and catastrophic loss of survivable space.
35. The Talgo Series VI trainset designated as Amtrak train 501 was not in compliance with the terms and conditions of Federal Railroad Administration’s grandfathering agreement.
36. Allowing the grandfathering provision to remain in Title 49 *Code of Federal Regulations* 238.203(d), “Grandfathering of noncompliant equipment for use on a specified rail line or lines,” is an unnecessary risk that is not in the public interest nor consistent with railroad safety.
37. The Talgo Series VI trainset does not meet current United States safety standards and poses unnecessary risk to railroad passenger safety when involved in a derailment or collision.

Exhibit 1

38. The lead locomotive's crashworthiness design and crash energy management features minimized the severity for injuries and fatalities to the train crew by performing as intended in this accident.
39. After the Talgo trainset separated from the power cars, there was no power to the train for emergency lighting which hampered the ability of passengers to evacuate the train and the ability of the first responders to conduct rescue operations within the railcar.
40. The lack of emergency lighting hampered the ability of passengers to evacuate the train and the ability of the first responders to conduct rescue operations within the railcar.
41. The instructional signs located above the railcar door exit controls and manual release mechanisms lacked the required high performance photoluminescent material or suitable alternative that would have allowed them to be visible and read in low-light or no-light environments.
42. The inability of the passengers to see and read the instructional signs regarding the exit controls and manual release mechanisms resulted in the inability of the passengers to use that point of egress for escape and delayed their evacuation from the train.
43. The rotation of the train seats (1) minimized the effectiveness of compartmentalization by allowing passengers to travel greater distances within the railcar during the accident, (2) caused injury to several passengers, (3) decreased the available aisleway space for passenger egress.
44. Existing procedures and design standards for antirotational seat locking mechanisms do not adequately protect passengers in accidents.
45. The failure of the articulated connections defeated the compartmentalization feature of AMTK 7421 (11) and provided a pathway for passenger ejection.
46. When the articulated connections failed, it resulted in a secondary collision that caused railcar AMTK 7424 (8) to roll over onto its roof and collapse its structure which dislodged the windows and allowed passengers to be ejected.
47. Limited research has been conducted into the effectiveness of compartmentalization in passenger railcars for individuals that fall outside of the testing standard range, such as small children.
48. The inability to secure child safety seats in a passenger train results in an undue risk to children due to uncontrolled or unexpected movements during a derailment or collision.
49. Amtrak should develop a policy for safely accommodating parents traveling with small children restrained in child safety seats.
50. This accident shows the need for the Federal Railroad Administration to take the action on Safety Recommendations R-16-35 and -36, which addressed the Federal Railroad Administration's occupant protection standards.

Exhibit 1

51. Since there was no common incident command radio channel between fire and rescue agencies, law enforcement, and emergency management, the emergency response lacked efficient coordination.
52. The lack of interoperability of the emergency communications system used by Joint Base Lewis-McCord resulted in poor communications that adversely affected the coordinated rescue effort.
53. Incompatible radio frequencies or similar communication issues may exist at other locations where military and civilian agencies coordinate their emergency response.

Probable Cause

The National Transportation Safety Board determines that the probable cause of the Amtrak 501 derailment was Central Puget Sound Regional Transit Authority's failure to provide an effective mitigation for the hazardous curve without positive train control in place, which allowed the Amtrak engineer to enter the 30-mph curve at too high of a speed due to his inadequate training on the territory and inadequate training on the newer equipment. Contributing to the accident was the Washington State Department of Transportation's decision to start revenue service without being assured that safety certification and verification had been completed to the level determined in the preliminary hazard assessment. Contributing to the severity of the accident was the Federal Railroad Administration's decision to permit railcars that did not meet regulatory strength requirements to be used in revenue passenger service, resulting in (1) the loss of survivable space and (2) the failed articulated railcar-to railcar connections that enabled secondary collisions with the surrounding environment causing severe damage to railcar-body structures which then failed to provide occupant protection resulting in passenger ejections, injuries, and fatalities.

Recommendations

New Recommendations

As a result of this investigation, the National Transportation Safety Board makes the following new safety recommendations:

To the Secretary of Transportation:

1. Require the Federal Railroad Administration to issue regulations for inward-facing recorders that include image and audio recordings as recommended by the National Transportation Safety Board in R-10-01 and R-10-02.

To the Federal Railroad Administration:

2. Study the efficacy of how signs used in other modes of transportation may be effectively used in the railroad industry.

Exhibit 1

3. Require railroads to periodically review and update their speed limit action plans to reflect any operational or territorial operating changes requiring additional safety mitigations and to continually monitor the effectiveness of their speed limit action plan mitigations.
4. Require railroads to apply their existing speed limit action plan criteria for overspeed risk mitigation to all current and future projects in the planning, design, and construction phases, including projects where operations are provided under contract.
5. Prohibit the operation of passenger trains on new, refurbished, or updated territories unless positive train control is implemented.
6. Remove the grandfathering provision within Title 49 *Code of Federal Regulations* 338.206(d) and require all railcars comply with the applicable current safety standards.
7. Use your authority and compel all commuter and passenger railroads to meet the requirements outlined in Title 49 *Code of Federal Regulations* Part 238 without delay, such that in the event of a loss of power, adequate emergency lighting is available to allow passengers, crewmembers, and first responders to see and orient themselves, identify obstacles, safely move throughout the railcar, and evacuate safely.
8. Reevaluate existing seat securement mechanisms and their susceptibility to inadvertent rotation, to identify a means to prevent the failure of these devices to maintain seat securement.
9. Conduct research into the effectiveness of occupant protection through compartmentalization for passengers whose size (including children) is not within the current range of anthropomorphic passenger sizes in Federal Railroad Administration standards.

To the United States Department of Defense Fire and Emergency Services Working Group:

10. (1) Identify all military installations that provide emergency services to areas outside of their installations, make them aware of this accident, and determine the effectiveness of the communications system between that military installation and the adjacent jurisdictions. (2) Implement a plan to address any deficiencies with interoperability caused by the incompatibility between the US Department of Defense communications system and that of adjacent civilian agencies.

Exhibit 1

To the Washington State Department of Transportation:

11. Discontinue the use of the Talgo Series VI trainsets as soon as possible and replace them with passenger railroad equipment that meet all current United States safety requirements.

To the Washington State Department of Transportation, Amtrak, and the Oregon Department of Transportation:

12. Develop and implement a program by which all railcar seats that are designed to rotate be checked for proper positioning and securement in place before the railcar can be placed into or returned to passenger carrying service.

To Amtrak:

13. Ensure operating crewmembers demonstrate their proficiency on the physical characteristics of a territory by using all resources available to them, including; in-cab instruments, signage, signals, and landmarks; under daylight and nighttime conditions; and during observation rides, throttle time, and written examinations.
14. Revise your classroom and road training program to ensure that operating crews fully understand all locomotive operating characteristics, alarms and the appropriate response to abnormal conditions.
15. Require that all engineers undergo simulator training before operating new or unfamiliar equipment (at a minimum, experience and respond properly to all alarms), and when possible, undergo simulator training before operating in revenue service in a new territory and experience normal and abnormal conditions on that territory.
16. Implement a formal, systematic approach to developing training and qualification programs to identify the most effective strategies for preparing crewmembers to safely operate new equipment on new territories.
17. Work with host railroads and states that own infrastructure over which you operate to conduct a comprehensive assessment of the territories to ensure that necessary wayside signs and plaques are identified, highly conspicuous, and strategically located to provide operating crews the information needed to safely operate their trains.
18. Conduct training that specifies and reinforces how each crewmember, including those who have not received their certifications or qualifications, may be used as a resource to assist in establishing and maintaining safe train operations.

Exhibit 1

19. Update your safety review process to ensure that all operating documents are up to date and accurate before initiating new or revised revenue operations.
20. Incorporate all prerevenue service planning, construction, and route verification work into the scope of your corporate-wide system safety plan, including your rules and policies, risk assessment analyses, safety assurances, and safety promotions.
21. Work collaboratively with all host railroads and states that own infrastructure over which you operate in an effort to develop a comprehensive safety management system program that meets or exceeds the pending Federal Railroad Administration regulation Title 49 *Code of Federal Regulations* Part 270, "System Safety Program."
22. Conduct risk assessments on all new or upgraded services that occur on Amtrak-owned territory, host railroads, or in states that own infrastructure over which you operate.
23. Develop policies for the safe use of child safety seats to prevent uncontrolled or unexpected movements in passenger trains and provide customers with guidance for securing these child safety seats.

To Central Puget Sound Regional Transit Authority:

24. Immediately conduct a review of all operating documents and ensure that safety mitigations are applied with uniformity throughout the entirety of your territory.
25. In areas of your territory where you are a host of a tenant railroad, coordinate with all current and any prospective tenants on the development of operating documents including timetables, general orders, and special instructions.
26. Review your internal process for safety certification and verification, perform a gap analysis, and develop an action plan to address the deficiencies identified in the gap analysis and detailed in this report to enhance the verification activities on projects.

Exhibit 1

Reiterated Recommendations

As a result of this investigation, the National Transportation Safety Board reiterates the following previously issued recommendations:

To the Federal Railroad Administration:

1. Enact Title 49 *Code of Federal Regulations* Part 270, “System Safety Program,” without further delay. (R-17-17)
2. Conduct research to evaluate the causes of passenger injuries in passenger railcar derailments and overturns and evaluate potential methods for mitigating those injuries, such as installing seat belts in railcars and securing potential projectiles. (R-16-35)
3. When the research specified in Safety Recommendation R-16-35 identifies safety improvements, use the findings to develop occupant protection standards for passenger railcars that will mitigate passenger injuries likely to occur during derailments and overturns. (R-16-36)

Classified Recommendations

To the Federal Railroad Administration:

1. Require railroads to install devices and develop procedures that will help crewmembers identify their current location and display their upcoming route in territories where positive train control will not be implemented (R-16-32)

Safety Recommendation R-16-32 is classified *Open—Unacceptable Response*.

2. Conduct research to evaluate the causes of passenger injuries in passenger railcar derailments and overturns and evaluate potential methods for mitigating those injuries, such as installing seat belts in railcars and securing potential projectiles. (R-16-35)

Safety Recommendation R-16-35 is classified *Open—Unacceptable Response*.

3. When the research specified in Safety Recommendation R-16-35 identifies safety improvements, use the findings to develop occupant protection standards for passenger railcars that will mitigate passenger injuries likely to occur during derailments and overturns. (R-16-36)

Safety Recommendation R-16-36 is classified *Open—Unacceptable Response*.